

HOLT – PF/19/1913 - Formation of concrete surfaced bus turning area, overflow bus parking area with permeable surface and staff car parking area with associated drainage (revised plans and additional information); Kongskilde UK Ltd, Hempstead Road Business Centre, Hempstead Road, Holt, NR25 6EE for Sanders Coaches Ltd

Target Date: 28 May 2020

Case Officer: Jayne Owen

Full application

CONSTRAINTS

SFRA - Risk of Flooding from Surface Water + CC

EA Risk of Flooding from Surface Water 1 in 1000

LDF - Settlement Boundary

LDF - Employment Area

Contaminated Land

Landscape Character Area

RELEVANT PLANNING HISTORY

None

THE APPLICATION

The site is located to the southern side of the main Hempstead Road in Holt and comprises approximately 0.25 ha of grass and shrubland located to the rear of an existing industrial building within the Hempstead Road Employment Area. The site access is to the eastern side of the Kongskilde building. The site is owned by Sanders Coaches Ltd. The application proposes the construction of additional hard standing / parking to the south of the main buildings to provide a parking area for staff (12 No. spaces) and coaches (17 No. spaces), a new footway access to the western side of the buildings and a new acoustic fence and drainage swale.

Sanders Coaches have approximately 15 – 18 coaches and buses operating from the Hempstead Road site which mostly leave the depot once a day and return at the end of the day. Timescales of operations vary depending on client requirements and booking type, for example airport transfers, day trips and local events. Generally the majority of the operations are between the hours of 07.30 am and 19.30 pm, however there is rising demand for operations outside of these hours.

As other companies such as Stagecoach, Go Ahead and First Eastern Counties have terminated their bus services for North Norfolk, Sanders Coaches Ltd have been taking over the withdrawn services in order to meet public demand and to avoid disruption to the general public. As additional vehicles are required within the fleet, the existing site which Sanders Coaches currently operate from, located on the opposite side of Hempstead Road, is not suitable to accommodate additional vehicles.

The proposals will enable the site to accommodate any overflow of vehicles from the main site which will improve site operations and avoid congestion at the main entrance and resulting disruption to other businesses on site and the wider general public. There is a housing development currently under construction to the north of the site which will deliver a connection

between the Holt bypass and Hempstead Road via the new roundabout on the A149. Once completed Sanders Coaches intend to use this new route to and from the site.

REASONS FOR REFERRAL TO COMMITTEE:

The Head of Planning has called the application in due to local interest and number of representations and the need to balance arising material planning considerations against the potential impact on a local business taking into consideration the need to support the economy.

TOWN COUNCIL:

No comments to make.

REPRESENTATIONS:

Duncan Baker MP (summary):

- Sanders Bus Company is a valuable company to Holt and all of North Norfolk.
- The loss of their services will be harmful to the local economy and the community and general public who rely on a local bus network.
- Noise issues can likely be mitigated through appropriate measures.
- Any business using this site may conflict with the Holt Country Park. Anything that can be done to ensure pollutants from the buses are also kept to a minimum would be welcomed.

Other representations (summary):

Eight objections have been received from a representative of the Trustees of Holt Lowes and occupiers of surrounding residential properties raising the following concerns. The representations are available to view in full on the Council's website.

- Noise and amenity impacts, if permitted, normal working hours should be maintained
- Drainage and pollution
- Highways
- Trees and landscaping, planting should be of a mature standard and the hedgerows should be maintained to assist with retaining the character and appearance of the country paths on both sides which are well used.
- Lighting
- Loss/impact on wildlife
- Visual impact on the wider area and Holt country park
- Precedent
- This is not the originally intended use for the site, the development will exacerbate existing impacts particularly in relation to the country park
- There is more suitable land, further away from housing, north of the existing Sanders depot site, this land is part of the Heath Farm development and has been specifically set aside for business and industrial use by the developers
- Impacts on footpaths adjacent to Holt Country Park

Following re-consultation in relation to revised plan and additional information:

To date (18/5) three further representations have been received raising the following issues:

