

NYMNPA  
14/07/2021



# Design and Access Statement for Whitby Business Park MRF

Client: Noble Recycling and Skip Hire Ltd.

Document Reference: 344/1 - 2 - R1.1



Minerals  
Waste  
Environment

The Mineral Planning Group Ltd.  
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**Document Title:** Design and Access Statement  
**Document Reference:** 344/1-2-R1.1  
**Site / Project:** Whitby Business Park MRF  
**Client:** Noble Recycling and Skip Hire Ltd.

### Document Versions

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1.0	12/07/2021
1.1	14/07/2021

**Prepared by:** JMS  
**Checked by:** JG  
**Approved by:** CH Director

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Design and Access Statement  
Noble Recycling and Skip Hire – Whitby Business Park

**1. Introduction**

1.1 *The Mineral Planning Group Ltd* (MPG) has been commissioned by *Noble Recycling and Skip Hire Ltd.* (Noble) to prepare a Design & Access Statement to accompany a planning application for the relocation of Noble Recycling and Skip Hire Limited from Sneaton Lane in Ruswarp to land to the north-east of Whitby Business Park at Fairfield Way, Whitby (‘The Site’).

**2. Design Principles and Concept**

2.1 The proposed development consists of a relocated recycling and skip hire business. The site would consist of a new access leading to an office and car parking facility and a weighbridge into the operational part of the site. The operational element consists of an impermeable surfaced yard and internal access roads leading to a recycling building, a crushing and screening building and a maintenance shed.

2.2 The floorspace of the office and 3 operational buildings proposed on site cover a total area of 2,010 square meters. The 3 operational buildings are to be constructed of lower concrete panels, with the upper walls clad in corrugated metal in green and a grey corrugated metal roof similar to that of the adjacent site. The office is to be constructed of brick with a grey corrugated roof. The design and colour of the buildings have been specifically chosen to blend in with the immediate surroundings which generally consist of brick buildings and clad industrial units. The site layout and elevation drawings for the new buildings are attached as Appendix A.

2.3 It is proposed that the ridgeline of any new buildings on Site would be no higher than those upon the adjacent Yorwaste site to the northwest. There is a policy requirement to not interfere with the setting of the Abbey and details of the height

of the roof were specifically requested in the pre-application advice from the council.

2.4 The character of the immediate area is dominated by industrial buildings/factories and offices of various sizes and heights. Given the scale of the Site and the surrounding units on the Business Park, the proposed new buildings and wider site would fit in well with the local Business Park landscape and would not be considered visually intrusive.

2.5 The Site is currently rough grassland. Strategic planting along the boundary of The Site, particularly in the northern biodiversity enhancement area, would create an ecological corridor, which would enhance the biodiversity and the ecological connectivity of The Site with its surrounds.

### 3. Access and Parking

3.1 The Site would be accessed by vehicle via Fairfield Way, to the south of The Site. A site access barrier would be used to control which vehicles are admitted to the operational area of The Site. Footways are present on both sides of the A171 for pedestrians to use when walking to the site.

3.2 The junction between the Site access and Fairfield Way would be upgraded as requested at the pre-app stage from NYMNPA (shown on drawing ref: T3539- 001 in Appendix A). Bollards may be required on the pavement to stop curb parking from blocking the visibility splays. The pre-app from the Local Highway Authority also raised the following points:

- To allow sufficient room for turning and parking within the site.
- Access to the telecommunications mast
- Construction of the access to highway standards with appropriate visibility splay
- Consideration of measures to reduce parking on the footway

- 3.3 It is proposed that there would be no more than 50 HGV movements in and 50 HGV movements out of The Site in any one day.
- 3.4 Access into the recycling buildings would be on the newly constructed access and internal access roads and into the building through 6metre high roller shutter doors which will allow for safe access and egress.
- 3.5 Pedestrian access would be via personnel doors and would be physically separated from the vehicle access areas for health and safety reasons.
- 3.6 With regards to car parking provision, a car park is proposed which is located before the security barrier to ensure that cars accessing the site do not block back onto Fairfield Way. The car park provides 19 car parking spaces including 2 disabled spaces which is considered appropriate to serve the number of staff and visitors at the site. An electric vehicle charging point will also be provided in the car park.
- 3.7 Cycle parking will also be provided within the site to facilitate those employees wishing to cycle to the site. Whilst there are no dedicated cycle routes within the Business Park, the site's location means it is feasible for future employees to cycle to the Site.
- 3.8 The Site would not be accessible to the public, apart from the office and carpark. Only trained personnel, or members of the public inducted and escorted by trained personnel, would be admitted to the operational areas of The Site. There would be a 10mph speed limit within The Site and appropriate health and safety warning signs at the entrance. Security fencing around the perimeter of The Site and a 24hr security guard on Site would prevent access other than via the gated Site access onto Fairfield Way.
- 3.9 The design and access statement should be read in conjunction with the planning application forms, supporting statement and associated plans.

## 4. Policy

### Whitby Business Park Area Action Plan (2014)

4.1 Para 5.12 of the Action Plan details guidance specific to Site 2:

*“Access to the telecommunications mast must be maintained;  
Ensure that all proposed new buildings are low in height and scale and  
appropriately sited in order to retain the long distance views and historic setting of  
Whitby Abbey;”*

4.2 Access to the telecommunications mast would be maintained and its operator would be consulted to ensure that the proposed building design would not interfere with transmission.

4.3 It is proposed that the ridgeline of any new buildings on Site would be no higher than those upon the adjacent Yorwaste site to the northwest. Therefore, the base of the Recycling and Sorting shed (drawing ref: 344/1-4.3) would not exceed 15.5m relative to the levels shown on drawing ref: LFW/2102/RevA. Final levels would be confirmed by way of a condition precedent. This would ensure that the skyline seen from Whitby Abbey would remain uninterrupted by this development.

4.4 Policy 7 discusses highways improvements and states:

*“Proposals for new development on Whitby Business Park will be expected to contribute to the delivery of the key highway improvements and additions to the highway network as shown on the Policies Map.  
All proposals will be expected to be supported by full detailed designs that accord with the provisions of the Design Brief for the Business Park.”*

4.5 Access to The Site would be constructed up to the relevant highway specification and would be designed using visibility splay information from the transport study carried out (see drawing ref: T3539-001).

- 4.6 Policy 9 outlines the requirement for developments in the Action Plan area to provide sufficient on-site parking for staff and visitors in line with parking standards. The proposed development would be in accordance with Policy 9 (see drawing ref: 344/1 – 3).

The North York Moors Local Plan

- 4.7 Policy BL1 details NYMNPA requirements for Employment and Training Development.

*“Development of new or expansion of existing employment or training facilities will only be permitted:*

*[...]*

*D. Where development proposals are part of a Whole Estate Plan that has been approved by the National Park Authority.*

*All proposals for employment and training development will be expected to demonstrate that:*

- 1. The scale and location of the proposal would not individually or cumulatively be detrimental to the character and appearance of the local and wider landscape;*
- 2. The site can be safely accessed by the existing road network;*
- 3. There is sufficient land and storage space attached for the functional needs of the proposed use, including parking space and space for manoeuvring vehicles and that;*
- 4. There is no unacceptable harm in terms of noise, activity or traffic generation on the immediate neighbourhood, either individually or cumulatively with other development.*

*[...]”*

- 4.8 This proposed waste transfer and recycling facility would be within the Whitby Business Park, the designation of which the NYMNPA was consulted on.

- 4.9 Para 4.4.12 of the supporting statement (ref: 344/1 – R1.2) discusses how the proposed development would be in accordance with the design requirements of the Whitby Business Park, which in turn would be in accordance with the NYM Local Plan.
- 4.10 A Transport Statement and access design has been included within the application (Appendix 2) which demonstrate that the proposed development would be safely access via the existing Fairfield Way.
- 4.11 The Site Layout Plan (drawing ref: 344/1 – 3) shows that there is sufficient space for the storage, parking and manoeuvring required for the operation of the proposed development.
- 4.12 The potential impact of the proposed development due to noise, dust, odour and traffic generation have been considered within this application in Chapter 5. It is not anticipated that the proposed development would have unacceptable potential impacts either individually or cumulatively on the immediate neighbourhood.

#### Minerals and Waste Joint Plan

- 4.13 Policy D03 discusses Transport of Minerals and Waste and Associated Traffic Impact and states:

*"1) Where practicable minerals and waste movements should utilise alternatives to road transport including rail, water, pipeline or conveyor.*

*Where road transport is necessary, proposals will be permitted where:*

- There is capacity within the existing network for the level of traffic proposed and the nature, volume and routing of traffic generated by the development would not have an unacceptable impact on local communities, businesses or other users of the highways network, or any such impacts can be appropriately mitigated, for example by traffic controls, highway improvements and traffic routing arrangements; and*



- *Access arrangements are appropriate to the volume and nature of any road traffic generated and safe and suitable access can be achieved for all users of the site, including the needs of non-motorised users, where relevant; and*
- *There are suitable arrangements in place for on-site manoeuvring, parking and loading/unloading.*

*Where access infrastructure improvements are needed to ensure that the requirements above can be compiled with, information on the nature, timing and delivery of these should be included within the proposals.*

*2) For all proposals generating significant levels of road traffic, a transport assessment and green travel plan will also be required to demonstrate that opportunities for sustainable transport and travel have been considered and will be implemented where practicable.”*

- 4.14 Road transport would be necessary for the proposed waste transfer station. A. Transport Statement has been carried out as part of the application (Appendix 2) which concluded *“The traffic that is likely to be generated by the proposal has been established and it is considered that this will not have a material impact on the operation of the local road network”*. An access design has also been prepared to accompany this application as requested in the pre-application advice (see drawing ref: T3539-001). The Site layout plan (drawing ref: 344/1 – 3) shows that there would be sufficient space in The Site for the manoeuvring of vehicles and parking.

Appendix A



# Drawing Title: Site Layout Plan

- Key:
- Proposed Application Boundary
  - Building
  - Hardcore Surface
  - Impermeable Surface
  - Reclaimed Materials Sales Area
  - Vegetation Planting
  - Biodiversity Enhancement Area



Notes:

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Checked by:	JMS
Approved by:	

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Client:  
**Noble Recycling and Skip Hire Ltd.**

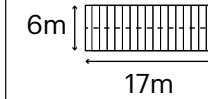
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**Fairfield Way**

Drawing Number: <b>344/1 - 3</b>	Rev: <b>3.6</b>
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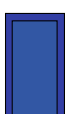

Date:  
**23/06/2021**

# Drawing Title: Office Elevations

Plan View



Key:

-  Corrugated Roof
-  Brick Wall
-  Ground
-  Pedestrian Door
-  Window

Notes: **MPG is not the consultant or designer under CDM regulations. Plans are schematic and for reference use only**

**Building design supplied by client**

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Approved by:	

