

**TOWN AND COUNTRY PLANNING ACT 1990 (as amended)
TOWN AND COUNTRY PLANNING (INQUIRIES PROCEDURE) (ENGLAND)
RULES 2000**

**APPLICATION BY WESTON HOMES PLC AND
COLUMBIA THREADNEEDLE INVESTMENTS**

NORWICH CITY COUNCIL REFERENCE - 18/00330/F

PINS REFERENCE - APP/G2625/V/19/3225505

**Peter Luder BA(Hons) MUP MRTPI
Rebuttal Proof of Evidence Appendices**

For

Hybrid Planning Application

At

ANGLIA SQUARE, NORWICH

**Weston
Homes**



Appendix 1

Email from J Hanner, Norfolk County Council to T Armitage, Norwich City Council

5 September 2018

Re: Under the Flyover, Magdalen Street, Norwich

From: Hanner, Jonathan [<mailto:jonathan.hanner@norfolk.gov.uk>]
Sent: 05 September 2018 13:03
To: Armitage, Tracy
Cc: Yates, Kieran; Dean, Shaun
Subject: FW: Under the flyover scheme Anglia Square

Hi Tracy

Firstly to confirm our discussions last week, Shaun Dean has confirmed that a minimum distance of 3 m is required between the flyover and the containers to address our previous concerns raised regarding pedestrian safety. I would therefore be grateful if the applicant could amend their design to suitably address these concerns.

In addition, Shaun has confirmed that the proposed containers will not impede our ability to carry out day to day maintenance of the flyover. He has however requested that it be made clear that, although unlikely, should significant structural maintenance be required during the 10 year period proposed some of the containers may need to be moved temporarily. As discussed, I would suggest that this is included within the associated legal agreement you have with the applicant.

With regard to the potential highway encroachment previously discussed, following confirmation from our highways boundary team, I am satisfied that there is no highway encroachment as a result of the proposals.

There are however two areas where the proposed structures overhang the highway. The first being over the footway on Magdalen Street (eastwards off unit 1) creating a floating walkway over the highway footway below. Likewise there is also a section which cantilevers (northwards off unit 1) and abuts the existing building to create a link into the existing building. Whilst I accept (from the highway boundary plan attached) that only part of this section is highway - never the less it still overhangs the public highway.

As discussed, Mark North in our bridges team has confirmed (see below) that technical approval would not be required for these structures. The applicant would however still need to secure a licence for the structure (overhanging the highway) from the local highway office (which is Norwich CC as LHA in this instance) under Section 177 of the Highway Act 1980 prior to commencing work on the site. This application would however be accompanied by a structural engineers report in support. I understand from our chat that Kieran has already been involved in such discussions and I will leave this with him to advise accordingly – I have however included our standard conditions which we would ordinarily look to append to any decision notice for your assistance and for the avoidance of doubt:

SHC 50A No works shall commence on the site until an application to the Highway Authority has been made for and a licence secured (subject to any conditions attached thereto) for the structure (*the extractor flue*) under Section 177 of the Highway Act 1980.

Reason: In the interests of highway safety.

SHC50B Notwithstanding any conditions attached to any licence issued under Section 177 of the Highways Act 1980, the structure (*the extractor flue*) shall be regularly maintained and inspected in accordance with manufacturers recommendations and an annual (or as conditioned in any licence granted) survey and report shall be commissioned by the licensee by a reputable structural engineer, and submitted to the Highway Authority, to prove the ongoing integrity of the structure.

Reason: In the interests of highway safety.

Once our concerns with regard to the proximity of the containers to the flyover (para 1) have been suitable addressed we will be in a position to provide you with a formal recommendation with regard to the proposals.