- Noise at unsocial hours even with the mitigations measures proposed, which rely on bus drivers following very specific rules at all times.
- Fumes/Pollution – vehicles running idle in an enclosed area, causing harm to wildlife, preventing public from enjoying the award winning woodland and nearby residents from using gardens, hanging out washing and having windows open without breathing in fumes. This is of particular concern to a household member who suffers from a chronic breathing condition, worsened by vehicle fumes
- Impact on Wildlife - A large volume of wildlife would be disturbed by the constant noise, fumes, light pollution and volume of activity literally feet away from their habitat, including endangered birds which nest on the roof of the Kongskilde Building, including during the construction phase
- Impact to nature and wildlife at Holt Country Park during building work
- When selecting trees to be removed, residents would appreciate it if views of the factory buildings and compound are not increased or exacerbated wherever possible
- Reversing sirens/alarms would be particularly intrusive, there are sirens/alarms available employing new technology reducing noise emissions
- Could motorbikes be parked at the Heath Road Site and can the playing of radios, of music etc be banned from the premises
- Can the management plan include a general requirement preventing unnecessary noise and making staff aware of proximity of residential properties

Norfolk County Council Highways

No objection subject to a condition.

Environmental Health

Air Quality - With respect to air quality, it is highly unlikely that the degree of traffic generated on this site would lead to any breaches in the air quality standards. The development itself does not meet any of the planning thresholds that would require a detailed air quality assessment to be submitted.

Noise Impacts - No objections subject to conditions.

Economic and Tourism Development Manager

No objection.

Environment Agency

No objections subject to a condition.

Landscape Officer

No objections subject to conditions.

HUMAN RIGHTS IMPLICATIONS

It is considered that the proposed development may raise issues relevant to Article 8: The Right to respect for private and family life.

Article 1 of the First Protocol: The right to peaceful enjoyment of possessions.

Having considered the likely impact on an individual's Human Rights, and the general interest of the public, approval of this application as recommended is considered to be justified, proportionate and in accordance with planning law.

CRIME AND DISORDER ACT 1998 - SECTION 17

The application raises no significant crime and disorder issues.

POLICIES

North Norfolk Core Strategy (Adopted September 2008):

SS 1 - Spatial Strategy for North Norfolk
SS 4 - Environment
SS 5 - Economy
SS 6 - Access and Infrastructure
SS 9 - Holt
CT 5 - The transport impact of new development
CT 6 - Parking provision
EN 2 - Protection and enhancement of landscape and settlement character
EN 4 - Design
EN 9 - Biodiversity and geology
EN 10 - Development and Flood risk
EN 13 - Pollution and hazard prevention and minimisation

National Planning Policy Framework (NPPF):

Section 2 - Achieving sustainable development
Section 4 - Decision-making
Section 6 - Building a strong, competitive economy
Section 8 - Promoting healthy and safe communities
Section 9 - Promoting sustainable transport
Section 12 - Achieving well-designed places
Section 14 - Meeting the challenge of climate change, flooding and coastal change
Section 15 - Conserving and enhancing the natural environment

MAIN ISSUES FOR CONSIDERATION

1. Principle
2. Design and layout
3. Highways
4. Residential amenity
5. Landscaping
6. Ecology
7. Lighting
8. Drainage and Pollution
9. Conclusion

APPRAISAL

1. Principle (Policies SS 1 and SS 12):

The application site lies within the designated employment area where employment generating development proposals will be permitted subject to compliance with other policies of the Core Strategy. The site is also within the residential area of Holt. The principle of the development,

when considered against the requirements of Policies SS 1 and SS 9 is acceptable in principle in this location.

2. Design and layout (Policy EN 4)

Policy EN 4 states that all development should be designed to a high quality, reinforcing local distinctiveness. Design which fails to have regard to local context and does not preserve or enhance the character and quality of an area will not be acceptable.

The site is located to the rear of an existing factory building and surrounding an area currently used for deliveries of stock and storage. Access is gained from Hempstead Road to the north and via an existing tarmacked access route to the east of the main building. To the west of the site, 12 staff car parking spaces are proposed. 4 coach parking spaces are proposed within the centre of the site, and 13 spaces are proposed along the southern boundary.