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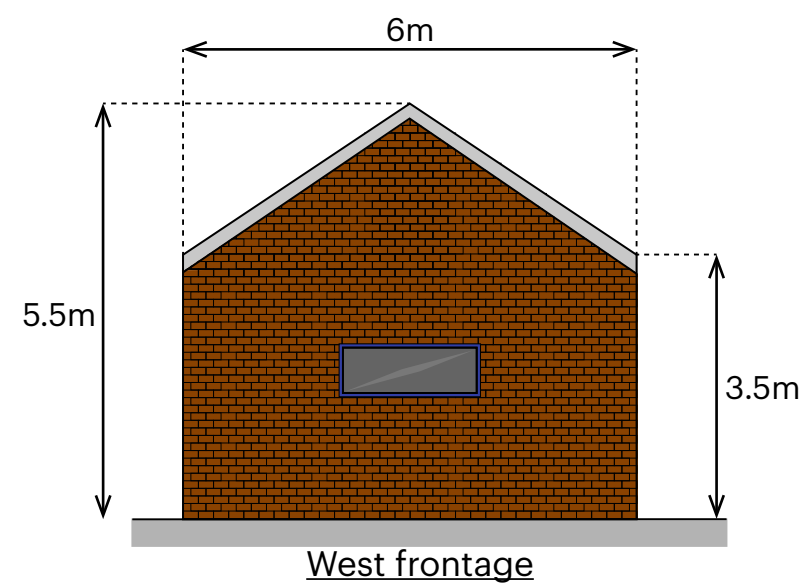
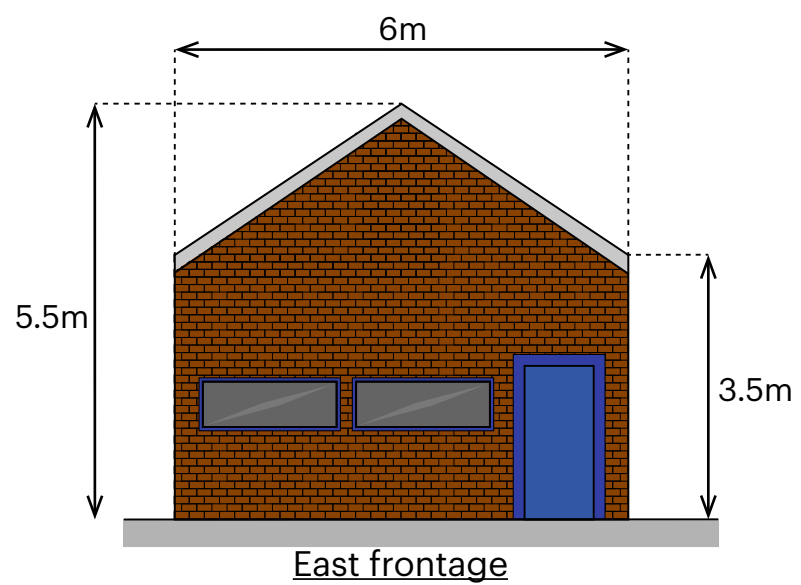
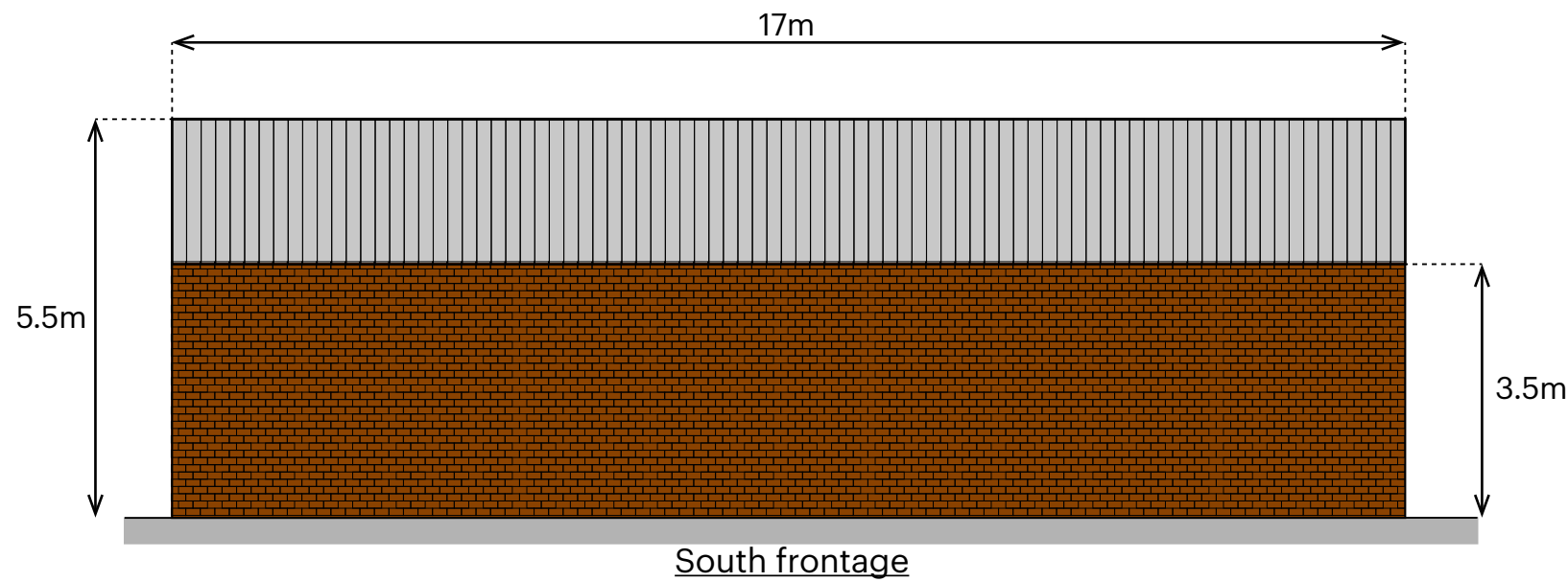
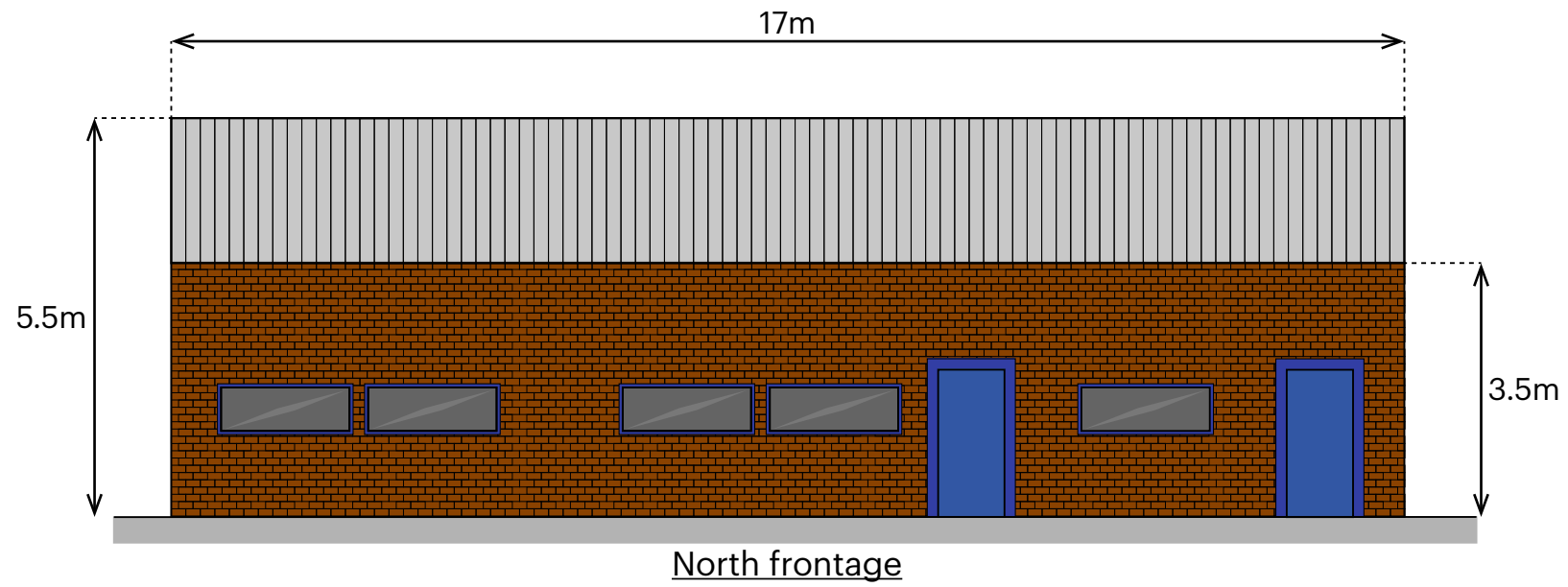
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Client:  
**Noble Recycling and Skip Hire Ltd.**

Site:  
**Fairfield Way**




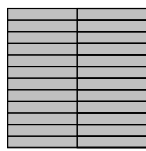
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**25/06/2021**

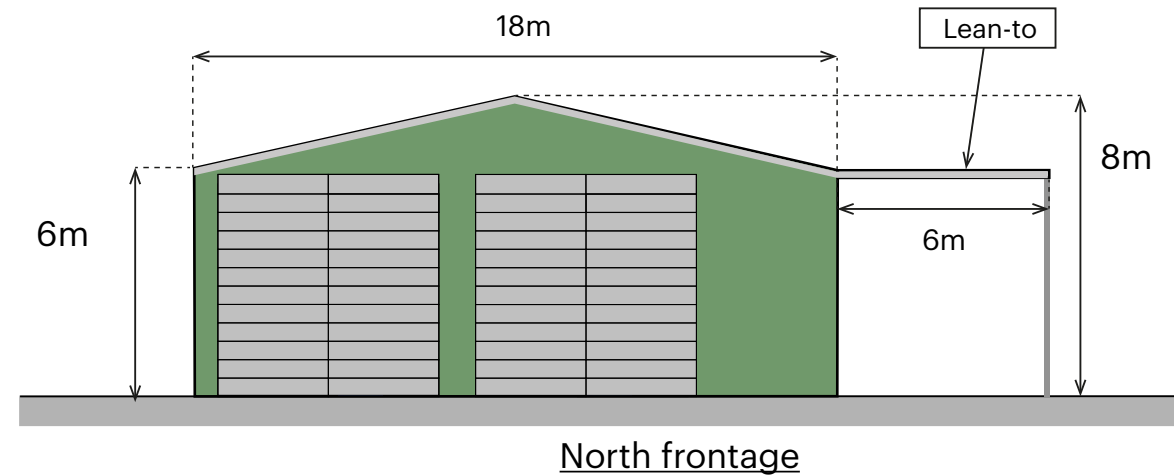
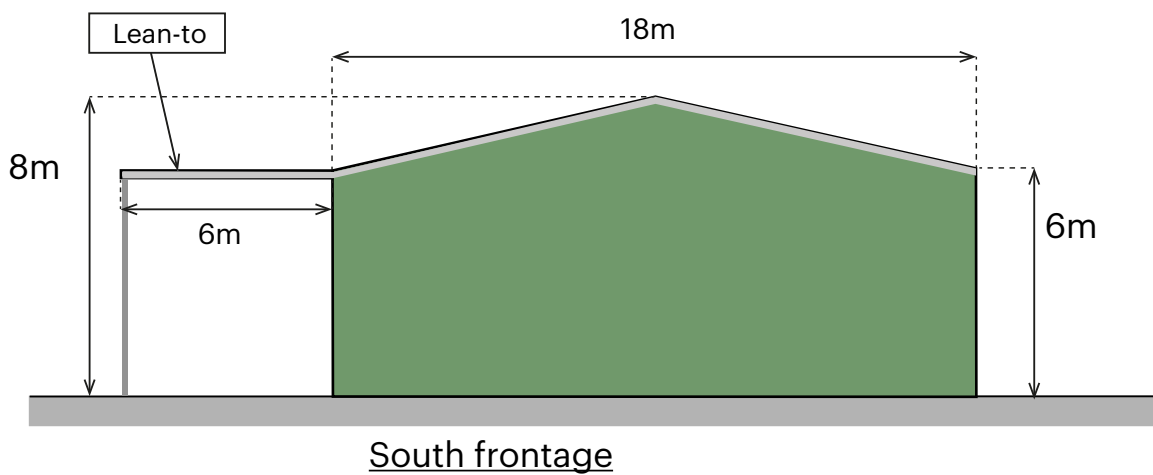
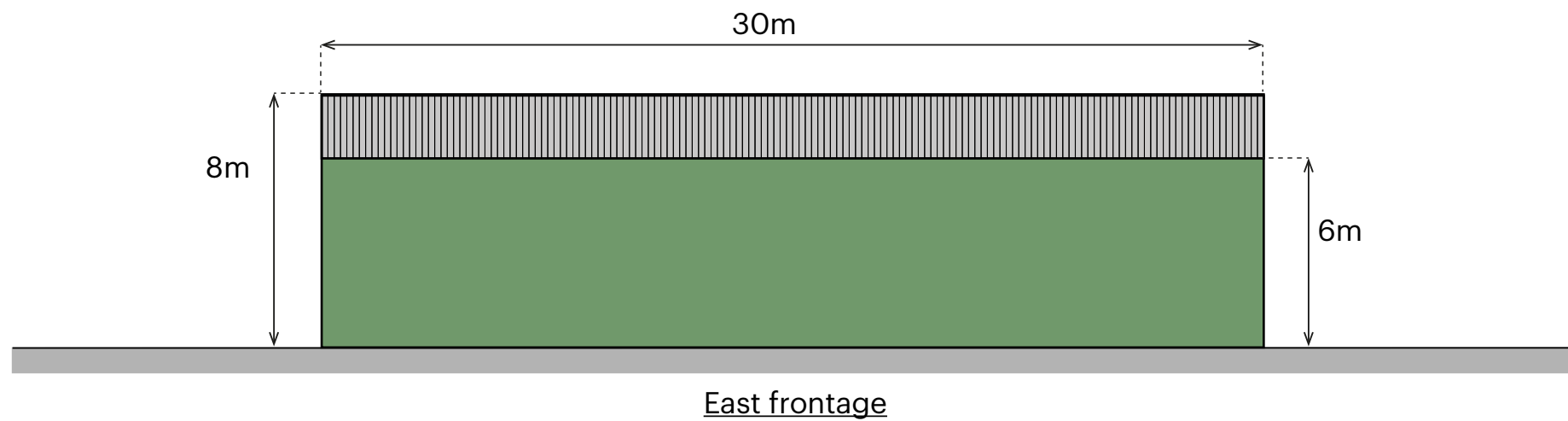
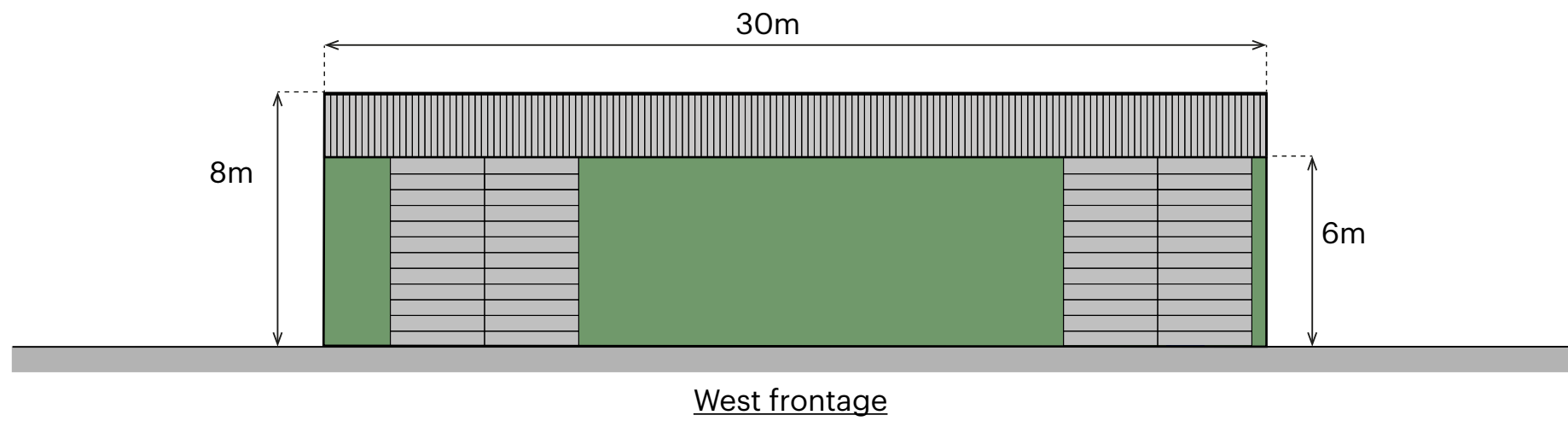
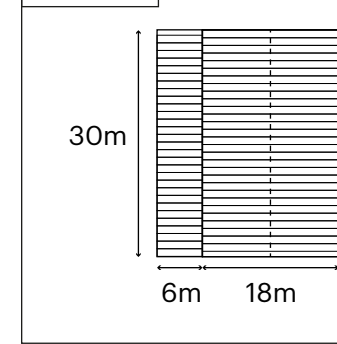


**Drawing Title:**  
Workshop Shed Elevations

Key:

-  Corrugated Roof
-  Cladded Wall
-  Ground
-  Roller-shutter Door (6m<sup>2</sup>)

Plan View



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Building design supplied by client

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Scale:  
**1:50 @ A3**

Client:  
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
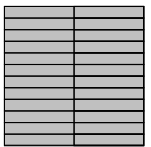
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**Fairfield Way**