Kind regards

Jon

Jonathan Hanner, Engineer - Highways Development Management

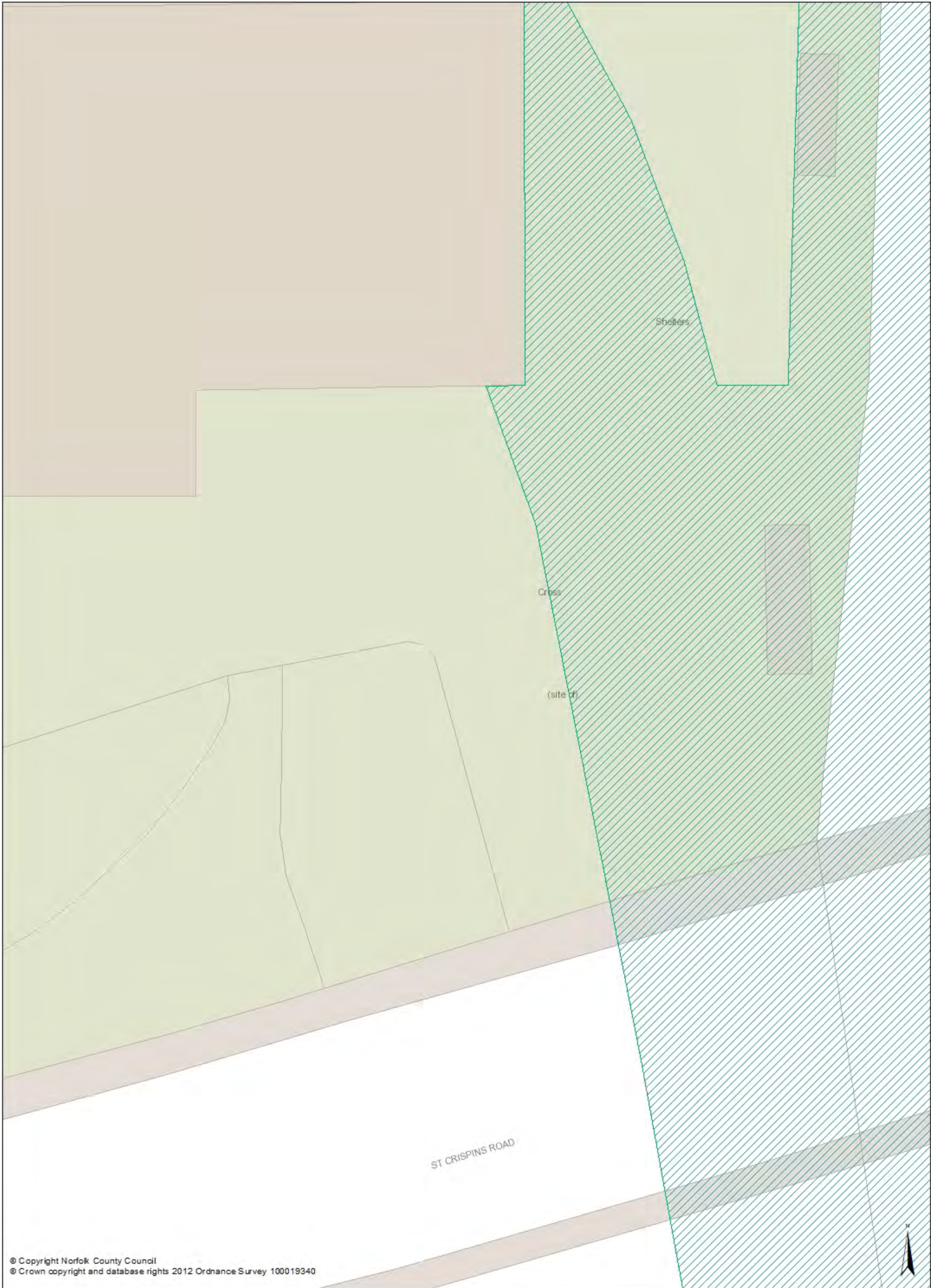
Community and Environmental Services

Tel: 01603 223273 | Dept: 0344 800 8020

County Hall, Martineau Lane, Norwich. NR1 2SG

--

To see our email disclaimer click here <http://www.norfolk.gov.uk/emaildisclaimer>



© Copyright Norfolk County Council
© Crown copyright and database rights 2012 Ordnance Survey 100019340