The site is located behind a screening belt of pine trees and in effect, the buildings are set within the context of the wooded environment of the area. To the south of the site is Holt County Park with a public footpath running parallel to the southern boundary of the site. A separate footpath is located to the western boundary of the site and continues southwards away from the site after joining the east west path alongside the Park. To the eastern side of the site, is another industrial unit with several large modern buildings and hard standing areas. These are separated from the site by a mature *Leylandii* hedge of approximately 3m high (closely maintained). To the southern boundary of the site, is a raised 'hedgerow bank' on which are a number of mature Oak trees (others continue along the bank adjacent to the pathway to the east), together with a partial and fragmented mature hawthorn and holly hedge. To the western side of the site is a semi-mature belt of Scots Pines approximately 18m wide which runs the full length of the western boundary to the footpath junction area (south west corner) of the site.

Within the site is a main building sited centrally which contains offices and storage facilities for a number of different firms. There is parking to the north and south of this feature, with an existing hard standing and access roadway located to the south and east of the main building which is used for deliveries and vehicle parking. The remaining area of the site is given over to grassed verge areas and the woodland to the western side.

Regard has been had in designing the layout to surrounding natural boundary treatments, and the nearest noise sensitive receptors. The main body of bus parking will be located as far as possible away from residential properties and in the largest areas of the site to enable easy turning and parking manoeuvres to be undertaken. There is some natural screening to the site but it is visible from adjacent footpaths, particularly at the south-west corner. However, it will be read within the context of the wider employment site. It is considered that the design and layout is acceptable and accords with Policy EN 4 of the North Norfolk Core Strategy.

3. Highways (CT 5 and CT6)

Norfolk County Council Highways have been consulted on the proposals and have raised no objections on the basis that this proposal does not affect the current traffic patterns or the free flow of traffic. They have requested a condition in respect of the laying out of the site with spaces being demarcated clearly before the use is operational, should the permission be given approval.

A concern has been raised by a local resident that the proposed condition wording includes references to servicing/loading/unloading and waiting areas which it is suggested implies the site will not be used purely for parking. There are no proposals to use the site for such functions and

it is considered that the condition can be re-worded to remove these elements, while still remaining precise and enforceable.

Concerns have also been raised that the addition of twelve cars and seventeen coaches operating in the same spaces as deliveries for the adjacent business, Vitfoss, may result in queueing and in vehicles having to idle for considerable lengths of time, exacerbating potential noise impacts. This is discussed in the section on Amenity below.

The proposed development is considered to comply with the requirements of Policies CT 5 and CT 6 of the North Norfolk Core Strategy.

4. Amenity

Policy EN 4 requires that proposals should not have a significantly detrimental effect on the residential amenity of nearby occupiers. A number of concerns have been raised by local residents in terms of potential impacts resulting in nuisance primarily in relation to air quality, noise and light pollution impacts.

Air Quality

With regard to air quality, the Council's Environmental Health Officer has confirmed that it is highly unlikely that the degree of traffic generated on this site would lead to any breaches in air quality standards. The development itself does not meet any of the planning thresholds that would require a detailed air quality assessment to be submitted. As such, the proposals are considered to be acceptable in this regard.

Noise and Light Impacts

Section 15, paragraph 170(e) of the National Planning Policy Framework states that *'planning policies and decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution'*.

Further, paragraph 180 of the National Planning Policy Framework states that *'planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:*

- (a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development and avoid noise giving rise to significant adverse impacts on health and the quality of life*
- (b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and*
- (c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation'*

The Ministry for Housing, Communities and Local Government (MCHLG) online-based resource produced in 2014 also provides guidance on the assessment of noise, how noise impacts can be determined and the further considerations relating to mitigating the impact of noise on residential developments.

The following requires consideration:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved

The Council's Environmental Health Officer (EHO) has been consulted on the proposal and initially raised concerns regarding the potential for noise disturbance from both car and bus movements, which would be permitted under the proposed application which seeks 24hour site access and would therefore potentially cause disturbance to the amenity of nearby residents. Such disturbance might arise from bus reversing beepers, car door slamming and engines running amongst other things. EH officers had concerns that the location of bus bays in the centre of the site and open palisade fencing would allow a line of sight from the noise and light sources and upstairs windows at residences nearby, thereby increasing the potential for disturbance.