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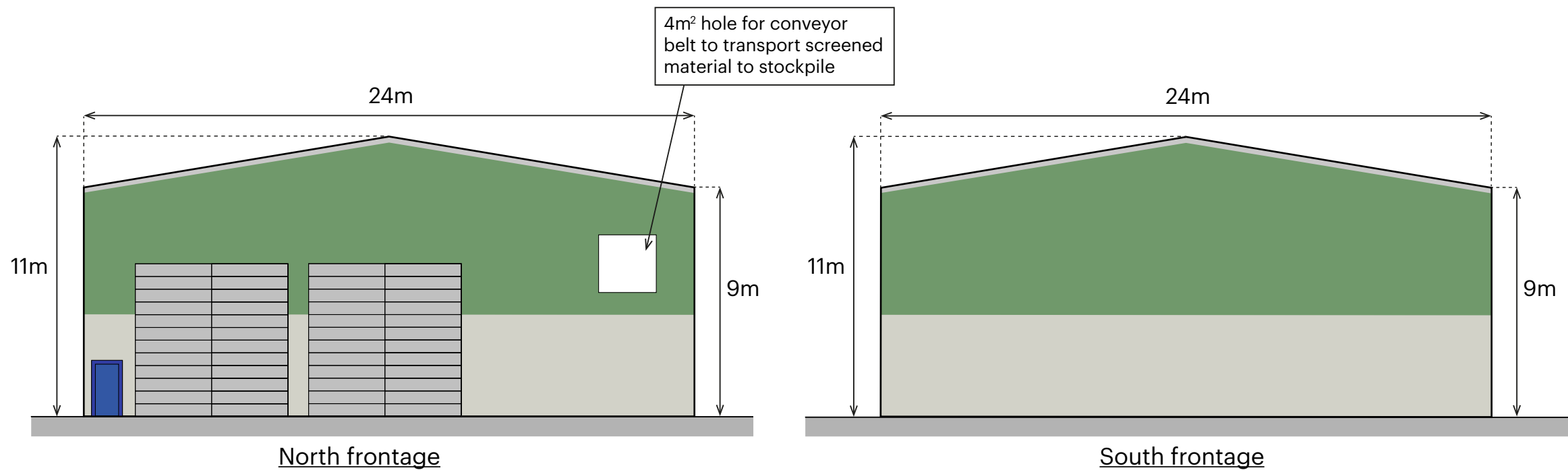
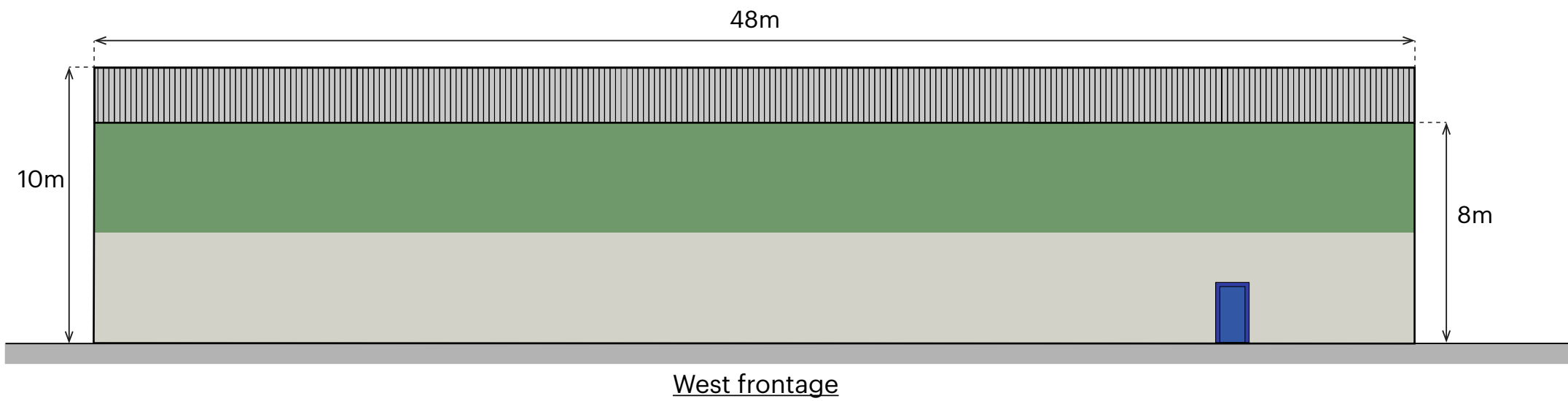
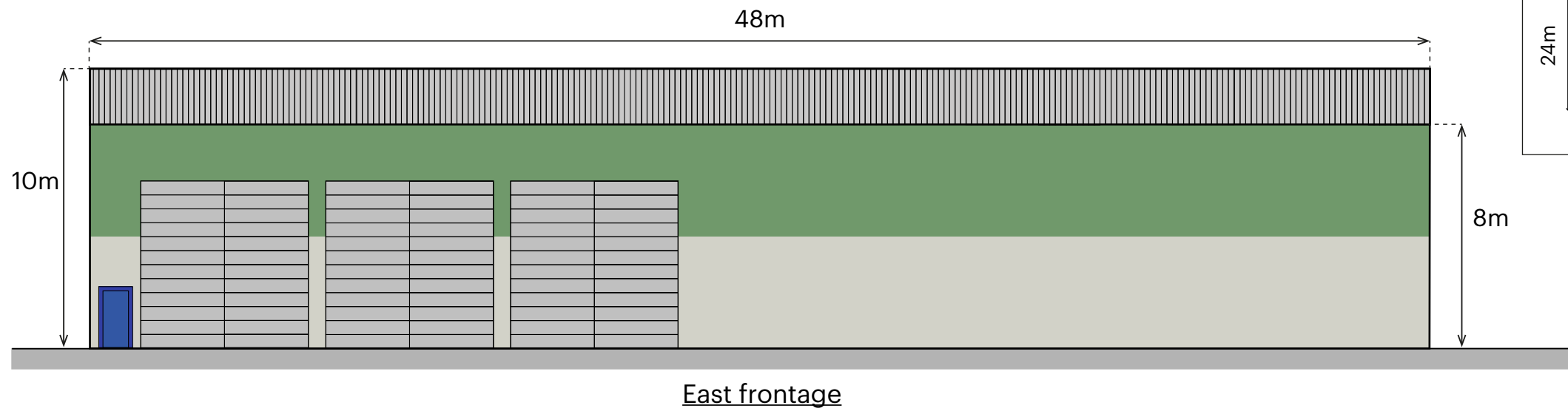
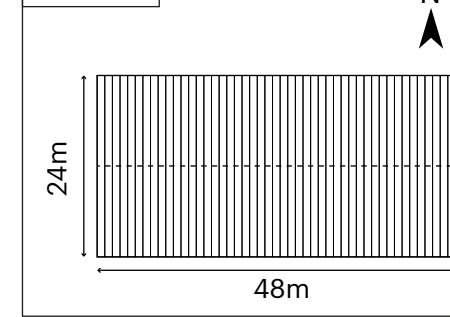
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**25/06/2021**

**Drawing Title:**  
Recycling and Screening  
Shed Elevations

Key:

-  Corrugated Roof
-  Cladded Wall
-  Concrete Wall
-  Ground
-  Pedestrian Door
-  Roller-shutter Door (6m<sup>2</sup>)

Plan Veiw



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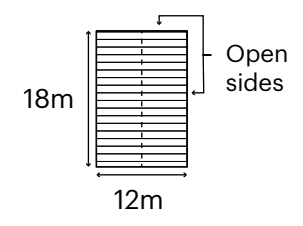
Client:  
**Noble Recycling and Skip Hire Ltd.**

Site:  
**Fairfield Way**







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Date:  
**25/06/2021**

Plan View



### Drawing Title: Crushing and Screening Shed Elevations

- Key:
-  Corrugated Roof
  -  Cladded Wall
  -  Concrete Wall
  -  Ground
  -  Pedestrian Door
  -  Roller-shutter Door (6m<sup>2</sup>)

Notes: **MPG is not the consultant or designer under CDM regulations. Plans are schematic and for reference use only**

Building design supplied by client

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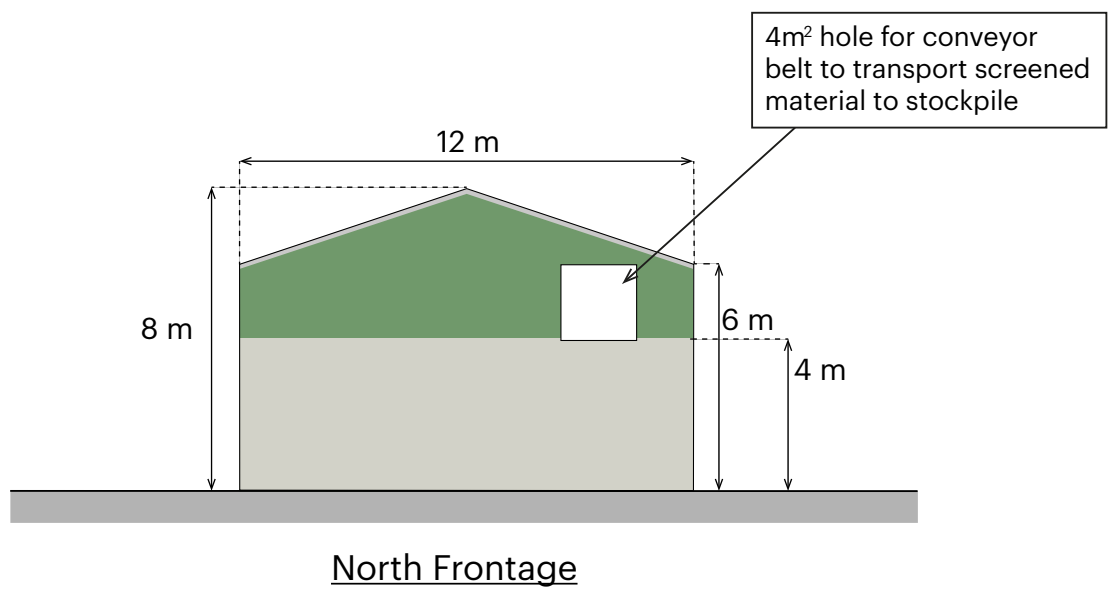
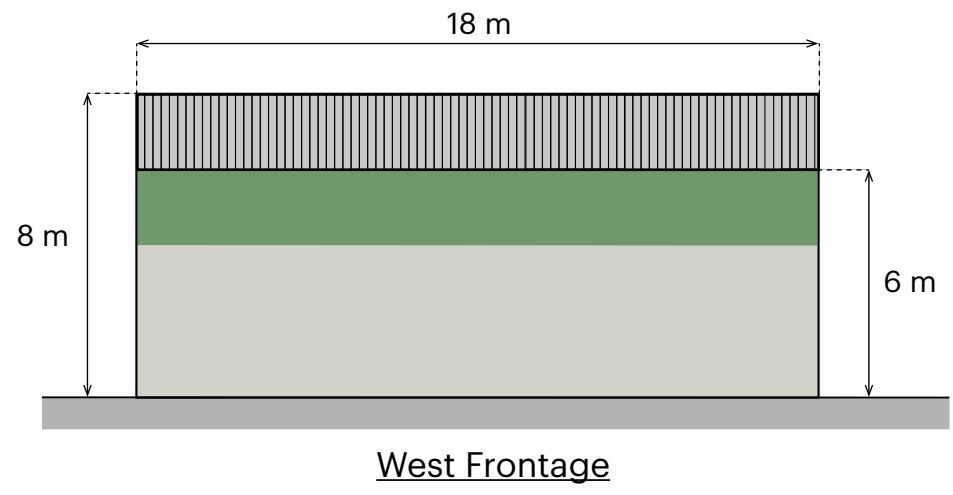
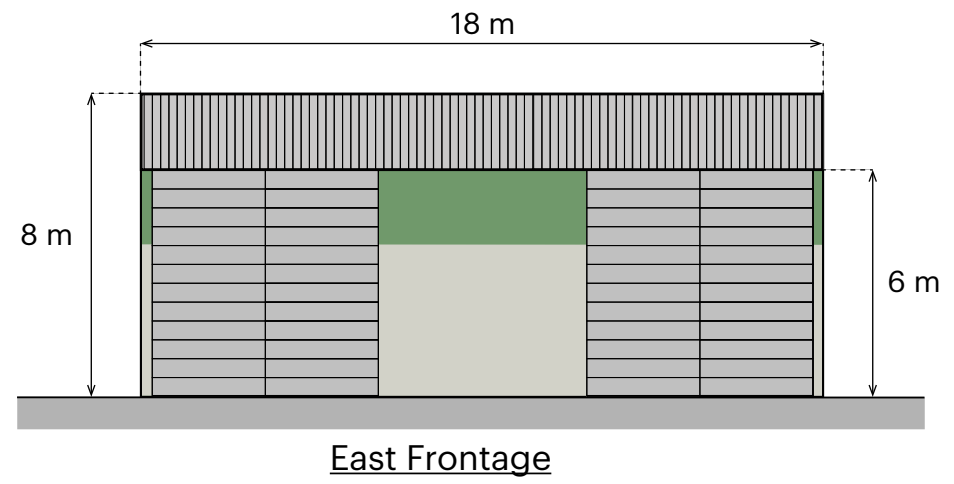
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Client:  
**Noble Recycling and Skip Hire Ltd.**

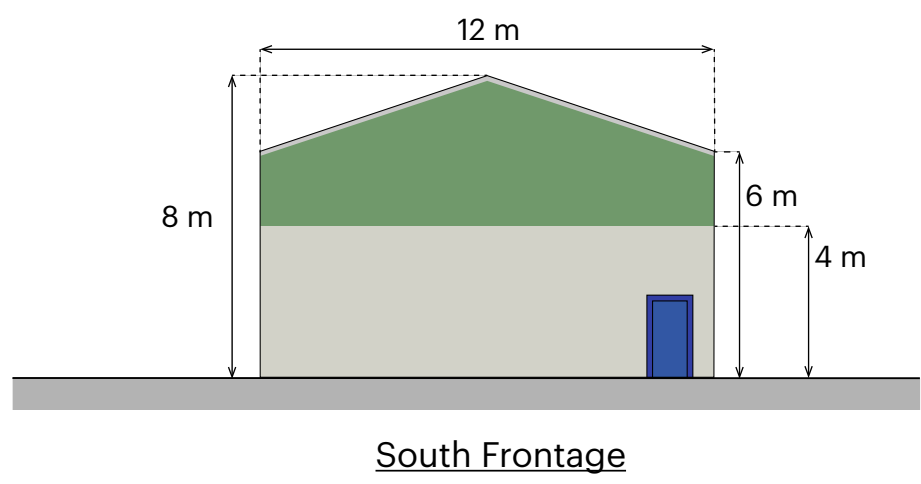
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**Fairfield Way**

Drawing Number: <b>344/1 - 4.4</b>	Rev: <b>2.5</b>
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Date:  
**25/06/2021**



4m<sup>2</sup> hole for conveyor belt to transport screened material to stockpile



NYMNPA  
30/06/2021



# Planning Application Supporting Statement for Whitby Business Park MRF

Client: Noble Recycling and Skip Hire Ltd.