Appendix 2

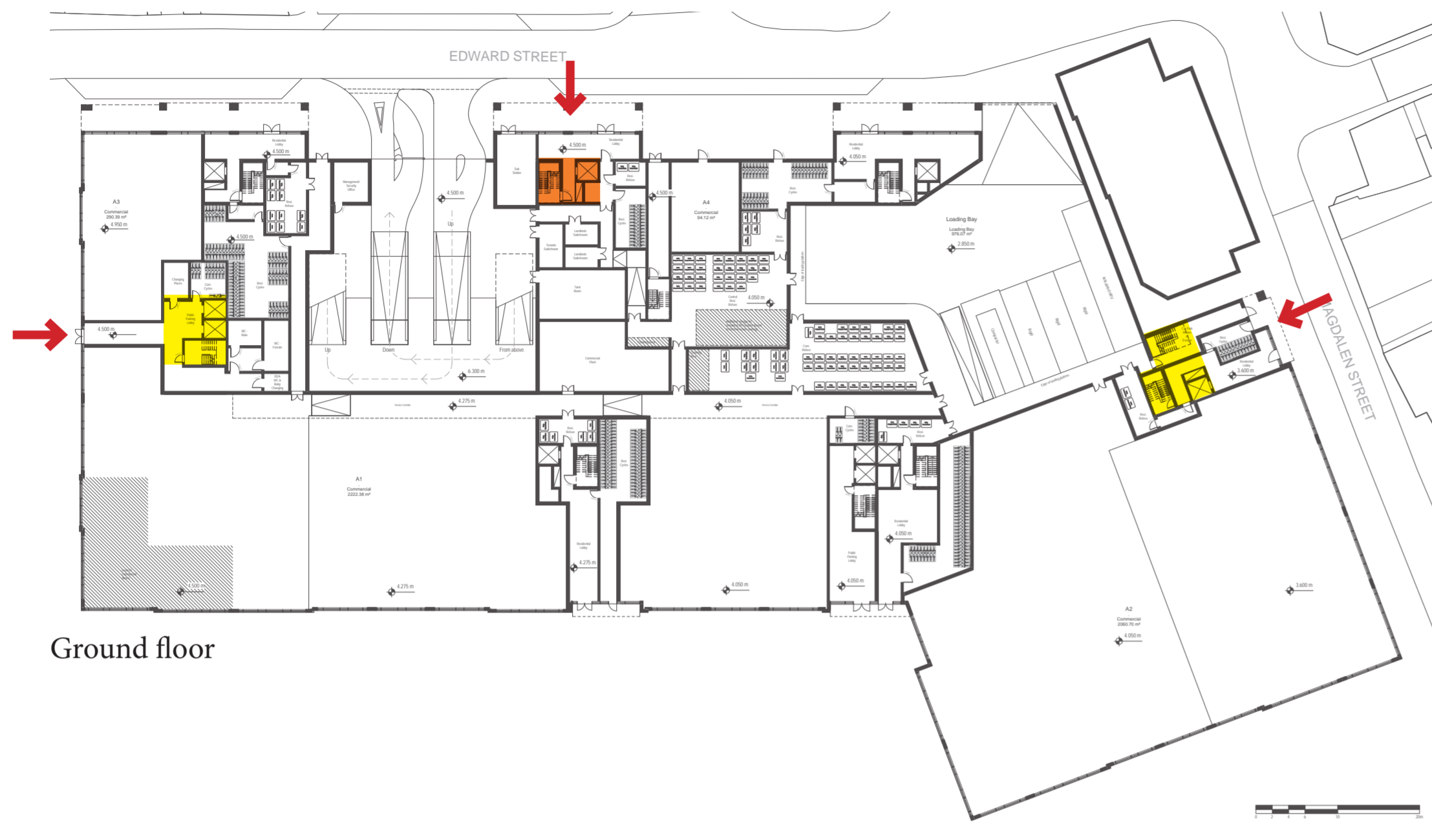
WH 4/3 SK005 Public Multi Storey Car Park: Future Alternative Use Flexibility

Block A

and

Wh 4/3 SK006 Residential Car Park Floors: Future Alternative Use Flexibility

Block F



Ground floor

Public Multi -Storey Car Park (MSCP) Future Alternative Use Flexibility - Block A

Potential for alternative use of MSCP parking spaces if future demand for car parking reduces:

Areas where a number of parking spaces within the existing MSCP could be transformed into alternative use accommodation, with natural light as indicated with minimal structural implications.

Key:

Windows in elevation



Vehicular delivery zone in MSCP



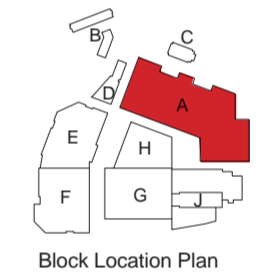
Potential for skylights



Cycle spaces for B1(a), B8 & D2



Pedestrian access



Block Location Plan

Class B1(a):

OFFICE:

Flexible office space with north facing windows with access via public core highlighted in yellow. (5m depth from external glazing, plus services areas)



Classes B1(c) & B8

WORKSHOP/STUDIO/STORAGE:

Flexible studio spaces with north light - Ideal for artists - with access off core highlighted in orange



Weston Homes/CTI
Rebuttal response to:
Save Britain's Heritage

Alec Forshaw

Classes B1(c), B8, D2 (eg Gym).