A noise assessment was requested and received which considered the noise impacts and any mitigation measures required to reduce/remove the potential for disturbance. The originally submitted Noise Impact Assessment has subsequently been revised further and responds fully to queries raised in extensive discussions between the EHO, the Case Officer, the applicant/agent and the applicant's acoustic consultant to seek improvements in relation to both potential light and noise impacts. Additional information and noise mitigation measures are now included which reduce the impact on residential amenity to an acceptable level. The lighting scheme has been significantly amended and improved to include lower level barrier mounted lighting rather than the originally proposed pole mounted lighting, to reduce light levels and light omitting from the site.

The EHO's comments in relation to the application can be viewed in full online but Member's attention is drawn to the following areas specifically:

Reverse Warnings:

The noise from reversing warnings has been the major concern and ensuring this aspect is controlled is vital to ensuring residential amenity is protected. The impact of conventional reversing alarms, without mitigation measures, has been assessed in the acoustic consultant's report as being 11.3 dB above a lowest background noise level, which is unacceptable. In order to address this the following is recommended:

- An active white noise device to be fitted to all buses such as the SMART bbs-tek®.

This measure is the preferred device, providing its performance is effective and as operates within the noise levels quoted.

The following is an alternative measure if the above device is not effective

- Upgrade of all buses using the site to fit them with white-noise reverse signals which removes the tonal element

These devices are described in sections 5.25 and 5.26 of the submitted noise report and details of the device are also included in Appendix 2. Essentially, this white noise reverse signal is a self-adjusting system that monitors existing sound levels and adjusts accordingly to be (circa) 5 dB above the ambient sound level at a given time. The dynamic range is between 77-97 dB. The

effectiveness of the proposed reversing alarm is vital to ensure that residential amenity is protected and this can be secured by planning condition. However, there is limited noise data evidence to confirm the noise levels quoted for this new. Online data has not been able to confirm noise levels, and there is limited scope for visits and surveys to other sites where such equipment is in use due to restrictions under Covid-19. Therefore, it is also recommended that a separate condition is proposed if the development is approved which allows for an alternative system, such as the use of a banks person, and the turning off of alarms, should the noise control devices be found not to sufficiently control noise levels.

In the event that a banks person system is used, or any other system whereby there are no audible reverse warnings operational, a robust risk assessment would be required to protect life against the risk of injury or death, to any person on site, either authorised or unauthorised from reversing accidents. The site is regulated by the Health and Safety Executive and their advice should be sought and it is recommended that an informative note to this effect is applied to any permission if granted.

Vehicle movements:

In relation to vehicle movements, the acoustic consultant has assessed the noise impact from bus and car movements on the nearest Noise Sensitive Receptors (NSR's) with a 2 metre solid acoustic barrier provided. With the barrier in place, the sound levels can be expected to decrease to approximately 2 dB above the lowest recorded background sound level between the hours of 5 am – 6 am which is an acceptable standard at both ground and first floor inside the nearest properties. It is recommended that the barrier is secured by condition if approval is granted.

Door slams

Car door slam noise measurement samples occurring adjacent to the proposed acoustic barrier have been modelled in the report in respect of both daytime and night-time background noise levels. Both are considered to be acceptable with the barrier in place. Again, the barrier should be secured by condition.

Forward Facing Bus bays B12 to B17 to reduce bus noise

A further measure has been proposed by the applicant's acoustic consultant to ensure forward facing parking of coaches into bays B12 to B17 so that the noise sources of the bus engine and rear mounted reversing warnings are facing away from the noise sensitive receptors, the residential properties. This additional measure is also welcomed and is required as a condition.

Construction control measures

Regarding the construction noise and vibration control measures within the report. These items are advice given by the acoustic consultant, for the applicant's information, on noise control during the construction phase, recommendations include a barrier construction site hoarding of 2.8 to 3 metres, controlled hours of work, local screening of small plant with local small screens and the use of vehicle exhaust muffling devices.

Advance planning of noise control measures during the construction phase is welcomed. However, construction noise controls are not normally recommended by the Environmental Protection team as part of the planning consent process for smaller construction schemes. Separate legislative controls for construction noise are available in the Control of Pollution Act 1974.