Document Reference: 344/1-R1.2





Minerals  
Waste  
Environment

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**Document Reference:** 344/1--R1.2  
**Site / Project:** Whitby Business Park MRF  
**Client:** Noble Recycling and Skip Hire Ltd.

### Document Versions

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1.0	23/06/2021
1.1	25/06/2021
1.2	29/06/2021

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**Checked by:** JMS  
**Approved by:** CH Director

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Appendix	Document
1	Noise Survey
2	Transport Statement
3	Standard Rules Permit 2015 No.6

Plans	Title
344/1-1	Location Plan
344/1-2	Sensitive Receptor Plan
344/1-3	Site Layout Plan
344/1-4.1	Office Elevations
344/1-4.2	Workshop Elevations
344/1-4.3	Recycling and Screening Shed Elevations
344/1-4.4	Crushing and Screening Shed Elevations
344/1-5	FRA Reference Areas
T3539-001	Access Design
LFW/2102/RevA	Existing Contours

## **Section 1: Introduction**

### **1.1. General**

1.1.1. *The Mineral Planning Group Ltd* (MPG) has been commissioned by *Noble Recycling and Skip Hire Ltd*. (Noble) to prepare a Planning Application for the relocation of their established waste recycling and skip hire business from Sneaton Lane in Ruswarp, Whitby to land to the northeast of Whitby business park at Fairfield Way, Whitby ('The Site'), at grid ref: NZ 91048 09622.

### **1.2. Site Location**

1.2.1. Fairfield Way is located approximately 1.7km to the southeast of the centre of Whitby town; shown on drawing ref: *344/1 – 1*. The Site is located to the north of Fairfield Way and would occupy approximately 2.3ha. It is proposed that the recycling and skip hire business would occupy around half the area allocated as 'Site 2' for, industrial, Class B uses on the adopted Business Park Area Action Plan, produced by Scarborough Borough Council (SBC) and North York Moors National Park Authority (NYMNP).

### **1.3. Planning Application Overview**

1.3.1. The purpose of this planning application is to relocate Noble's existing waste recycling and skip hire business to allow the business to grow and to provide a more suitable location for Noble's to carry out their recycling operations. Noble's current waste transfer station is located at Wilf Nobles on Sneaton Lane in Ruswarp (grid ref: NZ 88985 08942).

### **1.4. Regulations and The Supporting Statement**

1.4.1. Under the Town and Country Planning (Environmental Impact Assessment (EIA)) Regulations 2017 (as amended), MPG do not consider an EIA is necessary for the proper determination of this application. Waste recycling facilities are not included in the list of developments requiring an EIA.

1.4.2. Whilst the proposed waste recycling operation is not considered to require an EIA, environmental considerations have been made. The Supporting Statement contains the following:

- Introduction
- Site Description
- Operational Details
- Planning Policy and Alternative Assessment
- Environmental and Amenity Considerations
  - Archaeology
  - Ecology
  - Hydrology
  - Dust / Air Quality
  - Odour
  - Noise
  - Transport
  - Landscape
- Flood Risk Assessment
- Supporting Plans and Drawings

## **1.5. The Applicant**

- 1.5.1. Nobles are a well-established, family-run recycling and skip hire company with an excellent reputation for efficient skip hire services within the Whitby, Scarborough and Pickering areas.

## Section 2: Site Description

### 2.1. General Description

2.1.1. The Site is located to the east of Fairfield Way, approximately 1.7km to the southeast of the centre of Whitby town, at grid ref: NZ 91048 09622 (See drawing ref: *344/1 – 1*).

### 2.2. Site Description

2.2.1. The Site, which is currently rough grassland, occupies an area of approximately 2.3ha and is shown on drawing ref: *344/1 - 1*. The Site has been allocated for Class B use in the adopted Business Park Area Action Plan, produced by Scarborough Borough Council (SBC) and North York Moors National Park Authority (NYMNPA).

2.2.2. There is a pre-existing telecommunications mast to the east of The Site, shown on drawing ref: *344/1 – 2*.

2.2.3. The Site is abutted to the:

- North: a stream, lined with trees
- East: a telecommunications mast, an area of rough grassland (which makes up the rest of *Site 2*) and the Whitby Seafoods carpark
- South: Fairfield Way (access road)
- West: Yorwaste's Whitby Waste Transfer Station Ltd.

2.2.4. Site access would be from the south, via Fairfield Way from the A171 Stainsacre Lane.

### 2.3. Topography

2.3.1. The topography of The Site ranges from 52m AOD in the northwest of The Site, to 62m AOD in the east of The Site, near the pre-existing telecommunications mast.

## **2.4. Geology**

2.4.1. The British Geological Survey cite the bedrock beneath The Site as belonging to the *Long Nab Member* of the *Scalby Formation*. The *Long Nab Member* is comprised of interbedded mudstones, siltstones and sandstones.

2.4.2. The superficial deposit across The Site has been named, generically, as *Devensian Till* by The BGS.

## **2.5. Hydrology and Hydrogeology**

2.5.1. The stream to the north of The Site flows towards the northwest, before merging with *Spital Beck* which then joins the river *Esk*. The bedrock beneath The Site is a Secondary A aquifer and the superficial deposits across The Site are a Secondary (undifferentiated) aquifer.

## **2.6. Rights of Way**

2.6.1. There are no Public Rights of Way within The Site boundary or in the vicinity of The Site.

## **2.7. Relevant Planning Approval History**

2.7.1. There is no relevant planning history at The Site.

## Section 3: Operational Details

### 3.1. General

- 3.1.1. This proposal seeks to relocate Nobles established waste recycling and skip hire operations from the village of Ruswarp to the Fairfield Way industrial estate to the southeast of Whitby. The waste recycling operations on Fairfield Way would have the capacity to process up to 75,000 tonnes of household, commercial and industrial (C&I) waste per annum.
- 3.1.2. An Environmental Permit would be applied for from the Environment Agency and no waste would be accepted into The Site prior to its issue. The waste operations on the Site would be regulated by the Environment Agency and the company would operate under an Environmental Management System (EMS).

### 3.2. Operations

- 3.2.1. HGVs would access The Site via the controlled access barrier entrance and drive onto the weighbridge.
- 3.2.2. Details of the load would be recorded, and the waste transfer note/documentation would be checked by the operator and compared to the pre-acceptance documentation. The waste would be visually inspected and if it was satisfactory and in accordance with the waste transfer note it would be accepted into The Site.
- 3.2.3. If the inspection of the documentation and the waste deemed the load to be unacceptable (i.e. it contained material not permitted to be accepted on the site, was malodorous or dusty) then the load would be rejected from The Site.
- 3.2.4. Depending on the type of waste in the load, the HGV would drive to the appropriate area of the site.
- 3.2.5. A second visual inspection of the waste would be carried out as the load is deposited and upon deposition, if the waste is not deemed acceptable upon this secondary visual inspection, then the load would be either reloaded and rejected or quarantined until it could be transported off Site to a suitably licensed facility.

- 3.2.6. HC&I waste (Household, Commercial and Industrial) would be taken to the recycling and sorting shed. The mixed waste would be sorted using a variety of methods including by mechanical plant (the waste would pass through a trommel, magnets and air separators) and by hand on a picking station with operatives removing commodities. Through this sorting process the commodities would be removed (metal, wood, bricks, plastics, paper, cardboard) and stored in clearly segregated areas. Commodities are then transported off-site for recycling and reuse. The residual light fraction would be transported to a facility licensed to use refuse derived fuel (RDF). Waste received from commercial contracts would be bulked up in a compactor and transported to an off-taker for further processing. The small remaining unrecyclable element following the waste transfer process would be stored in a compactor and transported for disposal on a regular basis.
- 3.2.7. Construction and demolition (C&D) waste would be taken to the aggregate recycling area. C&D waste would be put through a crusher and then screened into different size products for use in the construction industry. These products could be produced under a WRAP protocol. Soils would be stored in a separate soil storage area.
- 3.2.8. Waste that cannot be processed into a product (a small amount of fines) are transported to a suitable licensed facility.
- 3.2.9. Unsorted waste would not be stored for longer than 96 hours.
- 3.2.10. Hydrocarbons and fuel would be stored appropriately on a double bunded impermeable surface. Refuelling would be carried out on an impermeable surface. All waste activities within buildings would take place on an impermeable surface with a sealed drainage system.

### **3.3. Rate of Working**

- 3.3.1. The Site would process a maximum of 75,000 tonnes of waste per annum with vehicle movements of 50 in and 50 out per day.

### **3.4. Hours of Working**



3.4.1. The operational (waste processing) hours are proposed below.

07:00 – 18:00 hours Monday to Friday

06:00 – 12:00 hours Saturdays

3.4.2. No production work would be carried out on Saturday afternoons, Sundays and Bank Holidays, when only maintenance of the plant and equipment would be undertaken.

### 3.5. Site Access / Vehicle Movements

3.5.1. The Site would be accessed via Fairfield Way, to the south of The Site. A site access barrier would be used to control which vehicles are admitted to the operational area of The Site.

3.5.2. The junction between the Site access and Fairfield Way would be upgraded as requested at the pre-app stage from NYMNPA (shown on drawing ref: *T3539-001*). Bollards may be required on the pavement to stop curb parking from blocking the visibility splays.

3.5.3. It is proposed that there would be no more than 50 HGV movements in and 50 HGV movements out of The Site in any one day.

### 3.6. Plant and Equipment

3.6.1. The following plant and equipment types (or similar) are proposed to be used at The Site:

Plant	Quantity
Red Rhino 7000 crusher	1
Power Screen 800 Powergrid	1
Twin cylinder cardboard / plastic mill sized bailer	5
RORO compactor	2
Trommel	1
Picking Station	1

Blower and belt magnet	1
Kabota KX057 (with selector grabs and rubber tracks)	1
Kabota KX0880 (with selector grabs and rubber tracks)	1
JCB Loadalls	3
Excavator	1

### 3.7. Waste Quantities

3.7.1. An Environmental Permit would be applied for from the Environment Agency to allow for the recycling of up to **75,000 tonnes of waste per annum**.

### 3.8. Waste Types

3.8.1. The waste types that would be accepted into The Site, would mainly be sourced from skips or inert waste streams, from household or commercial facilities.

3.8.2. The waste types shown in Appendix 3 would be accepted into the site. These waste types are shown as part of Standard Rule Permit 2015 No.6.

### 3.9. Water Management / Hydrology

3.9.1. The proposals would not increase the rate of surface water run-off from The Site. Surface water run-off would be managed via a drainage scheme, details of which are intended to be submitted as part of a condition precedent.

3.9.2. All waste would be processed and handled on an impermeable surface (see drawing ref: *344/1-3*) and would drain to a sealed interceptor.

3.9.3. Fuel would be stored appropriately in a double bunded container on an impermeable surface. Refuelling would be carried out on an impermeable surface.

3.9.4. As The Site is over 1ha a Flood Risk Assessment (FRA) has been included within this planning application in Chapter 6.

### **3.10. Security**

3.10.1. 24 hour security would be present at the site for both security and health and safety reasons. CCTV would be employed throughout The Site. Access to the processing area of The Site would be controlled by a barrier. Additionally, security fencing would bound the entire Site.

### **3.11. Exporting Materials**

3.11.1. Once sorted and processed, as required, waste would be transported from The Site to a suitable licensed facility for that waste type or direct to market for any recycled products meeting end of waste criteria through quality protocols. All waste outlets would be duty of care checked for suitability prior to waste being transported.

## Section 4: Policy Review

### 4.1. Introduction

4.1.1. The provision of the Town and Country Planning Act (1990) as amended, indicates a presumption in favour of development proposals which are in accordance with the Development Plan.

### 4.2. The Development Plan

4.2.1. The National policy and Development Plan for this proposal is a combination of the following adopted local plans so far as they are relevant:

- National Planning Policy Framework (2019)
- National Planning Policy for Waste (2014)
- The Waste Management Plan for England (2013)
- The Whitby Business Park Area Action Plan (2014)
- North York Moors National Park Local Plan (2020)
- Scarborough Borough Council Local Plan (2017)
- North York Moors National Park Joint Minerals and Waste Plan (2016)

### 4.3. National Policy

#### National Planning Policy Framework

4.3.1. The National Planning Policy Framework (NPPF) was adopted in 2012 with updates in 2018 and 2019 and is supplemented by National Planning Policy Guidance (NPPG). Its purpose is to set out the Government's planning policies for England and how these should be applied on a local level.

4.3.2. Section 2 discusses Achieving Sustainable Development. Paragraph 8 states:

*"Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):"*

- a) *An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
- b) *A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open space that reflect the current and future needs and support communities’ health, social and cultural well-being; and*
- c) *an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, **using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.*** [Our bolding]

4.3.3. The proposed recycling facility for C&D and HC&I (Household, Commercial and Industrial) would promote sustainable development as it would reduce the amount of waste sent to landfill and move an element of the region’s waste management processes up the Waste Hierarchy (see para 4.3.7 / Figure 1 of this document) whilst promoting the use of recycled materials. This application would also create jobs that would not rely on the fishing or tourism industries, supporting the economic and social objectives of the NPPF (discussed further in paragraphs 4.4.3 and 4.4.4 of this document).

4.3.4. Para 204 states: “*Planning Policies should:*

[...]

- b) *so far as practicable, **take account of the contribution that substitute or secondary and recycled materials and minerals waste would make to the supply of materials, before considering extraction of primary materials, whilst aiming to source mineral supplies indigenously;***

4.3.5. The proposed development would facilitate the efficient use of wastes materials, through the recycling of C&D material to produce aggregates for use in the construction sector and the removal of commodities from the waste stream that can be recycled into new products. This would decrease the need for primary materials. In this regard, this application would be supported by National Policy.

#### National Planning Policy for Waste

4.3.6. The National Planning Policy for Waste (NPPW) was adopted in 2014 and is supplemented by National Planning Policy Guidance (NPPG) and the Waste Management Plan for England (WPME). Its purpose is to set out the Government's planning policies regarding waste for England and how these should be applied on a local level.

