

For the attention :
Mr Simon Grundy
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19th March 2008

Proposal : Application for prior determination for the demolition of No.18 Leven Road
Location: 18 Leven Road, Yarm, Stockton on Tees.

In accordance with the Town and Country Planning General Development and Circular 10/95 with respects to the demolition of the above application site, we have supplied the following information to address any concerns and issues with the demolition and restoration of the application site.

Point 1:

Relevant stages and methods of demolition.

- 1st Stage: Analyse Asbestos report and take appropriate action if required.
- 2nd Stage: Disconnect all utilities to dwelling house. (Water, Electricity and Gas)
- 3rd Stage: Fence of application site perimeter with 'HARRAS' fencing (1.8m high) and erect site visible signage on fencing advising '**DEMOLITION IN PROGRESS-KEEP OUT**'.
- 4th Stage: Toolbox talks with site personnel with respects to demolition procedure and health and safety matters.
- 5th Stage: Machinery to be used in conjunction with demolition is a 360 degree excavator tracked;



Fig.1 – 360 Excavators

Point 2:

Details of waste materials and recycling:

- All waste with regards to demolition will comprise of brick/blockwork, timber, concrete and miscellaneous materials.
- Brick/blockwork and concrete will be collated and tipped into site wagons which will then be taken to a waste transfer station to be recycled into aggregate.

- Timber will follow the same procedure and will not involve any burning on site in accordance with all relevant Environmental Health Acts. The miscellaneous materials will be disposed off in an appropriate manner.
- Duty of care will be available upon request.

Point 3:

Timetable and details for duration of demolition:

- The timetable set for this operation will include an approximate time of 14 days from beginning to end.
- Operations will be carried out 8.00am till 4.30pm Monday to Friday – Saturdays 8.00am till 1.00pm No Sunday operations.

Point 4:

Details of method of dust and detritus protection:

- Methods of works to prevent dust and debris fallout to nearby residential properties to a minimal level will include dust suppression (by means of water sprays) on site, which will involve all site wagons being loaded with materials on existing hard standing.

Point 5:

Traffic management plan for vehicular activity involve with demolition:

- The main highway of Leven Road is restricted to 30mph and is located within a residential area of Yarm.
- The entrance to the application site is located directly opposite the highway of Woodlands Drive, Yarm.



Fig.2: Map of 18 Leven Road, Yarm.

- The driveway access to No.18 Leven Road is wide and has excellent visibility splay for the access and egress of large goods vehicles from this site.



Fig.3: Access to site



Fig.4: Visibility splay from site

- Within the front area of the site, there is more than sufficient manoeuvrability for large goods vehicles to egress from the site in forward gear, avoiding any highway safety issues along Leven Road, Yarm.
- The staff vehicle will be parked on site and will comprise of 1no. Ford Transit Van. The allocated car parking space has been highlighted in Fig.5 Site plan.
- Trip generation resulting from the operations will include in total 7 loads per day, which will be carried out during off peak periods, avoiding school and work traffic from the surrounding areas.

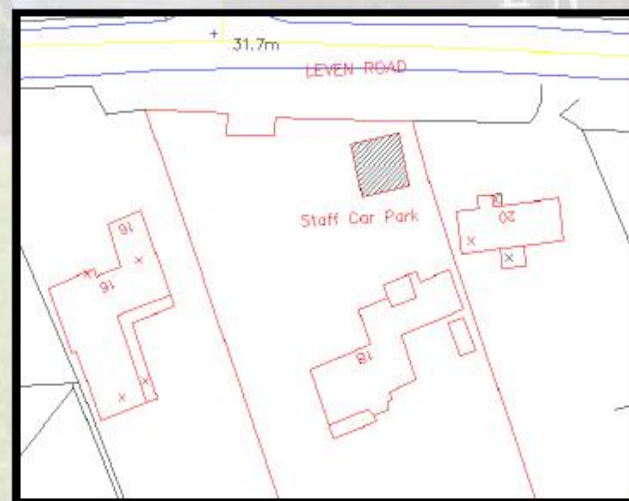


Fig.5: Site Plan and staff car parking

- On the basis of the low number of trips generated and given the period of duration of works, the overall demolition will not have a significant impact on the traffic flow within the Yarm traffic infrastructure.

Simon Grundy
Planning Department
Stockton on Tees Borough Council
DX 60611
STOCKTON

Date 18 April, 2008

Your Ref

Our Ref SGB/AB/Gen

Dear Mr Grundy

Re: Prior Notification for Building Demolition. 18 Leven Road. Yarm

As you know, BHP have been asked to act as agents on behalf of TC Developments, the applicant, in relation to the prior notification submission currently before the Council. The purpose of this letter is to provide supplementary details to support the extant notification before the Council. I trust that the Council will also amend their records relating to the status of BHP as agents.

We note from Circular 02/08 at para 10 that the government expect local planning authorities to respond on rejected prior notifications without the applicant submitting any further application to the Council. However this letter has been provided following discussions with the case officer to provide more detailed information in support of that already currently lodged with the Council.

