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My Ref: CDA/18/1603
Date 29 May 2020

Contact: Mr G Lyon

Mr Mawer
Lucas & Western Architects Ltd
21 Town Green
Wymondham
NR18 0PN

Dear Mr J Mawer

**Discharge of conditions 4 (site hoarding), 6 (environmental management plan), 9 (site parking), 10 (construction management plan & access) 12 (Surface Water Disposal) of planning permission PF/18/1603
1 High Street, Sheringham**

Further to my letter of 03 April 2020, thank you for providing further information through submissions on 27 April 2020 in relation to conditions 6, 9 10 and 12 and submission on 07 May 2020 in relation to condition 4.

For ease of reference, this letter replaces the response provided on 03 April 2020.

Condition 4 (Site Hoarding)

The purpose of Condition 4 was to agree precise details of site hoardings (inclusive of height design and colour) so that appropriate hoarding is put in place not only for safe operation of the site but also to ensure an appropriate visual appearance given the sites location on the edge of Sheringham Conservation Area.

The Environmental Protection Team have commented on your additional submitted details and I have attached their response in full with this letter for ease of reference.

Having considered your further submissions, the advantages of using the proposed Heras fencing are recognised and, in light of the additional information provided regarding the area coverage of the dust suppression canon and the relatively low sound power levels associated with the demolition plant machinery, together with the presence of fully debris netted scaffolding around the building itself, the Environmental Protection Officer is satisfied that dust and noise levels will be unlikely to cause nuisance.

As such, subject to the works being undertaken in accordance with the revised submitted details, condition 4 will have been satisfied and can be discharged.

Condition 6 (Environmental Management Plan)

The purpose of Condition 6 was to agree an Environmental Management Plan for the site focusing specifically on i) materials and waste storage and ii) dust and noise suppression techniques. This is to ensure that there are adequate measures in place during demolition and construction.

The Environmental Protection Team have commented on your additional submitted details and note that you have confirmed that waste receptacles will be covered with debris netting as required when not in use, in order to prevent the escape of waste.

Details have been provided of the dust suppression canon intended for use on the site during the works, which will be the Generac Mobile Dust Fighter DF 7500 MPT. The specification sheet for this has been provided, which confirms that the canon has an area coverage of 40 metres in length and up to 17 metres in height. The Environmental Protection Officer considers this should provide adequate dust suppression and thereby prevent the occurrence of dust disturbance to neighbouring businesses and residents during the works.

Details have also been provided of the plant machinery that will be used to undertake the demolition works. These are understood to be the CAT 329 UHD 360° Hydraulic Excavator, the Volvo EC140EL Excavator, and the Rubble Master RM 90GO! Impact Crusher. Specification sheets for these have been located and it has been confirmed that the sound power levels associated with these plant comply with the EU Noise Directive 2000/14/EC and the noise limits stated in the Noise Emission in the Environment by Equipment for Use Outdoors (Amendment) Regulations 2005.

On the basis of the additional information provided and subject to the works being undertaken in accordance with the revised submitted details, condition 6 will have been satisfied and can be discharged.

Condition 9 (site parking)

The purpose of Condition 9 is to agree a parking scheme for construction workers during the construction period. You initially indicated that site parking is to occur within the construction compound (existing car park) but the Highway Authority indicated that they 'would need a plan which details the parking provision and the compound layout to ensure the functionality of both elements'.

The further information provided on 27 April seems to focus primarily on the demolition element of works, albeit that it does refer to contractor expectations that 'all of his parking associated with the work, as well as his working area, to be accommodated within the area of the car park and you have clarified that your expectation would be that the parking would be at the rear (south) end of the car park, leaving the north end as working area closest to the building.

Until such time as a definitive arrangement has been agreed to use the car park, particularly for the construction phase, I am not reasonably able to discharge condition 9.

However, provided suitable arrangements for site parking are agreed with the Council's Estates Team to facilitate demolition, I see no reason to hold up this element of works which are time critical given the impending tourism season (under normal circumstances). In order for us to discharge Condition 9 please can you provide a plan which sets out the agreed site parking for the demolition and construction phases as previously requested.

Condition 10 (construction management plan & access)

The purpose of Condition 10 is to agree a Construction Traffic Management Plan and Access Route (to also incorporate adequate provision for addressing any abnormal wear and tear to the highway).

Previously you included text within your covering letter setting out various aspects but the Highway Authority stated that they would wish to see 'a plan of the route to the site to ascertain if this is acceptable prior to placing any signs directing traffic to the site. This plan would also need to highlight the location of the vehicle holding area for the demolition phase of the development, noting the stop/go arrangement proposed'.

Your submission on 27 April sets out that 'Due to the size of the construction vehicles, as previously indicated, it will be impossible to utilise Gun Street and Lifeboat Plain, the only practical access to site will be to utilise the High Street on a two way stop go basis and will

require the use of banksman dressed in full high visibility PPE as walking escorts to bring vehicles in and out of the High Street'. You also set out that 'HGV vehicles will only be permitted on site in a one / by one scenario, all vehicles are equipped with mobile communications and the banksman on site will call the vehicles into the site area from outside of the town / front area'.

You will fully appreciate the importance of ensuring that all vehicles associated with demolition and construction at this site take extreme care travelling through the Town Centre given the likelihood (under normal circumstances) for many number of pedestrians (including children and elderly) and wheelchair and pushchair users heading towards the beach for a view of the sea. Provided that all traffic is appropriately managed for the duration of the works as set out in your submission of 27 April, then I can see no reason not to discharge Condition 10, despite the absence of a formal route plan as previously requested.

Condition 12 (Surface Water Management)

The purpose of Condition 12 is to agree details of proposed surface water disposal from the building. Your covering letter does not refer to this condition and so presume you rely on submission of the two documents/plans by Rossi Long.

Anglia Water were re-consulted following appearing to misunderstand the details submitted but have not responded. NCC Lead Local Flood Authority have also been contacted but have responded stating that, because the proposal is 'minor development' the Local Planning Authority would be responsible for assessing the suitability for any surface water drainage proposal.

The Council's Environmental Protection Officer has noted that the drainage plan submitted by Rossi Long Consulting indicates that surface water from the building will ultimately drain into the public sewer beneath High Street, via a water flow control device which will restrict discharge to 5 litres per second in order to cater for all storms up to and including the 1 in 100 year storm event plus 40% allowance for future climate change. The EPO understands that an attenuation tank is also proposed and is of the view that these proposals will be sufficient to cater for any foreseeable surface water scenarios.

In the absence of any information to the contrary, I see no reason not to discharge Condition 12 provided that the works are undertaken in accordance with the following submitted plans:

- Plan - Drawing Number: C-400 Rev.P2 'S0 - Work in Progress' by Rossi Long Consulting dated 13/11/18; and
- Annotated plan titled 'Rossi Long Drainage Comments 2/3/18'

I trust this response is of assistance to enable demolition works to commence.

Yours sincerely



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Major Projects Manager

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