4.3.7. The Waste Hierarchy (*Figure 1*) aims to improve the way in which the UK deals with waste, with the goal of achieving a zero-waste economy. Promoting waste management processes up the Waste Hierarchy aims, ultimately, to reduce the amount of waste sent to landfill and decrease the amount of waste produced in the first instance.

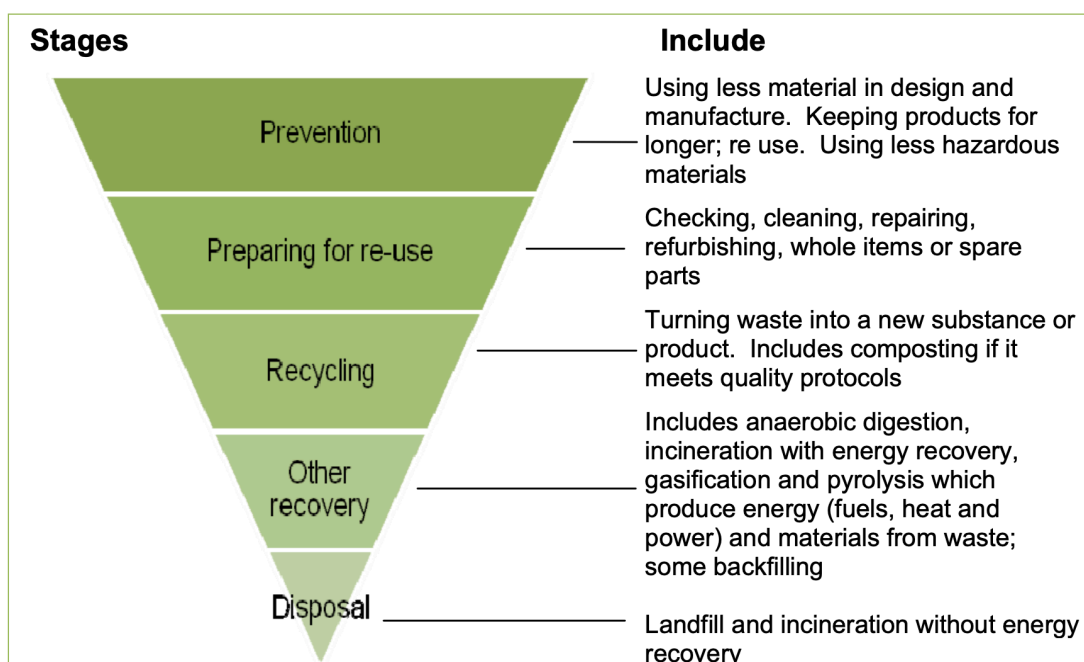


Figure 1. The Waste Hierarchy

4.3.8. The Introduction states the aims of the NPPW:

*"[...] Positive planning plays a pivotal role in delivering this country's waste ambitions through:*

*- **delivery of sustainable development and resource efficiency, including provision of modern infrastructure, local employment opportunities and wider climate change benefits, by driving waste management up the waste hierarchy [...]**" [Our bolding]*

4.3.9. Section 3 and Paragraph 8 reiterate the aims of driving waste management up the Waste Hierarchy, maximising reuse / recovery opportunities, and minimising disposal.

4.3.10. Nobles drive waste up the Waste Hierarchy and the proposed development facilitates the continued service of this experienced waste recycling operator, providing modern infrastructure and local employment opportunities.

### The Waste Management Plan for England

4.3.11. The Waste Management Plan for England (WMPE) was published in 2021. It aims to set out the way in which England may work towards a zero-waste economy as part of the transition to a sustainable economy.

4.3.12. Page 1 introduces the WMPE and states:

*“The government’s overall approach to resources and waste is one of moving away from the current linear economic model of take, make, use, throw, towards a more circular economy which keeps resources in use for longer so that we can extract maximum value from them.”*

4.3.13. Waste transfer stations play a vital role in the circular economy by extracting commodities that have the potential to be reused or recycled back into the system and reducing waste to landfill.

4.3.14. Page 46 of the WMPE evaluates the development of waste streams in the future:

*“ [...] Our [DEFRA] policies will directly affect the extent, nature and treatment of waste streams in the future. We expect that this will include **a continuing reduction in the amount of waste sent to landfill and an increase in the products and material that are reused, recycled or recovered.** [...]”* [Our bolding]

4.3.15. In the UKs’ efforts to become a zero-waste economy an increasing demand for recycling facilities and secondary aggregates is likely to occur. Therefore, the continuation of an established waste recycling operator, increasing the Region’s capacity to reduce the amount of waste sent to landfill is fully supported by National policy.

#### 4.4. Regional Policy

##### Whitby Business Park Area Action Plan (2014)

4.4.1. The Whitby Business Park Area Action Plan (Action Plan) was adopted in 2014 and is a collaborative policy document between the North York Moors National Park Authority (NYMNPA) and Scarborough Borough Council. The purpose of the



Action Plan is to ensure that the Business Park can “*make an increasingly important contribution to the economy of the area*”.

4.4.2. Policy 1 states a “*presumption in favour of sustainable development*” in line with National policy which has been discussed in sections 4.3.3 of this document. Para 3.4 of the Action Plan outlines the objectives of the Action Plan:

*“1. To make Whitby Business Park a more attractive destination and facilitate expansion of the site to support Whitby’s role as and employment centre and to provide more employment opportunities in the town.*

[...]

*4. To improve the quality of the environment at the Business Park and respect its setting within the National Park by requiring a high standard of design for all new development which includes landscaping to reinforce the network of green infrastructure through the site together with good quality signage and street furniture.*

*5. To create a low carbon Business Park by incorporating sustainable design and construction into all new buildings and offset carbon emissions by requiring a proportion of the energy required for new development to come from renewable sources where practical and viable.”*

4.4.3. The proposals would be in accordance with objective 1 as they would retain employment of current Noble employees whilst providing the opportunity to increase their staff and would provide an economic diuretic to the fishing and tourism industries which dominate Whitby’s economy. The proposed development would have a high quality of design in both its buildings and its landscaping in accordance with objective 4 of the Action Plan. Additional advanced landscaping would be carried out along the frontage of the site on Fairfield Way and to the rear of the site to improve the ecological connectivity throughout the business park. In accordance with objective 5 of the Action Plan a proportion of the energy required for the proposed development would be sourced renewably where practical. The principal of the development is inherently environmentally sustainable as it promotes waste up the Waste

Hierarchy, reducing the amount of waste which is sent to landfill. Additionally, at least 10% of the CO2 emissions of the development would be offset by sourcing some of the electricity required for the running of The Site from solar panels where appropriate (see para 4.4.39 of this document).

- 4.4.4. Para 4.2 of the Action Plan outlines that the current economy of Whitby has historically relied on the fishing and tourist industries. However, the local fishing industry is in decline and the tourism industry is low paid and seasonal. *“Both Scarborough Borough Council and the North York Moors National Park Authority are keen to promote new employment sectors and encourage a wider skill base through new technology enterprises which could create a greater range of employment opportunities for local people.”* This application for a skip hire and recycling facility would diversify the employment range of the Action Plan area, providing year round employment.
- 4.4.5. Policy 2 outlines the allocation of land around the current Business Park for Class B use<sup>1</sup>. The application area is within the allocated *Site 2* and the proposed development would be Class B2 use and, therefore, would be appropriate within this Business Action Plan area.
- 4.4.6. Para 5.12 of the Action Plan details guidance specific to *Site 2*:
- *“Access to the telecommunications mast must be maintained;*
  - *High buildings may interfere with efficiency of transmissions from the telecommunications mast so will not be considered appropriate within close proximity of the mast site and further discussions with the operator of the mast will be required to ensure that proposed buildings and other structures do not interfere with transmission;*

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<sup>1</sup> Class B1, B2 & B8. B2: “General industrial (Use for industrial process other than one falling within class E(g)(previously class B1)(excluding incineration purposed, chemical treatment or landfill or hazardous waste))”

- *Ensure that all proposed new buildings are low in height and scale and appropriately sited in order to retain the long distance views and historic setting of Whitby Abbey;*
  - *The Drainage Authority should be contacted with a view to establishing a suitable watercourse for the disposal of surface water;*
  - *A watercourse is located through the north side of the site and any development should be designed to ensure that access to the watercourse is retained for maintenance purposes and that there is a 'buffer' area between the watercourse and any new buildings which could provide opportunities for biodiversity and recreation ;*
  - *A Flood Risk Assessment will be needed to accompany proposals for new development; and*
  - *There is evidence of ridge and furrow remains on a north west – south west alignment with furrows spaced approximately 5 metres apart."*
- 4.4.7. Access to the telecommunications mast would be maintained and its operator would be consulted to ensure that the proposed building design would not interfere with transmission.
- 4.4.8. It is proposed that the ridgeline of any new buildings on Site would be no higher than those upon the adjacent Yorwaste site to the northwest. Therefore, based on the proposed height of the new building, the ground level of the Recycling and Sorting shed (drawing ref: 344/1-4.3) would not exceed 15.5m relative to the levels shown on drawing ref: LFW/2102/RevA. Final levels would be confirmed in condition precedent. This would ensure that the skyline seen from Whitby Abbey would remain uninterrupted by this development.
- 4.4.9. The Drainage Authority would be consulted in regard to the management of surface water at The Site. However, with appropriate mitigations it is not anticipated that the proposed development would increase the volume or rate of surface water run-off at The Site, further details are in the Flood Risk Assessment (Chapter 6).

4.4.10. The boundary of The Site is between approximately 30m and 50m to the south of the watercourse which flows along the northern edge of *Site 2*. The Site boundary is closest to the northern watercourse and Spital Beck in the north western corner of The Site, coming within approximately 15m of these water courses. However, no buildings are proposed in the north western corner of The Site. Maintenance access to the northern water course would be included in The Site layout.

4.4.11. The pre-application response from the NYMNPA Archaeology Officer concluded that, at most, it would be requested that recording prior to loss be carried out on the ridge and furrow. The Archaeology Officer's comment is quoted below:

*"The ridge and furrow identified on this site in the Whitby Area Action Plan was partially recorded in 2005 in a geophysical survey in advance of other works. No other features were identified, and using the more recent LiDAR data as a guide it would appear there are no other features in this area either.*

*The furrows are not particularly wide, and no 'reverse-S' pattern can be identified looking at the LiDAR (although the ends of the original ploughed area may now be missing), meaning this is probably not a particularly early example. **Although we would generally try and preserve remaining ridge & furrow as it becomes an increasingly rare historic commodity, in this case there is little to justify preservation. It is already partially recorded and destroyed, and there is not much to justify archaeological intervention. I do not have access to the 2005 report on the site (it is paper only in the office). Even so, the most we would request at full application would be recording prior to loss, likely an earthwork survey or aerial digital survey, and this is unlikely unless there is some particular significance I am not currently aware of. [...].**"* [Our bolding]

4.4.12. Policy 5 discusses the design and appearance requirements for developments in the Action Plan area. In accordance with Policy 5, the buildings of the proposed development would be compatible with the surrounding buildings and would not harm the "*historic setting of the town, Whitby Abbey or the setting of the National Park*". Landscaping is proposed along The Sites frontage along Fairfield

Way as advised in the pre-application advice from NYMNPA and the building design would be similar to neighbouring developments.

4.4.13. Policy 6 talks about biodiversity and green infrastructure

*“Proposals for the overall expansion of the Business Park and where appropriate individual development proposals will be required to create a linked network of green infrastructure through and around the site.*

*Proposals for the development of the Business Park will be required to provide an appropriate level of protection to legally protected species, maintain and where appropriate enhance conditions for priority habitats and species identified in the Scarborough and North York Moors Biodiversity Action Plans, and mitigate against any necessary or unwanted impacts through appropriate habitat creation, restoration or enhancement on site or elsewhere.”*

4.4.14. This application includes extensive additional landscaping that maintains and promotes habitat corridors throughout the Action Plan area. It is proposed to agree the planting scheme upon approval with NYMNPA in order to achieve the most appropriate scheme for the site.

4.4.15. Policy 7 discusses highway improvements and states:

*“Proposals for new development on Whitby Business Park will be expected to contribute to the delivery of the key highway improvements and additions to the highway network as shown on the Policies Map.*

*All proposals will be expected to be supported by full detailed designs that accord with the provisions of the Design Brief for the Business Park.”*

4.4.16. Access to The Site would be constructed up to the relevant highway specification and would be designed using visibility splay information from the transport study carried out (see drawing ref: T3539-001).

4.4.17. Policy 9 outlines the requirement for developments in the Action Plan area to provide sufficient on-site parking for staff and visitors in line with parking

standards. The proposed development would be in accordance with Policy 9 (see drawing ref: 344/1 - 3).

4.4.18. Policy 10 discusses drainage:

*“Development for new floorspace should be accompanied by drainage strategies to ensure that there is no adverse impact on surrounding land as a result of inadequate drainage capacity. The use of Sustainable Drainage solutions will be encouraged.”*

4.4.19. It is proposed that drainage details would be agreed as part of a discharge of condition submission subject to approval of the planning application.

4.4.20. Policy 11 discusses energy:

*“All new developments of 200 square metres or more will be required to meet the highest BREEAM standard (or its successor) that is feasible and viable for that type of development on the site proposed.”*

4.4.21. All buildings would be constructed to BREEAM standards as required by Building Regulations.

#### The North York Moors Local Plan

4.4.22. The North York Moors Local Plan (NYM Local Plan) was adopted in July 2020 and outlines the region’s *“planning policies [...] that will be used to help decide planning applications in the future”*. The NYM Local Plan covers a period up to 2035.

4.4.23. Strategic Policy A (SP-A) discusses *Achieving National Park Purposes and Sustainable Development*. SP-A states:

*“Sustainable development means development which:*

*a) Is of a high quality design and scale which respects and reinforces the character of the local landscape and the built and historic environment;*

*b) Supports the function and vitality of communities by providing appropriate and accessible development to help meet local need for housing or services, facilities, energy or employment opportunities;*

*c) Protects or enhances natural capital and the ecosystem services they provide;*

*d) Maintains and enhances geodiversity and biodiversity through the conservation and enhancement of habitats and species;*

*e) Builds resilience to climate change through adaptation to and mitigation of its effects;*

*f) Makes sustainable use of resources, including using previously developed land wherever possible; and*

*g) Does not reduce the quality of soil, air and water in and around the National Park.”*

4.4.24. The proposed waste transfer station would be sustainable development according to SP-A as previously discussed in para 4.3.3 of this document.