In summary, Environmental Health raise no objections subject to conditions to

- a noise control scheme for vehicle reverse warnings,
- securing the recommended acoustic barrier including details of size, construction and maintenance.

A number of other conditions are also recommended in regards to

- site operations, such as details of the access gate, signage to be displayed providing advice on avoiding noise such as excessive engine revving, use of radios, playing of music and shouting;
- notwithstanding the plan already provided, the submission of a management plan to include staff training in relation to avoiding noise through excessive engine revving, use of radios, playing of music and shouting and in relation to the on-site speed limit, the bays to be used for cars and buses which return at anti-social hours, their direction of use and the instructions of use of vehicle warning devices, when finalised.
- car park surfacing to be carried out in accordance with the submitted details; and
- speed calming measures/speed bumps to be provided.

Light pollution is discussed in Section 7. Lighting.

Subject to the satisfactory discharge, implementation and on-going compliance with conditions to secure the above requirements, the development is considered to accord with the requirements of Policies EN 4 and EN 13 of the North Norfolk Core Strategy, and paragraphs 170 (e) and 180 of the National Planning Policy Framework.

5. Landscaping Policies (EN 2, EN 4, EN 9)

The site lies directly adjacent to Holt Country Park which is a registered County Wildlife Site and of value for nature conservation. It is frequently visited, with a network of footpaths used by many local people and visitors. The site is highly visible from a busy intersection of footpaths at the south west corner of the site. Footpath, Holt FP11 is directly adjacent to the southern boundary of the site and extends 15 m from the western boundary. Footpath, Holt PF15 joins FP11 at the south west corner of the site. It is evident that there has recently been a degree of tree and vegetation clearance along the southern boundary of the site adjacent to the public footpath. This has made the proposed location of the coach park very visible from the footpath.

In terms of landscape impact, the main concern is the intensification of use and visual urbanisation of the open space to the rear of the existing industrial unit, altering the appearance and with resultant potential impacts on the adjacent wooded landscape and identified ecology. Hard surfacing and vehicle parking is pushed closer to the site boundaries and will be more visible to users of the surrounding footpaths and by nearby residents.

Concerns have also been raised by residents in relation to the proposed tree planting proposals, namely in relation to the pine screening belt to the west of the site which was originally intended to form a visual barrier between the wider site and the adjacent residential area. Currently, there are significant gaps in the tree belt resulting in the factory now being more visible and lights and activity can be seen. This would be exacerbated if more trees and shrubbery are removed. It is recommended that any new planting is of a mature age and that it is extended along the spruce tree line between the proposed new fencing and the Vitfoss building to add some much needed screening: this can be secured by condition.

Inadequate landscape mitigation for the identified impacts was originally submitted and additional and improved landscaping proposals have been requested and received. In summary, the

revised landscaping proposals focus on improving the boundary planting to the southern and western sides of the site and some screening for the new acoustic fencing. The proposals include the following:

- The southern boundary will have a new hedge set to infill the existing fragmented hedge. The hedge as planted will be formed using a combination of deciduous and evergreen plants. This will be a native species hedge. The hedge is specifically set to form a fairly wide / deep and tall feature to screen the views from the footpath through the Country Park. Species have been chosen for their ability to develop good dense canopies in semi-shaded positions.
- The remaining area behind the hedge and up to the limit of the new acoustic fence, will be planted up with a mixture of shrub and tree species to provide a dense 'wooded' buffer area. The space allotted to this area is relatively narrow and partially shaded by the canopies of the existing Oak trees on the boundary but a combination of species, positioned as indicated on the landscaping plan is intended to provide a dense screen effect (planted on a tight grid of 1.2 m x 1.2 m).
- The western tree belt will be thinned to remove 30% of the existing trees, the specific trees will be agreed with the Local Planning Authority and marked accordingly prior to removal. Following thinning, the area will be interplanted with a variety of deciduous and evergreen plants to give additional screening and bulk to the belt and to allow for possible future thinning of the trees within this area to enable them to develop to full size as there are concerns that they are planted too densely to have a long future lifespan without some thinning operations.
- The acoustic fence will have ivy planted on the outer side to screen and soften this feature and prevent it appearing as a block form.
- The new swale will be seeded with a wildflower and grass seed mix to accord with the recommendations in the Ecological Survey
- Two new refugia for reptiles will be located to the southern side of the new acoustic fence to accord with the recommendations in the Ecological Survey
- Gaps (min 4) of dimensions not less than 200 mm x 200 mm will be provided below or through the base of the acoustic fence to enable the passage of hedgehogs etc.

