

North York Moors National Park Authority

District/Borough: Scarborough Borough Council
(North)
Parish: Sneaton

Application No. NYM/2019/0238/FL

Proposal: alterations to highway junction, site layout and concrete plant together with replacement building

Location: Wilf Noble Building Supplies, Sneaton Lane, Ruswarp

Decision Date: 06 June 2019

Extended to:

Consultations

Parish – No objections in principle and happy with junction alterations and tidying up the site, but have concerns about loss of car parking and storage area and how these are going to be accommodated, with additional concerns about keeping the junction tidy where the proposed display is.

No objections to revised access details

Highways – No objections subject to conditions

Yorkshire Water -

Environmental Health Officer -

North Yorkshire Fire & Rescue – No objections

Site Notice Expiry Date – 10 May 2019

Others –

Mr John Smith, 7 The Carrs, Briggswath - Emphasis is made of improvements to safety, efficiency and site appearance. However, I cannot see why these proposed changes are as quoted as being 'essential for the ongoing viability of the business'.

My interpretation of this application is that it is to allow on site adjustments to be made to provide easier access and egress for the high volume of HGVs which regularly attend this location following the growth and expansion of the various types of Wilf Noble businesses after the introduction of the Waste Recycling Centre. The additional concrete batch plant reflects the increase in the demand for this product, delivered by 5 concrete lorries.

With regards to related safety issues these also exist outside this site due to the now high volume and size of HGV traffic that visits these businesses. e.g. the one I reported to Highways on where there was traffic congestion at the tee junction in Ruswarp involving a large HGV coming from Briggswath which resulted in a local bus and traffic to come to a halt for several minutes during which time some vehicles had to pull up on the level crossing, fortunately no trains came during this time otherwise the barriers could have dropped down onto these vehicles.

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One question that needs be asked is whether these proposed improvements to allow easier HGV access onto this site will result in a further increase in the number of visits made by HGVs to this business going forward. Also it has been noticed that a new additional skip vehicle plus trailer, which is in effect a 6 axle vehicle, has apparently been obtained by the Noble recycling business.

In summary I view this planning application as an opportunity for the responsible authorities involved, including possibly Scarborough Council, to raise the issue of the number and size of HGVs that access/leave this business location on a regular basis with the Wilf/John Noble owners and representatives to examine and determine the measures that need to be put into place to require the majority of Heavy Goods Vehicles visiting this site to use the Sirius Mine route as the main means of access and not as at the moment via the villages of Ruswarp and Briggswath.

Elaine and Barry Tranter, 2 Suspension Bridge Cottage, Sneaton Lane, Ruswarp –
Accept that some improvement to the access would improve safety but don't need a large illuminated sign.

Director of Planning's Recommendation

Approval subject to the following condition(s):

- 1 Standard Three Year Commencement Date
The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.
- 2 Strict Accordance With the Documentation Submitted or Minor Variations - Document No.s Specified
The development hereby permitted shall not be carried out other than in strict accordance with the following documents:

Document Description	Document No.	Date Received
Proposed site layout	35127 Rev P3	29 May 2019
Proposed shed layout	35127 RevP1	3 April 2019
Proposed concrete plant View B	35127	3 April 2019
Proposed concrete plant View C	35127	3 April 2019
Proposed ramp section	35127 Rev P1	3 April 2019
Vehicle tracking	35127 Rev P1	3 April 2019
Proposed drainage layout	35127 Rev P1	3 April 2019

or in accordance with any minor variation thereof that may be approved in writing by the Local Planning Authority.
- 3 The premises shall not be used other than as a Builders Merchant and Building Waste Recycling Station and shall not be used for any other purpose.
- 4 No sorting or crushing machinery shall be operated on the premises before 10.00hrs nor after 15.00hrs on Monday, Wednesday or Friday. Sorting and crushing machinery shall not be operated on Tuesdays or Thursdays, on weekends or any Bank Holidays without the prior written agreement of the Local Planning Authority.
- 5 No more than 10,000 tonnes of waste material shall be processed on site in any one calendar year. A record shall be kept of the tonnage of material processed through the site and shall be made available for inspection by the Local Planning Authority as required.

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- 6 No external lighting shall be installed in the development hereby permitted until details of lighting have been submitted to and approved in writing by the Local Planning Authority. The lighting shall be installed in accordance with the details so approved and shall be maintained in that condition in perpetuity.
- 7 Unless otherwise approved in writing by the Local Planning Authority, no work shall commence on the construction of the access hereby approved until the access to the site have been set out and constructed in accordance with the published Specification of the Highway Authority and the following requirements:
- i) The existing access shall be improved by the placing of the proposed kerbs.
- All works shall accord with the approved details unless otherwise agreed in writing by the Local Planning Authority.
- 8 No new tree planting shall be located over or within 5m either side of the centre line of the sewer which crosses the site.
- 9 All hedge planting comprised in the approved details shall consist of at least 6 native hedge species, and the hedge planting shall be carried out no later than the first planting season following the occupation of the buildings, or completion of the development, whichever is the sooner, or in accordance with a programme agreed by the Local Planning Authority. The hedging shall be maintained through weed control and replacement of lost saplings as appropriate for the first 3 years to ensure establishment. The hedge shall thereafter be managed to create a tall and wide hedge in order to secure its benefit to wildlife and should not be cut more than once every 2 years with a height of height/width of at least 2 metres being maintained in perpetuity.