4.4.25. Strategic Policy E (SP-E) outlines NYMNPA’s requirements in relation to the Natural Environment. SP-E states:

*“All development will be expected to:*

*1. Ensure that natural capital is used in efficient and sustainable ways;*

*2. Demonstrate, where appropriate, how it makes a positive contribution to natural capital and its ability to provide ecosystem services’*

4.4.26. The Site is currently rough grassland. Strategic planting along the boundary of The Site, particularly in the northern biodiversity enhancement area, would create an ecological corridor, which would enhance the biodiversity and the ecological connectivity of The Site with its surrounds.

4.4.27. Strategic Policy F (SP-F) discussed climate change mitigation and adaption and states:

*“New development in the National Park will be expected to be resilient to and mitigate the effects of climate change. Where appropriate this will be achieved by requiring development to:*

- 1. Reduce the need for and makes efficient use of energy;*
- 2. Use renewable energy;*
- 3. Incorporate sustainable design and construction;*
- 4. Facilitate carbon sequestration and storage in uplands and woodlands;*
- 5. Facilitate appropriate coastal and flood protection works including natural flood management techniques to ensure resilient catchments and avoiding development in areas of flood risk;*
- 6. Ensure and promotes the long term connectivity of important sites for biodiversity, including through creation and maintenance of wildlife corridors to help species adapt to climate change;*
- 7. Be compatible with the appropriate Shoreline Management Plan.”*

4.4.28. The proposed operations would be in accordance with SP-F as previously discussed in paras 4.4.6 to 4.4.10 of this document

4.4.29. Strategic Policy G (SP-G) details NYMNPAs requirements for developments in regard to landscape. SP-G states:

*“The high quality, diverse and distinctive landscapes of the North York Moors will be conserved and enhanced.*

*Great weight will be given to landscape considerations in planning decisions and development will be supported where the location, scale and detailed design of the scheme respects and enhances the local landscape character type as defined in the North York Moors Landscape Assessment.*



*Development which would have an unacceptable impact on the natural beauty, character and special qualities of the areas of moorland, woodland, coast and foreshore as defined by the Section 3 Conservation Map or on the setting of the Howardian Hills AONB or local seascape will not be permitted.”*

4.4.30. In so far as is possible, the proposed development would be sympathetic to the local landscape character. The buildings and plant required for the operation would be similar in style and height to those on either side of The Site, however The Site is topographically the same elevation or lower than its neighbours; consequently, the skyline as seen from Whitby Abbey would not be interrupted. Care would be taken to ensure that The Site would relate well to the existing buildings and features on Fairfield Way. The strategic landscaping would help mitigate any potential landscape impacts that may result from the operation, in addition to the ecological value it would add to The Site.

4.4.31. The North York Moors Landscape Assessment classes The Site to be in a Coast and Coastal Hinterland area, named Whitby – Cloughton.

4.4.32. Strategic Policy H (SP-H) discusses habitats, wildlife, biodiversity and geodiversity and states:

“[...]

*2. All development and activities will be expected to:*

*a) Maintain and where appropriate enhance features of ecological value and recognised geodiversity assets;*

*b) Maximise opportunities to strengthen the integrity and resilience of habitats and species within the National Park and provide a net gain in biodiversity; including those species for which the National Park supports a significant proportion of the regional or national populations and those found at the edge of their range. Examples would include nightjar, honey buzzard, goshawk and turtle dove; and*

*c) Maintain and where appropriate enhance existing wildlife connections and landscape features such as water courses, disused railway lines hedgerows and*

*tree lines for biodiversity as well as for other green infrastructure and recreational uses.*

*3. Development proposals that are likely to have a harmful impact on protected or valuable sites or species will only be permitted where it can be demonstrated that: [...]”*

4.4.33. The Site is not within or near a feature of ecological value or a recognised geodiversity asset. The proposed development would result in a net-gain in biodiversity through the strategic planting of vegetation. The current use of The Site is rough grassland and so it has inherently low biodiversity presently and no wildlife corridors within The Site boundary. The development considered in this application would provide the opportunity to enhance upon biodiversity of the existing land. The proposals are unlikely to have a harmful impact on protected or valuable sites or species. However, in order to prevent any potential harm to wildlife, it is proposed that construction would only take place outside of the bird nesting season or following a bird nesting survey if carried out during the nesting season.

4.4.34. Policy ENV2 details that the impact on tranquillity will be taken into account when determining planning applications. The impacts of intended operations have been assessed within this planning application and it is considered unlikely that there would be an unacceptable impact resulting from the development in regards to “*visual intrusion; noise; activity levels; and traffic generation*” (see Chapter 5).

4.4.35. Policy ENV4 outlines that “*the darkness of the night skies*” will be preserved or enhance in the National Park. Only strictly necessary, downturned, external lighting would be included in the design of the proposed recycling operations. It is requested that the lighting details are conditioned to facilitate discussion with the NYMNPA and other interested parties.

4.4.36. Policy ENV7 discussed environmental protection and states:

*“In order to protect the natural environment, development will only be permitted where:*

- 1. It does not risk harm to water quality, including groundwater, rivers, streams and coastal and bathing waters;*
- 2. It does not compromise surface and groundwater and its abstraction. Development will not be permitted within Groundwater Source Protection Zones 1, 2 and 3 unless it can be demonstrated that adequate safeguards will be put in place to prevent contamination of the water supply;*
- 3. It does not have an unacceptable adverse impact on soil quality;*
- 4. It is not located on sizeable areas of the best and most versatile agricultural land (designated as Grades 1, 2 or 3a under the Agricultural Land Classification System);*
- 5. It does not have an unacceptable adverse impact on air quality;*
- 6. It does not generate unacceptable levels of noise, vibration or odour; and*
- 7. There will be no unacceptable adverse effects arising from sources of pollution which would impact on the health, safety and amenity of the public and users of the development.*

*Where necessary, remediation work must be undertaken to remove any contamination and pollutants to ensure safe development.*

4.4.37. Waste would only be handled and processed on an impermeable surface, therefore, there would be no risk of contamination of groundwater or the stream to the north of The Site. Similarly, the soil quality would not be compromised. The Site is not within a Groundwater Source Protection Zone. Whilst The Site is designated<sup>2</sup> as Grade 3 (good to moderate) agricultural land, The Site is allocated for business and industrial use in the site-specific Whitby Business Park Action Plan, therefore it is considered that the loss of this agricultural land is outweighed by the sustainable social, economic, and environmental benefits of the proposed development and the Business Park as a whole. The northern part of The Site would be retained for biodiversity enhancement. Potential impacts on air quality

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<sup>2</sup> <https://magic.defra.gov.uk/MagicMap.aspx>

as a result of the proposed development have been assessed within this application. The processing of waste would take place inside specialised buildings; therefore, it is considered that there would be a low potential for the proposed development to have an unacceptable impact on air quality, noise, vibration and odour (see Chapter 5). The operations would all be carried out under the supervision of a Technically Competent Person and through an Environmental Management System which takes into account any potential emergency impacts and mitigation required to control the risks i.e spillage plans in the event of an accidental spill and how this would be dealt with to reduce impacts.

4.4.38. Policy ENV8 discusses renewable energy and states:

*“Development proposals for the generation of renewable energy will only be permitted where:*

- 1. It is of a scale and design appropriate to the locality and contributes to meeting energy needs within the National Park;*
- 2. It respects and complements the existing landscape character type as defined in the North York Moors Landscape Assessment;*
- 3. It does not result in an unacceptable adverse impact on the special qualities of the National Park, either on its own, or in combination with other schemes;*
- 4. It provides environmental enhancement or community benefits wherever possible; and*
- 5. It makes provision for the removal of the facilities and reinstatement of the site, should it cease to be operational.*

[...]

*New development in the National Park will be required to address the causes of climate change by:*

*a) Generating energy from renewable sources where these are of a size, location and design appropriate to the locality and which contribute towards meeting domestic, community, or business energy needs within the National Park;*

*b) Requiring residential proposals of five units or more and other uses of 200 sq.m. or more to generate energy on-site from renewable sources to displace at least 10% of predicted CO2 emissions.”*

4.4.39. Solar panels are proposed to be included in the proposed development. It is requested that the solar details are conditioned to facilitate discussions with the NYMNPA and other interested parties to take place to allow the most appropriate and beneficial for the proposed development.

4.4.40. Strategic Policy I (SP-I) outlines the requirements for developments in the NYMNPA in regard to the historic environment.

*“[...] Applicants will be required to provide a Heritage Statement of sufficient detail to allow an informed assessment of the impact of the proposed development on the significance of the heritage asset(s). [...]”*

4.4.41. A Heritage Assessment has been included in Section 5.3 of this application.

4.4.42. ENV10 discusses Archaeological Heritage

*“Development that would result in harm to the significance of a Scheduled Monument or other nationally important archaeological site will not be permitted unless it can be demonstrated that there are wholly exceptional circumstances and that there are substantial public benefits that outweigh the harm.*

*The preservation of other archaeological sites will be an important consideration having regard to their significance. When development affecting such sites is acceptable in principle, the Authority will seek the preservation of remains in situ, as a preferred solution. When in situ preservation is not justified, the applicant will be required to make adequate provision for excavation and recording in advance of development, secured through an approved Written Scheme of Archaeological Investigation.*

*The Authority will require applicants to provide sufficient information to allow an informed assessment of the significance of the archaeological heritage asset and its setting, and the impact of the proposed development on that significance.”*

4.4.43. Para 4.4.11 of this document details the NYMNPA Archaeology Officers opinion in response to the pre-application, which concluded that, at most, details of the partially destroyed ridge and furrow would potentially need to be recorded prior to loss.

4.4.44. Strategic Policy K discusses The Rural Economy. The economic benefit of the proposed development is detailed in para 4.4.4 of this document. The proposed development would help supplement Whitby’s economical reliance on the fishing and tourism industries.

4.4.45. Policy BL1 details NYMNPA requirements for Employment and Training Development.

*“Development of new or expansion of existing employment or training facilities will only be permitted:*

*[...]*

***D. Where development proposals are part of a Whole Estate Plan that has been approved by the National Park Authority.***

*All proposals for employment and training development will be expected to demonstrate that:*

- 1. The scale and location of the proposal would not individually or cumulatively be detrimental to the character and appearance of the local and wider landscape;*
- 2. The site can be safely accessed by the existing road network;*
- 3. There is sufficient land and storage space attached for the functional needs of the proposed use, including parking space and space for manoeuvring vehicles and that;*

4. *There is no unacceptable harm in terms of noise, activity or traffic generation on the immediate neighbourhood, either individually or cumulatively with other development.*

[...]"

4.4.46. This proposed waste transfer and recycling facility would be within the Whitby Business Park, which the NYMNPA was consulted on.

4.4.47. Para 4.4.12 of this document discusses how the proposed development would be in accordance with the design requirements of the Whitby Business Park, which in turn would be in accordance with the NYM Local Plan.

4.4.48. A Transport Statement and access design has been included within this application (Appendix 2) which demonstrate that the proposed development would be safely access via the existing Fairfield Way.

4.4.49. The Site Layout Plan (drawing ref: *344/1 – 3*) shows that there is sufficient space for the storage, parking and manoeuvring required for the operation of the proposed development.

4.4.50. The potential impact of the proposed development due to noise, dust, odour and traffic generation have been considered within this application in Chapter 5. It is not anticipated that the proposed development would have unacceptable potential impacts either individually or cumulatively on the immediate neighbourhood.

#### Scarborough Borough Council Local Plan

4.4.51. The Scarborough Borough Council Local Plan (Scarborough Local Plan) was adopted in July 2017.

4.4.52. Policy SD1 states a presumption in favour of sustainable development which has already been addressed in this policy review in paras 4.3.3, 4.3.8, 4.4.23 of this document.

4.4.53. Policy DEC 1 discusses the principles of good design. The proposed development would meet the site-specific design requirements detailed in the Whitby Business Park Area Action Plan (see paras 4.4.3, 4.4.12 and 4.4.16 of this document).

4.4.54. Policy EG 1 discusses supporting industry and business and states:

*“New employment opportunities within industrial and business sectors will be encouraged by*

*a. making provision for the delivery of 40.35 hectares (net) of ‘B-Use’ employment land through existing commitments and allocations identified under Policy EG3: Employment Land Delivery and the Whitby Business Park Area Action Plan; [...].”*

4.4.55. The proposed development is in accordance with Policy EG 1 as it is within the Whitby Business Park Area Action Plan area and complies with this policy document.

4.4.56. Policy ENV 3 discusses Environmental Risk and the parts of this policy which are relevant to the proposed development are similar to the site-specific requirements in discussed in para 5.12 of the Action Plan (paras 4.4.6 to 4.4.10 of this document) and Strategic Policy F of the NYM Local Plan (para 4.4.27 and 4.4.28 of this document).

4.4.57. Policy ENV 4 details Groundwater Protection requirements. This application has demonstrated that the proposed development would not *“compromise groundwater and its abstraction”*. The Site is not within any Source Protection Zone and, therefore, a Hydrogeological Risk Assessment is not required. However, potential impacts the proposed development may have on groundwater have been assessed in Chapter 5 and 6 of this document.

4.4.58. Policy ENV 5 on The Natural Environment has been sufficiently addressed within this application in paragraphs 4.4.26 and 4.4.33 of this discussion.

4.4.59. Policy ENV 7 discusses Landscape Protection and Sensitivity which has been previously considered in paras 4.4.3 and 4.4.30 of this document.



Minerals and Waste Joint Plan

4.4.60. Minerals and Waste Joint Plan (Waste Plan) was adopted in 2016 and covers a period up to 2030. The Waste Plan is a joint document between the planning authority areas of North Yorkshire, the City of York and NYMNP.

4.4.61. Policy W01 discusses the Waste Hierarchy and states:

*“1) Proposals will be permitted where they would contribute to moving waste up the waste hierarchy through:*

*i) the minimisation of waste, or;*

*ii) **the increased re-use, recycling or composting of waste, or;***

*iii) **the provision of waste treatment capacity and small scale proposals for energy recovery (including advanced thermal treatment technologies), which would help to divert waste from landfill, [...]**” [Our bolding]*

4.4.62. As previously discussed in paras 4.3.3 and 4.3.7 to 4.3.10 of this document, the proposed development would move waste up the Waste Hierarchy. The proposed development would be in accordance with parts 1) i & ii of Policy W01.