WORKSHOP/GYM/STORAGE:

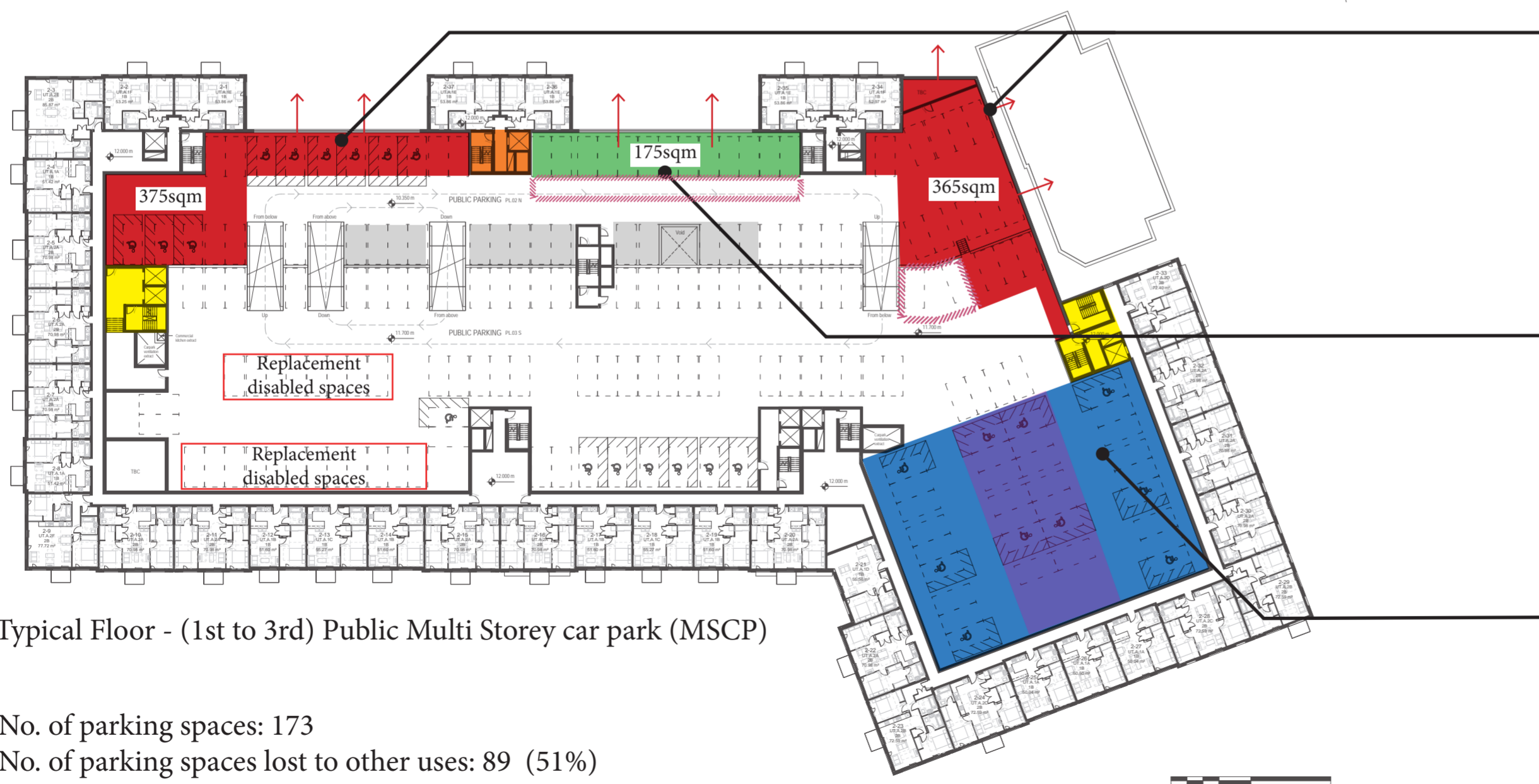
Flexible space without natural light except on 3rd floor where through skylights, top lighting is possible. Access can be achieved off core highlighted in yellow. (vehicular access from within public MSCP)



Alternative Visions for the site
para 109

"A 600 space public MSCP ...will be expensive to construct and to demolish or convert when it comes a white elephant"