In addition, the application is supported by an Arboricultural Impact Assessment which includes tree protection measures which include 'a no-dig method of construction' in relation to the car parking spaces to eliminate the need for excavation and root damage', tree protection fencing will also be required to be installed, post any tree works and before any construction begins on site and to remain in situ throughout the construction phase. Provided the protection fencing and no dig method of construction are implemented the proposal will have no material effect upon those trees to be retained or to their overall value.

As revised the proposals are considered to successfully reduce the visual impact of the proposed development in this location and to adequately ensure no net loss of biodiversity on the site.

Subject to the satisfactory implementation of conditions securing the above requirements, it is considered that the proposal will satisfactorily accord with Policies EN 2, EN 4 and EN 9 of the North Norfolk Core Strategy.

6. Ecology (EN 9)

The application is supported by an Ecology Report which found widespread evidence of three reptile species across the site: adder and breeding populations of grass snake and slow worm,

the latter being present in substantial numbers. A reptile mitigation plan is required to avoid negative impacts on these species. This will involve the capture and translocation of the reptiles during the active season (April to July and September to October, depending on weather) to a suitable receptor site that will need to be appropriately managed in future. Holt Country Park may be a suitable site and future management costs may be secured through this development.

Should planning permission be granted, a condition would be required to secure a reptile mitigation strategy prior to commencement of the use. No works/operations from the site would be able to commence until the translocation of reptiles has been successfully completed.

Subject to the satisfactory discharge, implementation and on-going compliance with conditions securing the above requirements, it is considered that the proposal will satisfactorily accord with Policy EN 9 of the North Norfolk Core Strategy.

7. Lighting (EN 4, EN 9)

Lighting is an aspect of the proposals which has the potential to incur significant adverse landscape and visual amenity, residential amenity and ecological impacts having regard to the proximity of this site to the established woodland of Holt Country Park.

The originally submitted lighting proposals were not considered to be acceptable. Whilst the proposed lighting is motion-sensitive and will only be in use when required, it was originally predominantly located on the site boundaries, directly adjacent to the established woodland of the adjacent country park where it would have had significant potential ecology impacts e.g. for foraging bats. It was also of a concern that there would be conflict here with installation of cabling impacting the root protection areas of the existing trees.

A significantly revised scheme has been received keeping light spill and cabling away from the vegetated site boundaries. The revised scheme proposes fully shielded lighting to be erected on the proposed new acoustic fencing directed downwards in order to protect residential amenity. Pedestrian routes will be lit by way of hooded downward directional bollards to ensure that only the footway is lit and the adjacent woodland corridor remains dark.

The proposals have been significantly revised from those originally submitted. The proposed lighting as revised will be fitted, on the 2 m high acoustic fencing, as opposed to the previously proposed 4.5 m lighting columns. This is a significant improvement in terms of residential amenity. Lighting shields will also be fitted and the lighting is approximately 30 m away from the nearest dwellings. As such the EHO has confirmed the lighting will meet the recommended levels for both the evening and the overnight period as set out within the Institution of Lighting Professionals Guidance Notes on the Reduction of Obtrusive Light. It also accords with the recommendations in the submitted ecology report.

In conclusion, it is considered that the proposals accord with Policies EN 2, EN 4, EN 9 and EN 13 of the North Norfolk Core Strategy and paragraphs 170 (e) and 180 of the National Planning Policy Framework and Planning Practice Guidance contained in the Ministry for Housing, Communities and Local Government (MCHLG) online-based resource produced in 2014.