4.4.63. Policy W02 discusses the Strategic Role of the Plan Area in the Management of Waste and states:

*“1) Support will be given through the allocation of sites and the grant of planning permission for the additional waste management capacity needed to help achieve net self-sufficiency in capacity at a level equivalent to expected arisings in the Plan area, by 31 December 2030.[...]”*

4.4.64. The proposed development would relocate an existing waste management facility, allowing its continued operation, modernisation of operations and a gradual increase in capacity.

4.4.65. Policy W04 discusses Meeting Waste Management Capacity Requirements – Commercial and Industrial waste and states:

*"1) Net self-sufficiency in capacity for management of C&I waste will be supported through:*

- i) Permitting proposals which would deliver increased capacity for the recycling and treatment of C&I waste, particularly where this would reduce reliance on export of waste from the Plan area and the development would be consistent with the site locational and identification principles in Policies W10 and W11;*
- ii) Permitting proposals for additional transfer station capacity for C&I waste where it can be demonstrated that additional provision would help reduce overall impacts from road transport of waste and the development would be consistent with the site locational and identification principles in Policies W10 and W11; [...]"*

4.4.66. The proposed development would comply with the relevant parts of Policy W04 quoted above.

4.4.67. Policy W05 discusses Meeting Waste Management Capacity Requirements – Construction, demolition and Excavations waste and states:

*"1) Net self-sufficiency in capacity for management of CD&E waste will be supported through:*

- i) Permitting proposals which would deliver increased capacity for recycling CD&E waste where the development would be consistent with the site locational and identification principles in Policies W10 and W11;*
- ii) Permitting proposals for additional transfer station capacity for CD&E waste where it can be demonstrated that additional provision would help reduce overall impacts from road transport of waste and the development would be consistent with the site locational and identification principles in Policies W10 and W11;*

4.4.68. The proposed development would increase the transfer and recycling capacity for CD & E waste and would, therefore, comply with the relevant parts of Policy W05 quoted above.

4.4.69. Policy W10 discusses the overall locational principles for provision of waste capacity. Whilst the proposed development is within the NYMNP, it is within the area of the Action Plan and so is optimally located in relation to the town of Whitby. As such, the proposed development would be in compliance with Policy W10

4.4.70. Policy W11 discusses Waste site identification principles and states:

*“The allocation of sites and determination of planning applications for new waste management facilities should be consistent with the following principles:*

- 1) *Siting facilities for the preparation for re-use, recycling, transfer and treatment of waste (excluding energy recovery or open composting) on previously developed land, **industrial and employment land**, or at existing waste management sites, giving preference to sites **where it can be demonstrated that co-locational benefits would arise taking into account existing or proposed uses and economic activities nearby.***

[...]

*In all cases sites will need to be suitable when considered in relation to physical, environmental, amenity and infrastructure constraints including existing and proposed neighbouring land uses, the capacity of transport infrastructure and any cumulative impact from previous waste disposal facilities, in line with national policy.”[Our bolding]*

4.4.71. The Site is allocated as *Site 2* in the Action Plan, which is for Class B1 (replaced with E(g)), B2 and B8 use. The proposed development would be Class B2 use. The Yorwaste facility to the northwest of The Site is allocated for waste management, indicating that the location is appropriate for the proposed operations. Additionally, this application has assessed in relation to its surrounds

and the potential resulting cumulative impacts. Consequently, the proposals would be in compliance with Policy W11.

4.4.72. Policy D01 states a “*presumption in favour of sustainable mineral and waste development*” in line with National policy which has been discussed in sections 4.3.2, 4.3.3 and 4.4.23 of this document.

4.4.73. Policy D02 discusses Local Amenity and Cumulative Impacts and states:

*“1) Proposals for minerals and waste development, including ancillary development and minerals and waste transport infrastructure, will be permitted where it can be demonstrated that there will be no unacceptable impacts on local amenity, local businesses and uses of the public rights of way network and public open space including as a result of:*

- *Noise,*
- *Dust,*
- *Vibration,*
- *Odour,*
- *Emissions to air, land or water,*
- *Visual intrusion,*
- *Site lightning,*
- *Vermin, birds and litter,*
- *Subsidence and land instability,*
- *Public health and safety,*
- *Disruption to the public rights of way network,*
- *The effect of the development on opportunities for enjoyment and understanding the special qualities of the National Park,*
- *Cumulative effects arising from one or more of the above at a single site and/or as a result of a number of sites operating in the locality.*

*Proposals will be expected as a first priority to prevent adverse impacts through avoidance, with the use of robust mitigation measures where avoidance is not practicable.*

*2) Applicants are encouraged to conduct early and meaningful engagement with local communities in line with Statements of Community Involvement prior to submission of an application and to reflect the outcome of those discussions in the design of proposals as far as practicable."*

4.4.74. The proposals have been assessed in regard to potential impact on amenity and are not considered to be unacceptable (see Chapter 5). Community Involvement has been undertaken in the form of a pre-application website which was launched and advertised in the Whitby Gazette describing the proposed development and details of how to provide feedback on the proposals. Details of the proposed application and the pre-application website was also sent to Whitby Town Council and Sneaton Parish Council. No feedback was provided from the community or parish councils on the proposed plans.

4.4.75. Policy D03 discusses Transport of Minerals and Waste and Associated Traffic Impact and states:

*"1) Where practicable minerals and waste movements should utilise alternatives to road transport including rail, water, pipeline or conveyor.*

***Where road transport is necessary, proposals will be permitted where:***

- There is capacity within the existing network for the level of traffic proposed and the nature, volume and routing of traffic generated by the development would not have an unacceptable impact on local communities, businesses or other users of the highways network, or any such impacts can be appropriately mitigated, for example by traffic controls, highway improvements and traffic routing arrangements; and*
- Access arrangements are appropriate to the volume and nature of any road traffic generated and safe and suitable access can be achieved for all users of the site, including the needs of non-motorised users, where relevant; and*
- There are suitable arrangements in place for on-site manoeuvring, parking and loading/unloading.*

*Where access infrastructure improvements are needed to ensure that the requirements above can be compiled with, information on the nature, timing and delivery of these should be included within the proposals.*

*2) For all proposals generating significant levels of road traffic, a transport assessment and green travel plan will also be required to demonstrate that opportunities for sustainable transport and travel have been considered and will be implemented where practicable.*

4.4.76. Road transport would be necessary for the proposed waste transfer station. A Transport Statement has been carried out as part of this application (Appendix 2) which concluded “*The traffic that is likely to be generated by the proposal has been established and it is considered that this will not have a material impact on the operation of the local road network*”. An access design has also been prepared to accompany this application as requested in the pre-application advice (see drawing ref: *T3539-001*). The Site layout plan (drawing ref: *344/1 – 3*) shows that there would be sufficient space in The Site for the manoeuvring of vehicles and parking.

4.4.77. Policy D04 discusses Development Affecting the NYMNPA and the AONBs; Policy D06 discusses Landscape; Policy D07 details Biodiversity and Geodiversity; Policy D08 discusses the Historic Environment; Policy D09 discusses Water Environment; Policy D11 discusses Sustainable Design, Construction and Operation of Development and Policy D12 discusses the Protection of Agricultural Land and Soils. It is considered that this Policies D 04, 06, 07, 09, 11 and 12 have been sufficiently addressed in the discussion about the Action Plan (paras 4.4. 1 to 4.4.21 of this document) and, as the NYMNPA was consulted on that site-specific document.

## Section 5: Environment and Amenity

### 5.1. Introduction

- 5.1.1. Environmental considerations have been made throughout this application and, where deemed necessary, mitigation against potential, unacceptable, adverse impacts has been proposed.

### 5.2. Archaeology

- 5.2.1. There is some evidence of ridge and furrow agricultural practices on The Site, which the Archaeology Officer at NYMNP has commented on.

*“ The ridge and furrow identified on this site in the Whitby Area Action Plan was partially recorded in 2005 in a geophysical survey in advance of other works. No other features were identified and using the more recent LiDAR data as a guide it would appear there are no other features in this area either.*

*The furrows are not particularly wide, and no ‘reverse-S’ pattern can be identified looking at the LiDAR (although the ends of the original ploughed area may now be missing), meaning this is probably not a particularly early example. **Although we would generally try and preserve remaining ridge & furrow as it becomes an increasingly rare historic commodity, in this case there is little to justify preservation. It is already partially recorded and destroyed, and there is not much to justify archaeological intervention. I do not have access to the 2005 report on the site (it is paper only in the office). Even so, the most we would request at full application would be recording prior to loss, likely an earthwork survey or aerial digital survey, and this is unlikely unless there is some particular significance I am not currently aware of:**” [Our bolding]*

- 5.2.2. Therefore, the proposals are not considered to cause any unacceptable impact upon archaeological features.

### 5.3. Heritage Assessment

- 5.3.1. In light of section 5.2 of this document, a brief heritage assessment has been carried out.

- 5.3.2. The ridge and furrow features identified on The Site would be removed in the creation of the proposed development. However, as stated by the archaeological officer, quoted in section 5.2, the ridge and furrow feature on The Site is not significant and is already partially recorded and destroyed.
- 5.3.3. The loss of this damaged ridge and furrow feature would allow the construction of a new waste management facility and the continued business of an established local operator through their relocation.
- 5.3.4. The proposed MRF would allow for waste to be processed locally, at a larger capacity than Noble's current location. This would reduce the need for waste to be exported from the NYMNP or, to an extent, exported from the UK. Additionally, the proposed MRF would allow for employment outside of the seasonal tourism and fishing industries; diversifying the local economy and contributing to the goals of the Whitby Business Park Action Plan. In light of the benefits the proposed MRF would bring to the local area, it is considered that the loss of the damaged and partially recorded ridge and furrow feature is justified.
- 5.3.5. It is anticipated that the proposals would not affect the one Grade II Listed Building within 500m of The Site as it would be screened by the existing Yorwaste site to the west of the proposed development.
- 5.3.6. Additionally, as previously stated in paragraph 4.4.8 of this document, the height of the buildings in the proposed development would not exceed those of its neighbours and, therefore, would not significantly affect the skyline as seen from Whitby Abbey.

#### **5.4. Ecology**

- 5.4.1. The Site is currently used as rough pasture within the boundary of the business park. The proposed development includes strategic vegetation and landscaping which would improve the habitat connectivity of the Business Park as a whole and adhere to the Action Plans design requirements.
- 5.4.2. The planting scheme is shown on drawing ref: *344/1 - 3*. The northern area of The Site would be set aside for biodiversity enhancement. The Biodiversity



Enhancement Area is already bounded to the north, east and west by woodland and a stream, therefore, it has the greatest capacity to increase the connectivity of habitats compared to the rest of The Site

- 5.4.3. It is requested that planting details are conditioned to facilitate discussions with the NYMNP and other interested parties to take place in order to allow the most appropriate and beneficial planting scheme to be carried out at the site.

## 5.5. Hydrology

- 5.5.1. The bedrock and superficial deposits beneath The Site are Secondary A aquifers and The Site has medium groundwater vulnerability. The proposed waste operation would not interact with the underlying hydrological regime as all waste handling and processing operations would take place on an impermeable surface and would drain to a sealed interceptor. Additionally, all waste treatment would take place indoors.

- 5.5.2. An FRA and drainage scheme has been included within this application, see Chapter 6. The Drainage Authority would be consulted in relation to this drainage scheme and their comments would be considered through the discharge of relevant schemes.

## 5.6. Dust / Air Quality

- 5.6.1. Screening and crushing would only take place inside the building designated for that use (see drawings ref: *344/1 - 3 & 344/1 - 4.4*); this would mitigate any potential impact on air quality from screening and crushing operations.

- 5.6.2. Half of the site will be surfaced to prevent the generation of dust as shown on drawing ref: *344/1 - 3*. Potential dust due to HGV movements or aggregate storage would be mitigated by wetting-down the external aggregate storage areas during dry periods. A water bowser would be kept on site for this purpose.

- 5.6.3. A dust management plan would be required as part of the permit which would be applied for prior to The Site beginning waste processing operations.

## 5.7. Odour

5.7.1. The types of waste proposed to be accepted at The Site are not, by their nature, odorous. Any loads of waste brought to The Site that are not permitted would be rejected or quarantined before being sent to an appropriately licensed facility. Fast turnaround times and good housekeeping would help reduce the potential for odour.

## 5.8. Noise

5.8.1. All processing at The Site, including screening and crushing would take place inside a building to reduce any potential noise impact. Roller shutter doors to processing areas would be kept shut unless in use.

5.8.2. The 2m retaining wall along the eastern boundary of The Site and 2m high wooden fence along the western side of the operational area of The Site would provide additional auditory screening.

5.8.3. A noise impact assessment is included within this application (Appendix 1) and suggested the following mitigations.

- *“The site should not operate outside of daytime hours: 07:00 – 23:00*
- *2m closed board timber fencing with a minimum density of 10kg/m<sup>2</sup> no gaps and holes should be installed along the western perimeter in areas with no intervening buildings.*
- *Ensure plant and machinery is regularly well maintained.*
- *When not in use, all external doors to the building should remain closed.*
- *Avoid unnecessary horn usage and revving of engines.*
- *All vehicles should be fitted with white noise reversing alarms*
- *Switch off equipment when not required.*
- *Keep access roads clear and well maintained. Avoid the formation of potholes and other uneven road surfaces which can generate excessive noise.*

- *Minimise drop heights of materials where possible.*
- *All operational staff should be made responsible for reporting any noise problems immediately to the site supervisor. Any reported issues should be investigated, and any remedial measures need to be implemented to reduce noise levels these should be implemented as soon as feasible.*
- *A designated site operative/supervisor should be made responsible for implementing the noise management plan.*
- *The site should have a dedicated phone line for noise complaints.*
- *The site should implement an Incident Management System any and all noise complaints should be logged in the IMS and investigated as practicably possible after the complaint has been received.*
- *The site should purchase a Class 2 sound level meter and undertake regular noise monitoring across the site and site perimeter to identify and increase in noise levels due to abnormal activity such as breakdowns or poor equipment maintenance.*
- *Should a noise complaint be received the persons responsible for implementing the noise management plan should undertake specific noise monitoring at a representative location and log the measured noise level as part of the investigation into the noise complaint."*

5.8.4. The noise impact assessment concluded that with the above mitigations in place, the noise produced by the operation of the proposed development would not exceed more than 3dB above the current background noise levels at the nearest sensitive receptor which is considered "Not Significant".

