



Planning Application New Sheringham Recycling Centre Photo and Visualisation Gallery



Please note: The visualisations contained within the planning application documents are reasonable representations of the design concept and proposed layout for the site.

Visualisations are not intended to be images in exact detail of the finished site.

Great care has been taken to ensure that the proposed new Sheringham Recycling Centre has minimal negative impact on its surroundings. Digital visualisations have been produced, for views of the site externally from the viewpoint locations below, and internally from an elevated viewpoint at each corner of the site.

External landscape photographs and visualisations are from 4 more distant viewpoints detailed in Fig 1 below. The photographs were taken in October 2023



Figure 1 Viewpoint locations of landscape photographs and visualisations

Viewpoint 1: - Located at the junction of the main A148 and Britons Lane looking west to the proposed site.

Viewpoint 2: - Views from the existing layby looking east to the front of the proposed site.

Viewpoint 3: - Looking southeast from the general direction of Hilltops Activity Centre towards the proposed site.

Viewpoint 4: - Views from Britons Lane looking southwest to the proposed site over arable land.

At its closest point to the main A148 Holt Road will be completely screened by the existing mature woodland to the south. Proposed new planting, in what is to be the redundant end of the existing layby section, will further reduce any visibility of the site from the main A148 route when established.

Visualisations provided from each viewpoint are of general landscape views and zoomed in for a closer detail of the external of the site, and proposed views at year one and year fifteen maturity the of the landscaping.

Viewpoint 1: - Located at the junction of the main A148 and Britons Lane looking west to the proposed site.



Figure 2 Photograph (October 2023) of existing view from viewpoint one, with approximate location of proposed site identified.



Figure 3 Visualisation from viewpoint one. 1 year after construction and landscaping. Impact of additional growth in foreground hedgerow not included for clarity.



Figure 4 Close up of visualization from viewpoint one. 1 year after construction and landscaping. Impact of additional growth in foreground hedgerow not included for clarity.



Figure 5 Close up of view from viewpoint one. Fifteen years after construction and landscaping. Impact of additional growth in foreground hedgerow not included for clarity.

Viewpoint 2: - Views from the existing layby access looking east to the front of the proposed site.



Figure 6 Photograph from viewpoint to looking towards existing recycling centre on left and proposed new recycling location on right.

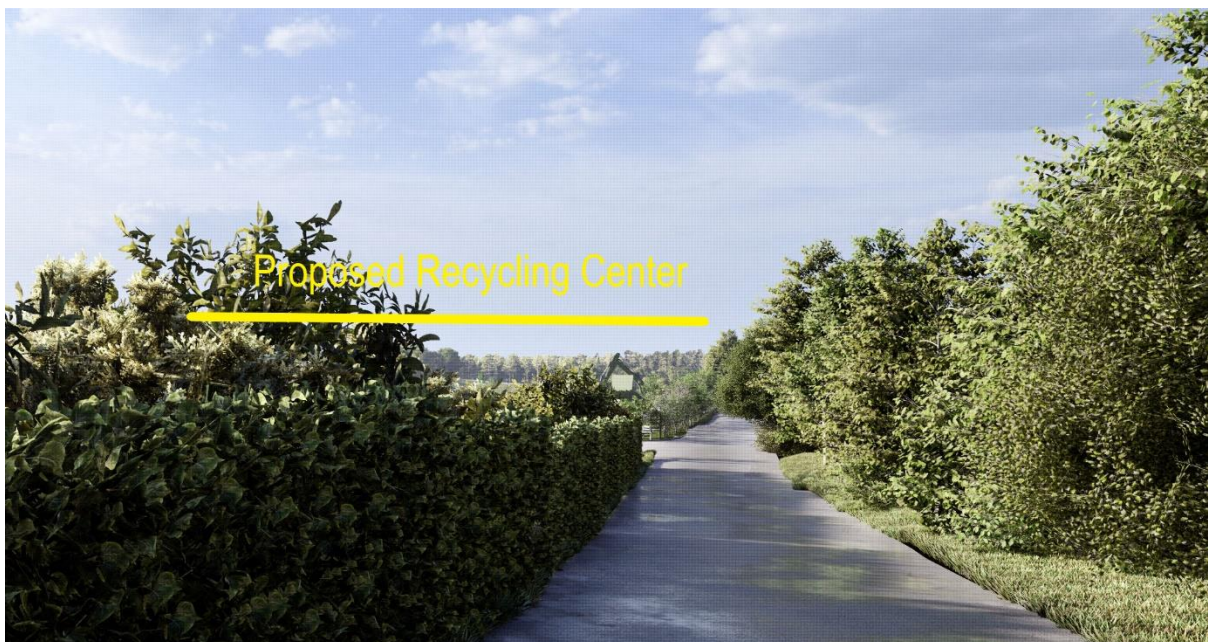


Figure 7 Visualisation from viewpoint two. Year 1.

Viewpoint 2: - Views from the existing layby access looking east to the front of the proposed site.



Figure 8 Close up visualisation from viewpoint two, one year after all landscape planting completed. Proposed new recycling on left, and previous recycling infrastructure returned to natural environment (Woodland) on right.

Viewpoint 3: - Looking southeast from the general direction of Hilltops Activity Centre towards the proposed site.



Figure 9 Photo (Oct 2023) looking southeast from viewpoint 3, in front of existing hedgerow topped earth bund from the general direction of Hilltops Activity Centre towards the proposed new recycling centre location.