8. Drainage and Pollution

The application is supported by a Flood risk and Surface Water Drainage Assessment. The loss of permeable surface as a result of the proposed surfacing is calculated as 630m², this being the concrete access road and turning area. The resultant surface water run-off is to be

accommodated by way of a linear swale in the south-east corner of the site which is considered appropriate. The site is shown to be underlain with a major aquifer and therefore has a high vulnerability to groundwater pollution.

The Flood Risk and Surface Water Drainage Assessment outlines a bioremediation layer in the proposed swale and specialist geomembrane under the permeable areas. In addition the applicant has confirmed that the site will be for the storage of coaches only and will not be used for the washing or maintenance of the vehicles. This will continue to be done at the existing site on Heath Road, the application is therefore for parking only.

The Environment Agency have been consulted on the proposals and have raised no objections subject to a condition that a number of spill kits should be placed in suitable locations throughout the site to mitigate any risk to groundwater and including the requirement that staff should receive training on the safe and correct use of spill kits.

In conclusion, a Flood Risk and Surface Water Drainage Assessment has been undertaken and concludes that the development site is located within Flood Zone 1 and is at a low risk of flooding from all sources. Appropriate mitigation measures have been incorporated into the development design including a sustainable surface water drainage strategy to drain the impermeable areas and ensure flood risk is not increased elsewhere. Further, the proposals incorporate a suitable level of pollution control measures.

The development is considered appropriate from a flood risk and drainage perspective subject to the implementation of the recommended mitigation measures included in the report. It is considered that the proposals are acceptable and accord with Policies EN 10 and EN 13 of the North Norfolk Core Strategy.

9. Conclusion

The application site is located within the settlement limit of the town of Holt and within an established employment area, where employment generating uses are acceptable in principle. The proposed coach park will enable an established local business to accommodate additional vehicles to keep up with public demand and continue to provide a valued local service to the community.

Subject to securing the proposed mitigation measures by way of appropriately worded conditions and ensuring their successful implementation, the identified impacts in relation to residential amenity, landscaping, ecology, lighting and drainage and pollution can be successfully mitigated. There is not considered to be any harm arising in respect of highways.

The development is considered to accord with the requirements of the development plan and indeed brings several public benefits including supporting sustainable methods of transport, and supporting the local economy. Approval of the application is therefore recommended.

RECOMMENDATION:

APPROVE subject to conditions relating to the following matters and any others considered necessary by the Head of Planning.

- Time limit for implementation
- Approved plans

Highways

- The on-site car and bus parking area to be provided in accordance with the approved plan.

Noise

- Prior to first use full details of the proposed acoustic fencing
- Prior to first use full details of the proposed personnel access gate and surfacing of the pedestrian footpath
- Within 3 months, all buses using the site to be fitted with white noise reversing devices, or an alternative noise control plan for reducing noise from reversing warnings to be submitted
- Prior to first use full details of signage to prevent noise such as excessive engine revving, use of radios, playing of music and shouting
- Notwithstanding the details submitted, a vehicle management plan shall be submitted including details of staff car parking
- The surfacing of the car park and hereby approved shall be fully concreted and tarmacked, smooth and well maintained.
- Speed calming measures/speed bumps shall be provided.

Lighting

- Notwithstanding the details submitted, full details of the proposed external lighting for the site and pedestrian footpath to be submitted.

Landscaping

- carried out in strict accordance with the measures laid out in the approved Arboricultural Implications Assessment and Preliminary Method Statement
- Landscape proposals – Implementation, timescale and management
- No tree, shrub or hedgerow which is indicated on the approved plan to be retained shall be topped, lopped, uprooted, felled or in any other way destroyed, within ten years of the date of this permission,.
- Any new tree or shrub forming part of an approved landscape scheme which within a period of ten (years from the date of planting dies to be replaced.

Ecology

- Development shall be carried out in accordance with submitted ecology report
- No works can commence on site until a reptile mitigation plan has been submitted.

Drainage/Pollution

- Spill kits should be placed in suitable locations throughout the site to mitigate any risk to groundwater. Staff shall receive training on the safe and correct use of spill kits.
- The development shall be carried out in full accordance with the Flood Risk and Drainage Management Plan

Final wording of conditions, and any others deemed necessary, to be delegated to the Head of Planning.