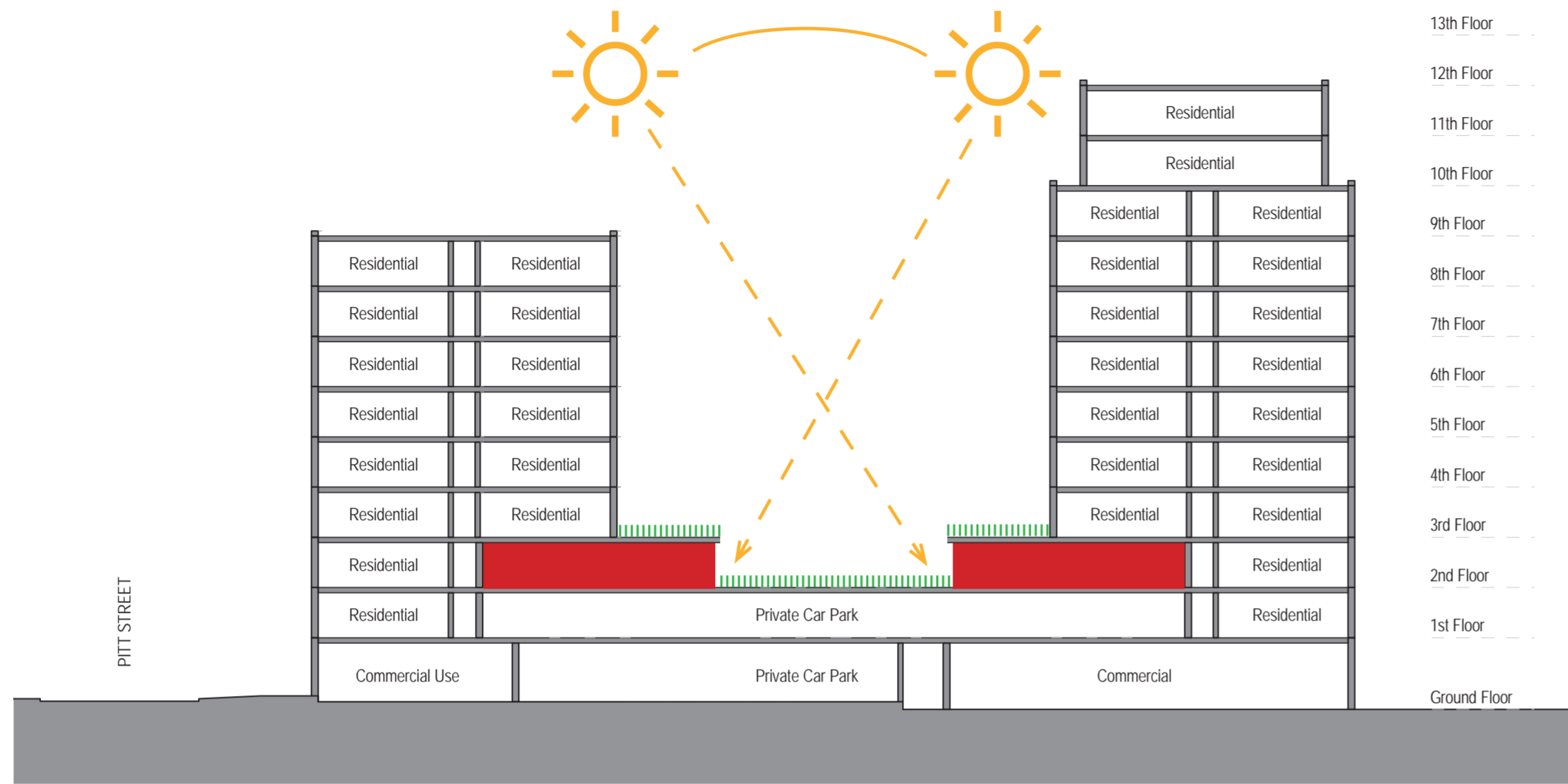
WH4/3 SK005
14.01.2020



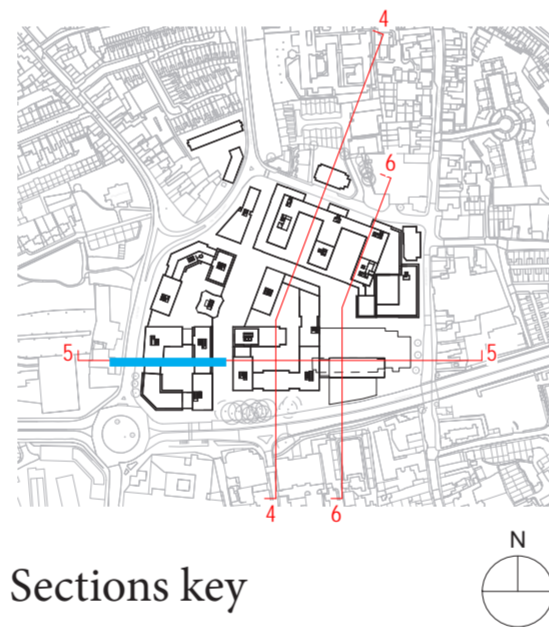
Typical Floor - (1st to 3rd) Public Multi Storey car park (MSCP)