Informatives

1	1. In relation to condition 7 you are advised that a separate licence will be required from the Highway Authority in order to allow any works in the adopted highway to be carried out. The 'Specification for Housing and Industrial Estate Roads and Private Street Works' published by North Yorkshire County Council, the Highway Authority, is available at the County Council's offices. The local office of the Highway Authority will also be pleased to provide the detailed constructional specification referred to in this condition
2	The applicant is advised that the conditions attached to planning permission reference NYM/2013/0763/FL remain in force and have not been superseded by this planning permission.

Reason(s) for Condition(s)

1. To ensure compliance with Sections 91 to 94 of the Town and Country Planning Act 1990 as amended.
2. For the avoidance of doubt and to ensure that the details of the development comply with the provisions of NYM Core Policy A and NYM Development Policy 3, which seek to conserve and enhance the special qualities of the NYM National Park.
3. In order to enable the Local Planning Authority to retain control over future changes of use to the property which would otherwise be permitted by the Town and Country Planning (Use Classes) Order 2010 (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order) and to comply with the provisions of NYM Core Policy A and NYM Development Policy 3, which seek to enhance and conserve the special qualities of the NYM National Park and ensure that development does not have an adverse effect on the amenities of adjoining occupiers.
4. In order to comply with the provisions of NYM Core Policy A which seeks to ensure that new development does not detract from the quality of life of local residents.
5. In order to comply with the provisions of NYM Core Policy A which seeks to ensure that new development does not detract from the quality of life of local residents.
6. In order to comply with the provisions of NYM Core Policy A which seeks to ensure that new development does not detract from the quality of life of local residents.
7. In accordance with NYM Development Policy 23 and to ensure a satisfactory means of access to the site from the public highway in the interests of vehicle and pedestrian safety and convenience.
8. In order to protect the structural integrity of the sewer from tree root infestation
9. In the interests of the visual amenities of the locality and to comply with the provisions of NYM Core Policy A which seeks to conserve and enhance the special qualities of the National Park.



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Background

The site is on the southern edge of Ruswarp to the immediate south of Sneaton Lane and to the east of Oakley Bank. The area is generally built up and there are a mix of uses including light industrial and residential.

The site is operated as a waste transfer station station, including a concrete crusher and screener (granted permission in 2013) and a construction materials supplier's yard known as Wilf Nobles Building Supplies.

This application seeks full planning permission for amended road layout at the junction with the highway, amended site layout, re-positioning of a shed and a change to a section of the concrete plant. The works are proposed to improve safety and efficiency of the operation and quality of the product, not to increase capacity. As a result there is no anticipated increase to the number of HGV's.

At present, the existing parking and unloading area is used by the general public, delivery vehicles and trade vehicles and the roadway into the site is shared by the service station, Wilf Noble Plant and Wilf Noble Building Supplies. This shared layout has been identified through a Health and Safety assessment as an area that needs improvement in order to avoid an accident.

Therefore it is proposed to improve the access to the site. As part of these changes, a currently empty workshop building will be re-located further into the site in order to facilitate the access improvements.

It is also proposed to change a section of the concrete plant to improve the quality of the product and the efficiency of the equipment.

Part of the access improvements involve the removal of part of the existing boundary hedge, some of which is conifer. However, it is proposed to replant a native species hedge further back from the entrance.

Main Issues

The main issues are considered to be whether the proposed development would have an unacceptable impact on the amenity of the occupiers of any neighbouring property or other users of the area and whether the proposed development will have any detrimental impact on highway safety in the vicinity of the application site or in the wider road network.

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The main pertinent Local Development Framework Policies are:

Development Policy 3 seeks to maintain and enhance the distinctive character of the National Park by ensuring that the siting, layout and density of development preserves or enhances views into and out of the site; that the scale, height, massing, materials and design are compatible with surrounding buildings; that the standards of design details are high and complements that of the local vernacular; good quality sustainable design and construction techniques are incorporated; that there is satisfactory landscaping and that the design takes into account the safety, security and access needs for all potential users of the development.

Development Policy 23 seeks to effectively minimise the overall need for journeys and reduce the environmental impacts of traffic on the National Park by permitting development where its location is capable of being accessed by public transport, walking or cycling, where there are existing public rights of way, and it is of a scale where the adjacent road network has the capacity to serve without detriment to highway safety.

The works proposed are to improve efficiency and safety on site, not to expand the existing development here.

However, if permission is granted, it would not override the conditions applied to the 2013 permission which places restrictions on the amount and type of product brought onto site. The main concerns submitted in relation to this application, relate to the number of HGV's which enter the site and the routes they take to access this. These issues are not something that can be dealt with through this application, but through the monitoring of the conditions applied to the original permission.

It is not considered that the proposed internal road layout improvements, improvements to the concrete plant, or re-location of the building would result in additional activity that would have a detrimental impact on residential amenities or users of the road network. Furthermore, it is not considered that the removal of part of the hedge and re-planting would have a detrimental impact on amenities.

Consequently approval is recommended.

Pre-commencement Conditions

N/A

Explanation of how the Authority has Worked Positively with the Applicant/Agent

The Authority's Officers have appraised the scheme against the Development Plan and other material considerations and recommended changes to the proposal including amendments to hard surfacing and hedging, so as to deliver sustainable development.