The Council have already been advised that the demolition of the property will follow a multi stage process. Prior to any of the external fabric of the building being demolished a "primary strip" will take place to seek to segregate waste streams as far as is practically possible. The primary strip will take place to the interior of the property and will consist of the removal of internal material which is not 'inert'. This would include for example curtains, carpets and timber fittings. This will leave the fabric of the building ready for the main demolition. The letter submitted on 19th March makes it clear then that the multiple stage demolition thereafter will involve working through a series of stages.

In relation to potential asbestos matters I can advise you that following suitable asbestos investigations, there is not thought to be any asbestos present in the building. There is the potential for the damp proof course laid within the brick work to contain small amounts of asbestos, given the age and type of construction. The DPC will be carefully disposed of at the appropriate stage in the demolition process. This will be by double bagging of material by suitably protected personnel and taking to a suitably licensed facility in the Tees Valley. You will be aware that Seaton Meadows at Hartlepool is duly licensed to receive asbestos material and it is likely that the material will be deposited there if required.

In relation to the utilities, I can confirm that gas has been disconnected by an appropriately registered CORGI operator. The water will be disconnected to the house but will remain

'live' on site. This is to ensure that hose pipes can be deployed to minimise dust during use of plant and machinery associated with demolition.

You have been provided with details of the machinery to be used on the external demolition. This is going to take the form of the use of 360 degree tracked excavators. They will be used to 'push' in the walls of the main dwelling. Whilst this is taking place, water jets will be deployed if necessary over the building to minimise and suppress dust. The tracked excavator will ensure that all of the walls of the property are collapsed in upon the main building. You have been provided with an indicative timetable for these operations taking place in which it has been made clear that no works will start before 8am and will finish at approximately 4.30pm Monday to Friday with no Sunday operation and Saturday morning only operation.

Once the 360 tracked excavators have pushed over all of the walls, the same excavators will be used to load all of the inert construction waste into tipper lorries. The lorries will remove the inert construction waste to an appropriately licensed site. Their loads will be covered to minimise the spread of dust both on site and in the locality. Again as necessary water jets will be deployed over the lorry during loading operations to minimise the potential for dust nuisance to adjacent residential properties. The submitted information makes it clear that the lorries will be expected to leave the site in forward gear.

The above methodology will apply to the main fabric of the house. The methodology applying to the garage will be somewhat different, having regard to the proximity of the garage structure to adjacent residential property. It is intended that the garage will be demolished by hand using hand tools. This will ensure that the potential for dust nuisance, noise nuisance and general disturbance of the adjacent property is kept to a minimum. It also ensures that the garage is retained as a temporary site office during demolition of the main house.

The details already submitted to the Council in relation to the travel plan have clearly delineated an area of the site on which site personnel will park their vehicles to ensure that there is no interference with the free flow of traffic on the main highway. You will appreciate that there is ample space within the site to accommodate both large tracked vehicles and 17.5 tonne tipping lorries at the same time. Thus the demolition will not interfere with the free flow of traffic on the highway.

In terms of the final restoration of the site, you will be aware that the applicant's long term intention is to redevelop the site having obtained a suitable planning permission in the first instance. It is noted that through the most recent decision of the Planning Inspectorate that the principle of re-developing the site for housing is acceptable. It is therefore intended that in the medium term, the site will be remediated by means of redevelopment. Should planning permission not be forthcoming within 12 months of the original date of demolition then the applicant would ensure that the site is covered with an adequate covering of sub soil to provide a level surface and that the subsoil is then covered with a minimum of

100mm of clean top soil. The top soil will then be seeded with a simple grass mix. However this will not take place until 12 months have elapsed from the date of original demolition. Given that an extant application for the redevelopment of the site is lodged with the Council it is anticipated that demolition will be followed by the redevelopment substantially on the terms of the planning permission already applied for.

It is hoped that this letter together with that information which is already lodged with the Council will enable the local planning authority to speedily approve the demolition arrangements for this property.

We would respectfully remind the planning authority that Circular 10/95 makes it clear that in dealing with prior notification procedures the principle of demolition is already established and that the local authority should confine themselves to the narrow areas relating to the method of demolition and site restoration.

We note that various local residents have sought to raise issues relating to local lists and other such matters. It is very clear to us that such concerns lie wholly outside the prior notification procedures and should be accorded no weight whatsoever in any determinations the Council are required to make. We firmly believe that sufficient information has been provided to the Council to enable a speedy conclusion to this matter and as per the Secretary of State's clear advice in the Circular, the applicant should now be authorised to proceed with demolition in the manner indicated. I would draw to your attention the governments objectives set out in Circular 10/95 at paragraph 19 at which it is stated;-

"The Secretaries of State attach great importance to the prompt and efficient handling of applications for determinations. The procedures adopted by authorities should be straightforward, simple and easily understood. Delegation to officers will help to achieve prompt and efficient handling and should be extended as far as possible."

Please can you confirm your arrangements to deal with the balance of the proposals?

Notwithstanding this accompanying letter, if you believe that there is any further information which you require upon which to make a reasoned and sound judgement then please do not hesitate to get in touch with us by return. We note that a decision is due on this application by 15th April (8 weeks from submission of the original notification) and look forward to hearing from you shortly.

Yours sincerely

Steve Barker BSc (Hons) MRTPI DMS
Head of Town & Country Planning (South)