No. of parking spaces: 173

No. of parking spaces lost to other uses: 89 (51%)



Part Section 05 - Block F

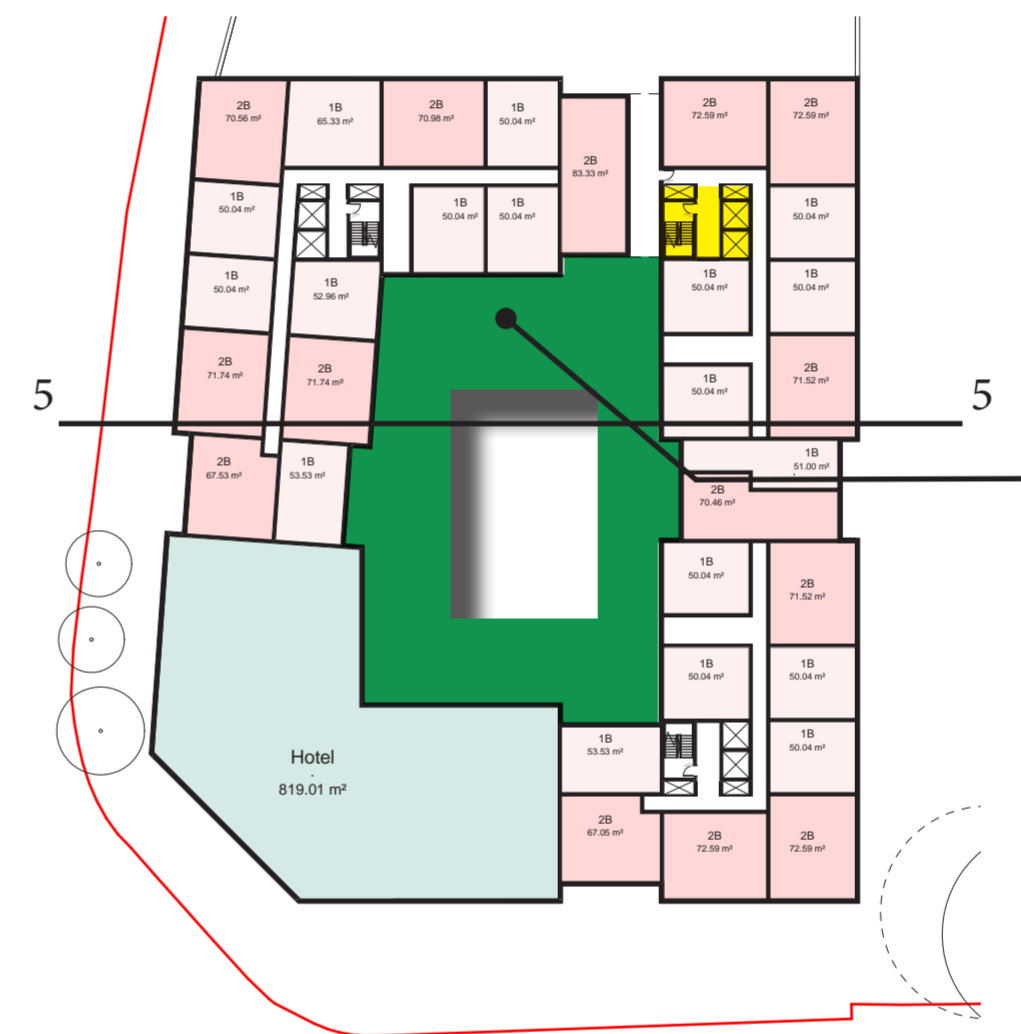


Sections key

Residential Car Park Floors: Future Alternative Use Flexibility - Block F

Potential for alternative use of residential car parking spaces, either by changes to podium gardens at Reserved Matters application stage, or subsequently by removal of sections of the podium between structural elements.