Figure 10 Visualisation from viewpoint 3 from the general direction of Hilltops Activity Centre year 1 following completion of construction and landscaping. Impact of additional growth in foreground hedgerow and existing earth bund to the right not included for clarity.

Viewpoint 4: - Views from Britons Lane looking southwest to the proposed site over arable land.



Figure 11 Photograph (Oct 2023) from viewpoint four, looking towards existing Recycling Centre and proposed new Recycling Centre location shown. Location of existing recycling centre in red. Proposed new recycling centre location highlighted in yellow.



Figure 12 Visualisation from viewpoint four. Year 1 following completion of construction and landscaping. Existing features currently in foreground photograph not included for clarity.

Viewpoint 4: - Views from Britons Lane looking southwest to the proposed site over arable land.



Figure 13 Closer visualisation from viewpoint four. Year 15 following completion of construction and landscaping. Existing features currently in foreground photograph not included for clarity.



Figure 14 Extreme closeup of visualisation for proposed new Recycling Centre from Viewpoint four. Year 15. Existing features and growth of hedgerows in foreground not included for clarity.

Proposed New Sheringham Recycling Centre Internal View



Figure 15 Showing Entrance / Exit gate. The gated central area is exclusively for authorised HGV movements for container servicing. Four Staff Only car parking bays and the site exit route shown mid right of image.

The first thing the new Sheringham recycling centre users will notice is the site operates a one-way system to improve traffic flow through the site and reduce the need to reverse vehicles to park.

The central yard is for HGV movements only to enable the exchange of containers and removal of materials from the site whilst the site remains open to the public. This is a main feature for the new Sheringham Recycling Centre.

As site users enter the new recycling centre, they must follow the one-way system towards the back of the site, keeping the new reuse building on the right. Please note there is no site user vehicle or pedestrian access to the central operational yard, which will have gates and barriers in place to prevent unauthorised access.

Proposed New Sheringham Recycling Centre Internal View



Figure 16 Internal visualisation 3 of the one-way system and parking bays including the reuse shop and main compactor container area.

As site users approach the reuse shop on the right side from the entrance road, they will be directed to the right towards drive in / out parking bays for the reuse shop, and reuse shop drop off bay leading towards parking for the main recycling and waste compactor container area.

These compactor containers are for deposit of cardboard and paper, garden waste, and general residual waste (which is material which currently cannot be recycled at the Norfolk's recycling centres).

Beyond the compactor containers on the right is the area for containers collecting textiles, glass bottles and jars, large and small domestic appliances, TV's and microwaves and bins for books and media, mobile phones, printer cartridge, household batteries, waste cooking and engine oil and gas bottles.

Please note there is no site user vehicle or pedestrian access to the central operational yard which will have gates and barriers in place to prevent unauthorised access to the HGV only area.

Proposed New Sheringham Recycling Centre Internal View



Figure 17 Internal visualisation 4 showing one way system, containers for TV's, large and small domestic appliances, microwaves shown central to the visualisation.

As the one-way system continues beyond the containers for large and small domestic appliances, TV's fridge/ freezer, and microwaves, (shown central to this visualisation) site users next reach containers for construction and demolition waste, including flat glass, rubble and soil, plasterboard (new to Sheringham) plus car tyres and automotive batteries (not shown). Also in this area will be containers for metals, including separate containers for aluminium and nonferrous metals, and finally wood.

Please note there is no site user vehicle or pedestrian access to the central operational yard which will have gates and barriers in place to prevent unauthorised access to the central HGV operational.

Proposed New Sheringham Recycling Centre Internal View



Figure 18 Internal visualisation 1 showing the area for Construction demolition waste, metals, wood, and car tyres (not shown), leading to site exit road.

Central to the visualisation is the areas for construction and demolition waste including plasterboard, flat glass, metals, and car tyres and automotive batteries (not shown). The last two containers in the one-way system are accessed by shared steps and gantry and for nonferrous metals and wood respectively.

The new Sheringham Recycling Centre will be equipped with a roller compactor with large arm. This machine compacts the waste wood and doubles the capacity by weight of the container from an average of three tonnes for non-compacted wood to six tonnes for compacted wood.

This halves the number of road journeys wood from Sheringham will require for transport to the processors transfer facility, with the considerable savings in transport cost and Co2 emissions.

Continuing past the nonferrous metal and wood containers towards the site exit, users will be required to stop just past the staff only parking bays. At this point site users must give way to any service vehicle entering or exiting the central yard to access containers exchange.

From this point users may turn left towards the site exit or turn right to re-enter the main site to access the container areas again or visit to the reuse shop before leaving.

When leaving the site through the main gates all site users and transport vehicles are required to turn immediately left towards the new junction with the main A148 for onward travel towards both Cromer and Holt directions. There will be no exit allowed from the western end of the layby.

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The one-way system concept is at the centre of all modern recycling centre design. The larger Norfolk recycling centres at Kings Lynn, Thetford, Dereham, Norwich North and Norwich South and Caister near Great Yarmouth use the one-way system principle.

This concept keeps HGV vehicles and the site users separated and allows for servicing of containers and transport of materials away from the site whilst remaining open to the public. Thus, resulting in the elimination of delays to site users during bin exchanges at the existing Sheringham Recycling Centre.

Reference to automotive batteries is for conventional lead acid type leisure and vehicle batteries for vehicle electrical systems and the starting of internal combustion engines only.

Recycling centres cannot currently accept large lithium type batteries that power fully electric or hybrid vehicles.