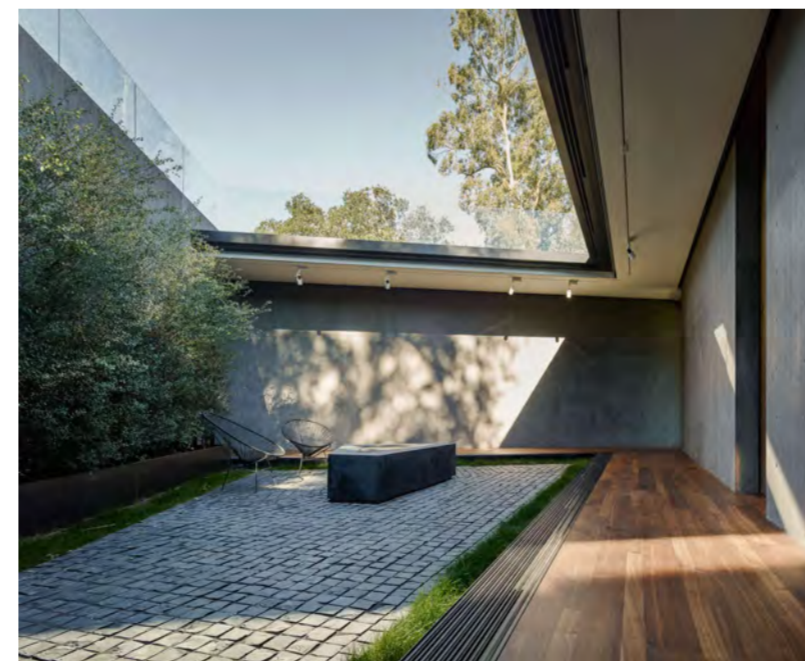
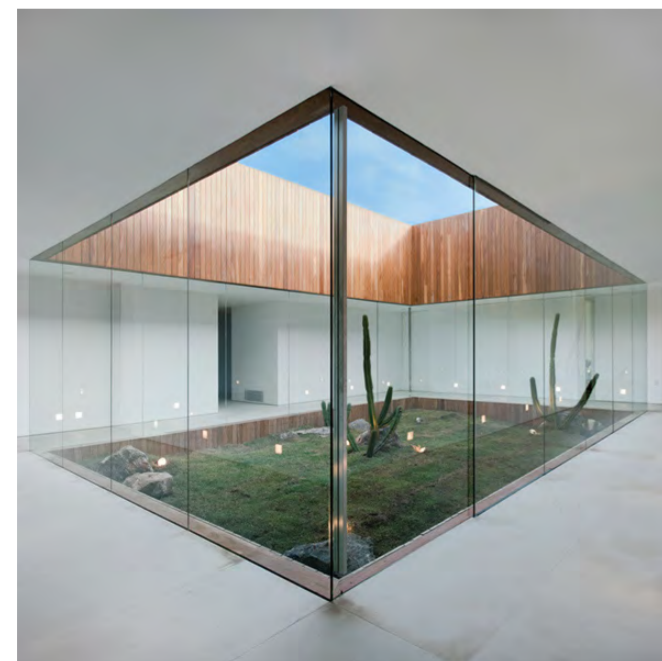
This example shows how car parking spaces could be used for alternative use. Placing accommodation one level below the podium around a central skylight or sunken courtyard to provide sufficient outlook and daylight to the accommodation.



Block F: Detail of Second Floor Plan

Classes B1(c), B8, D2 (eg Gym).
WORKSHOP/GYM/STORAGE:
 Flexible space with natural light where through a skylight/sunken courtyard top lighting is possible. Access can be achieved off core highlighted in yellow. (vehicular access from within residential parking floors)

Examples



Weston Homes/CTI
 Rebuttal response to:
 Save Britain's Heritage

Alec Forshaw

Alternative Visions for the site
 para 109

"A 600 space public MSCP ...will be expensive to construct and to demolish or convert when it comes a white elephant"

Appendix 3

Letter from S Petrasso, SES to P Luder, Weston Homes

17 December 2019

Re; Demolition of Sovereign House



Our Ref: SES/SP/EH

17th December 2019

Peter Luder
Weston Homes Plc
Parsonage Road
Takeley
Essex
CM22 6PU

Dear Mr Luder,

**Re: WH179 – Anglia Square, Norwich
Proof of Evidence Response – Norwich Cycling Campaign – Demolition of Sovereign House**

I refer to your request for Stansted Environmental Services Ltd (SES) to provide a response to the Proof of Evidence prepared by Norwich Cycling Campaign (NCC) (Ref: PoE-CYC/201) dated 3rd December 2019 which discusses the demolition of Sovereign House.

As you are aware, SES prepared the document "Assessment of the Likely Significant Effects Resulting from Demolition Activities Version 2, to be read in conjunction with the Draft Construction Phase Site Waste Management Plan Version 2 (SWMP). Further Environmental Information sought by the Secretary of State under Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, in relation to the Anglia Square development, Norwich, (LPA Ref 18/00330/F) (PINS Ref APP/G2625/V/19/3225505)".

The document identified Asbestos Containing Materials (ACM's) and Section 3 of the report contains an assessment of controls on demolition effects.

For ease, I have reproduced points 3.1, 3.2 and 3.3 which specifically refer to the removal of asbestos.

3.1 Asbestos Removal Prior to commencement of any demolition/clearance work, a Refurbishment/Demolition survey will be carried out by a competent surveyor. Any identified Asbestos Containing Materials (ACM's) will be removed by a licenced contractor and disposed of at a licenced landfill, in accordance with the following procedures.

Site Specific Risk Assessments and Method Statements will be prepared by the licensed contractor which will detail the dismantling of the ACM's, 'bagging up' of the material and disposal of the material to an appropriately licensed landfill site. Waste Transfer Notes will also be provided to demonstrate this.

3.2 Waste Transfer Notes will be provided for all ACM's removed from the site clearly stating the end fate of the material.

3.3 This will mitigate any adverse impact on any of the Sensitive Receptors from removal of ACMs as part of the demolition process, even if phased.

NCC are requesting that a condition be applied for the demolition of Sovereign House to be undertaken as part of Phase one and be completed prior to commencement of any construction works.

The draft Outline Conditions include Condition 28 which requires the production of a Construction and Environmental Management Plan (CEMP) (which shall take account of the cumulative impact of other nearby development taking place, at the time of submission) to be submitted to, and approved in writing by, the Local Planning Authority. The development shall only be implemented in accordance with the details and measures approved as part of the CEMP, which shall be maintained throughout the entire construction period.

The CEMP will cover;

- Movement and parking of site operatives' vehicles,
- HGVs movements,



2732

ATMAG



- Dust, noise and any other nuisance, and the impact on water management of the demolition and mitigation measures,
- The disposal and recycling of demolition waste material, and
- Those activities on the site permeability

As per the points I raise above, the concerns raised by NCC have been adequately assessed as removal of asbestos is a controlled operation and as such, can be carried out in a phased manner as proposed by the developer with the aid of suitably qualified and competent contractors who will prepare Phase Specific Risk Assessments and Method Statements for the works that they will be carrying out. Furthermore, the preparation, submission and approval of a CEMP for the development will further detail control measures.

I trust that the above is satisfactory, however please do not hesitate to contact me should you require any further information.

Yours sincerely

Silvio Petrasso BSc (Hons)
CMIOSH, MIOA, IMAPS, ACIEH
Associate Director (Environment)

Appendix 4

Letter from S Petrasso, SES to P Luder, Weston Homes

13 December 2019

Re: Edward Street Car Park



Our Ref: SES/SP/EH

13th December 2019

Peter Luder
Weston Homes Plc
Parsonage Road
Takeley
Essex
CM22 6PU

Dear Mr Luder,

**Re: WH179 – Anglia Square, Norwich
Proof of Evidence Response – Norwich Cycling Campaign – Edward Street Car Park**

I refer to your request for Stansted Environmental Services Ltd (SES) to provide a response to the Proof of Evidence prepared by Norwich Cycling Campaign (NCC) (Ref: PoE-CYC/203) dated 3rd December 2019 which discusses the Edward Street Car Park.

NCC have raised concerns with respect to the potential for 'latent PM material' associated with the 40 years of operational use as a car park.

It should be noted that the car park in question does have 'open sides' which allows wind to pass through the building itself, therefore 'PM material' if present has been mobile and remains so whether demolition works are carried out or not.

Demolition works will be carried out in accordance with relevant legislation, policies and standards by suitably qualified and competent contractors. Furthermore, Phase Specific Risk Assessments and Method Statements will be prepared by the Demolition Contractor which will detail control measures including the management of dust.

The draft Outline Conditions include Condition 28 which requires the production of a Construction and Environmental Management Plan (CEMP) (which shall take account of the cumulative impact of other nearby development taking place, at the time of submission) to be submitted to, and approved in writing by, the Local Planning Authority. The development shall only be implemented in accordance with the details and measures approved as part of the CEMP, which shall be maintained throughout the entire construction period.

The CEMP will cover;

- Movement and parking of site operatives' vehicles,
- HGVs movements,
- Dust, noise and any other nuisance, and the impact on water management of the demolition and mitigation measures,
- The disposal and recycling of demolition waste material, and
- Those activities on the site permeability

As per the points I raise above, the concerns raised by NCC with respect to 'PM material' will be addressed by standard demolition practices with the aid of suitably qualified and competent contractors who will prepare a Site Specific Risk Assessment and Method Statement for the demolition of the Car Park.

I trust that the above is satisfactory, however please do not hesitate to contact me should you require any further information.

Yours sincerely

Silvio Petrasso BSc (Hons)
CMIOSH, MIOA, IMAPS, ACIEH
Associate Director (Environment)