## 5.9. Vibration

5.9.1. The potential sources of vibration for the proposed development would be the crusher, screener and plant movements. However, any potential vibration caused by the proposed development would be negligible and would not require mitigation.

## 5.10. Emissions to Air, Land or Water

5.10.1. There would be no direct emissions to air, land or water

## 5.11. Visual Impact

5.11.1. The proposed development has been designed to be in keeping with the rest of the Whitby Business Park and its immediate neighbouring buildings and so would not be a local visual intrusion.

5.11.2. Views from a distance have also been considered within this application. All buildings proposed in this application are no higher than those of the adjacent *Yorwaste* site to the northwest of The Site, therefore, there would not have an unacceptable impact on the skyline as seen from Whitby Abbey.

## 5.12. Lighting

5.12.1. It is requested that lighting details are conditioned to facilitate discussions with the NYMNPA and other interested parties, to allow the most appropriate lighting scheme to be implemented at The Site.

## 5.13. Vermin, Birds and Litter

5.13.1. Vermin, scavenging birds and litter would be mitigated by the processing of waste only occurring indoors, good housekeeping and daily inspections recorded in the site log. The materials the proposed development would accept would be inherently dry and would not promote vermin or scavenging birds.

5.13.2. Should either vermin or scavenging birds be noted during daily site checks, a suitably trained operative or professional pest control contractor would be brought in.

## 5.14. Subsidence and Land Stability

5.14.1. The Site<sup>1</sup> is outside the Coal Authority Reporting Area, therefore a Coal Mining Risk Assessment would not be required. The proposed development would

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<sup>1</sup> <https://mapapps2.bgs.ac.uk/coalauthority/home.html>

require earthworks prior to construction. The resultant landform would be engineered to be stable. Therefore, subsidence and land stability would not be a material issue for the proposed development.

## 5.15. Public Health and Safety

5.15.1. The Site would not be accessible to the public, apart from the office and carpark. Only trained personnel, or members of the public escorted by trained personnel, would be admitted to the operational areas of The Site. There would be a 10mph speed limit within The Site and appropriate health and safety warning signs at the entrance. Security fencing around the perimeter of The Site and a 24hr security guard on Site would prevent access other than via the gated Site access onto Fairfield Way.

## 5.16. Public Rights of Way

5.16.1. There are no public rights of way within or next to the Site.

## 5.17. Transport

5.17.1. A transport statement has been carried out as part of this application (Appendix 2). The transport statement concluded that *"The traffic that is likely to be generated by the proposal has been established and it is considered that this will not have a material impact on the operation of the local road network. [...] it is concluded that the proposed development should not have a material impact in terms of highway operation and safety. In fact, the evidence would suggest that 'safe and suitable access to the site can be achieved for all users' (NPPF para 108 b.); and that there would not be 'an unacceptable impact on highway safety' or 'severe residual cumulative impacts on the road network.'* (NPPF para 109). *These are the relevant policy tests with regards to highways."* [Our bolding]

## 5.18. Enjoying the National Park

5.18.1. The proposed MRF would allow Noble's to relocate from their current operations in Ruswarp. The small village of Ruswarp is a less suitable location for a waste management operation. The Whitby Business Park is a suitable location for an MRF, as it has been allocated for business and industrial use.

5.18.2. Moving Noble's MRF operation from Ruswarp would increase the enjoyment of the National Park in and around Ruswarp, whilst not reducing the enjoyment of the National Park in Whitby Business Park are which is specifically designated for such a use.

## **5.19. Cumulative Impact**

5.19.1. The proposed development would be located within the Whitby Business Park. The local infrastructure of the Business Park has been designed to accommodate the cumulative impacts of the Business Park as a whole.

5.19.2. Nevertheless, this planning application has assessed the cumulative impact of the proposed development in conjunction with its surrounds and included mitigation measures where a potential cumulative impact risk has been identified. Consequently, the proposed development would not cause an unacceptable cumulative impact.

## Section 6: Flood Risk Assessment

### 6.1. General

6.1.1. This Flood Risk Assessment (FRA) assesses the potential risk of flooding on site, and the scope for an increase in risk off site, as a result of a proposed Material Recycling Facility (MRF) and skip hire business to the northeast of Fairfield Way in Whitby Business Park ('The Site').

### 6.2. Site Description

6.2.1. The Site is located approximately 1.7km to the southeast of the centre of Whitby town; shown on drawing ref: *344/1 - 1*. The Site is located to the north of Fairfield Way at grid ref: NZ 91048 09622. The Site occupies an area of approximately 3ha. The Site is currently used as rough pasture / agriculture and is abutted to the north and east by farmland, to the south by Fairfield Way (the access road) and to the west by Yorwaste's Whitby Waste Transfer Station Ltd.

6.2.2. The Site's existing elevation (shown on drawing ref: *LFW/2102/RevA*) falls from the east towards the west of The Site. At present, The Site drains towards the west. There are no surface water courses within The Site. However, there is a stream along the north and west edges of The Site.

6.2.3. The underlying solid geology is the Long Nab Member which is comprised of mudstone, siltstones and sandstones. The parent unit is the Scalby Formation<sup>1</sup>. The superficial deposit underlying The Site is Devensian age Till.

5.1.1. The Environment Agency classifies the site (at 1:75,000 scale) as being within / upon a '*Secondary A Aquifer*'. This is defined as "*permeable layers capable of supporting water supplies at a local rather than strategic scale, and in some cases forming an important source of base flow to rivers. These are generally aquifers formerly classified as minor aquifers*".

6.2.4. The Site is entirely within Flood Zone 1 (lowest risk).

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<sup>1</sup> BGS Geology of Britain Viewer

### 6.3. Development Proposals

6.3.1. As detailed in Chapters 1, 2 and 3 of this Supporting Document, the proposed development is for an MRF and skip hire business. Some 'cut and fill' of the land would be required to create a development platform prior to building works commencing.

6.3.2. The proposed Site layout is shown of Drawing ref: *344/1 – 3*. For the purposes of this FRA The Site will be split into areas A, B and C as shown drawing ref: *344/1-4*.

- Area A would occupy approximately the southern half of The Site and would be comprised of an impermeable surface. All proposed buildings would be within Area A.
- Area B would occupy approximately a quarter of The Site and would be surfaced with hardstanding (crushed aggregate).
- Area C would occupy the northern quarter of The Site and would remain unchanged, to be used for biodiversity enhancement.
- Areas A and B would require engineering works ('cutting and filling') to form the development platform. The eastern side of The Site would be 2m lower than current elevations.

6.3.3. Paragraph 066 of the Government guidance section: Flood Risk and Coastal Change<sup>2</sup> states that waste treatment is classed as a development that is 'less vulnerable' to flooding.

### 6.4. Risk Assessment of Un-mitigated Proposals

6.4.1. The Site is entirely within Flood Zone 1 and is not within an area with critical drainage problems as notified by the Environment Agency. However, as The Site's surface area is over 1ha, an FRA is required.

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<sup>2</sup> <https://www.gov.uk/guidance/flood-risk-and-coastal-change#Table-2-Flood-Risk-Vulnerability-Classification>



- 6.4.2. The Government publishes maps<sup>3</sup> showing the long-term flood risk from a number of sources. Long term flood risk of the area is 'very low' for all available sources shown, rivers and the sea, reservoirs and surface water. 'Very low' flood risk means that "the chance of flooding is less than 0.1% [each year]".
- 6.4.3. Scarborough Borough Councils Strategic Flood Risk Assessment (SFRA) was published in 2019 and assesses the distribution of flood risk sources throughout the Region, taking into account the effects of climate change on flood risk. The SFRA shows that there is no recorded historic flooding, from any source, at or near The Site. Localised maps have been produced to show the strategic flood risk for the whole County. Drawing No. 6.3.9 of the SFRA shows that The Site is not vulnerable to surface water flooding, however, the streams to the north and west of The Site are vulnerable. There is no further information specific to The Site or the proposals within the SFRA.

#### Groundwater

- 6.4.4. Area A would introduce an impermeable area to approximately half of The Site, which would reduce the effective area for direct precipitation and / or surface water run-off to enter the underlying groundwater bodies beneath The Site. However, compared to the overall surface area recharging the superficial and bedrock aquifers beneath The Site, this would have a negligible effect on the recharge of the aquifers.
- 6.4.5. The infiltration characteristics of Areas B and C would remain largely unchanged upon construction of the proposed development. Consequently, it is considered that the proposed development would have a negligible impact on the ground water regime beneath The Site.

#### Surface Water

- 6.4.6. Areas A and B would make up the development platform. The creation of the development platform would change the topography and, therefore, the surface water drainage regime of The Site. The east side of The Site would be lower than

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<sup>3</sup> <https://flood-warning-information.service.gov.uk/long-term-flood-risk/>

it is at present therefore, the rate of surface water flow into the development platform from the east could increase. Additionally, the proposals could slow the rate of surface water flow away from the development platform towards the west as the development platform's overall gradient would be reduced.

- 6.4.7. Area A would be an impermeable surface which could increase the rate of surface water runoff.
- 6.4.8. Area B would be comprised of a SuDS compliant hardcore (2mm - 6mm grainsize). It is considered that the hardcore surface would allow surface water to percolate into the ground and, therefore, reduce the volume of surface water that would flow away from The Site by way of run-off. Therefore, the proposals would not increase the rate of surface water run off above current rates in Area B.
- 6.4.9. The four buildings proposed would have pitched roofs of varying angles (drawing refs: *344/1-4.1, 344/1-4.2, 344/1-4.3 & 344/1-4.4*), which would negligibly increase the surface area of Area A compared to the current footprint. Consequently, the volume of surface water in Area A could be slightly more than present surface water volumes.
- 6.4.10. No works are proposed for Area C, therefore, the rate and volume of surface water runoff in Area C would remain unchanged.
- 6.4.11. Overall, the proposals would negligibly increase the rate and volume of surface water runoff from The Site and, due to the introduction of an impermeable area, increase the rate of surface water runoff from The Site.

## **6.5. Proposed Mitigation Measures**

- 6.5.1. No mitigation measures are proposed for Areas B and C as the proposals would result in a negligible impact upon the existing hydrogeological regime in these Areas. Mitigation measures are proposed for Area A where there would be a slight increase in the volume and rate of surface water runoff.
- 6.5.2. It is proposed that Area A would have a sealed drainage system that would be connected to the mains sewer in Fairfield Way. The sealed drainage system would be comprised of a perimeter drain, gutters on the buildings, rainwater

attenuation barrels on the buildings ('rainwater barrels'), an interceptor, an attenuation chamber / feature and a hydrobrake<sup>4</sup>.

- 6.5.3. The perimeter drain would direct all surface water on the ground to the attenuation chamber, preventing surface water flow..
- 6.5.4. The gutters would direct surface water on the roofs to the rainwater barrels initially. Once the rainwater barrels are full, surface water on the roofs would be directed to the attenuation chamber.
- 6.5.5. The attenuation chamber would be preceded by an interceptor to stop potential contamination (e.g. vehicle hydrocarbons and oils) entering the mains sewer. The attenuation feature would have sufficient capacity to accommodate a 1 in 100-year storm event. The outflow of the attenuation chamber would run through a hydrobrake to limit the outflow rate before flowing into the mains sewer.
- 6.5.6. The capacity of the attenuation chamber and the diameter of the pipes used in the sealed drainage system would be calculated based of the current greenfield runoff rates, to accommodate a 1 in 100-year storm event. The outflow of the hydrobrake would not exceed the current greenfield runoff rates. Therefore, the rate and volume of surface water runoff would not be increased above current levels.
- 6.5.7. It is considered that, whilst the proposals could alter the drainage regime at The Site, there would be negligible increase in risk of flooding at or away from The Site as a result of the proposed development due to the mitigations proposed.

## 6.6. Summary

- 6.6.1. The Site is entirely withing Flood Zone 1. The proposed development would change the current landform by way of 'cutting and filling'. The site would change

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<sup>4</sup> A hydrobrake limits the maximum outflow of a pipe, so no matter how much water is in the attenuation chamber, the hydrobrake would not let water enter the main sewer above a designated rate.

from an agricultural field sloping towards the northwest to a development platform.

- 6.6.2. Unmitigated, the proposed development would result in a slight increase in volume and rate of surface water runoff, due largely to the introduction of an impermeable surface in Area A.
- 6.6.3. A sealed drainage system leading to an interceptor, attenuation chamber then hydrobrake would mitigate the impact the impermeable Area A could have on the flood risk at or away from The Site. This sealed drainage system would be connected to the mains sewer in Fairfield Way.
- 6.6.4. Unmitigated, the proposals would have a negligible effect on the groundwater regime at The Site and, therefore would not increase the risk of groundwater flooding, which would remain negligible.
- 6.6.5. Mitigated, the proposed development would cause no increase in the volume or rate of surface water flow away from The Site.
- 5.1.2. As a result, there is considered to be **negligible risk** of flooding, or away from, The Site as a result of the proposed development.



## Appendix 1

# NOVA

## ACOUSTICS

### *Noise Impact Assessment of the Relocation of a Recycling Centre*

**Client Name:** Noble Recycling and Skip Hire

**Client Address:** Sneaton Lane, Ruswarp, Whitby, YO22 5HL.

**Site Address:** Noble Recycling , Fairfield Way, Whitby, YO22 4PU

**Date:** 17/06/2021



**Authorisation and Version Control**

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Date	17/06/2021
Project Number	5875JM
Version Reference	Version 002

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**Executive summary**

An environmental noise survey and noise impact assessment have been undertaken at Noble Recycling, Fairfield Way, Whitby, YO22 4PU to assess the potential increase in noise levels from the installation of the Recycling Centre on the surrounding Noise Sensitive Receptors. The measured background sound levels have allowed a BS4142:2014 noise assessment to be carried out.

The BS4142 assessment indicates the rating noise levels at the surrounding NSRs fall a 1 - 3 dB above the background sound level thus indicating 'Adverse Impact' at NSRs 2 - 4 in accordance with BS4142. At NSR 1 the Rating Noise Level Falls below the background sound levels indicating 'Low Impact'

It should also be noted that this assessment represents a worst-case scenario. The crushing operations on-site will only occur twice a week. The noise levels at the most exposed NSR is expected to drop during periods without crushing.

The increase in ambient noise levels assessment indicates the increase in noise levels due to the proposed development is considered 'Not Significant' when assessed in accordance with the IEMA Guidelines on Noise Impact.

Given the above when assessed in accordance with the NPPF and NPSE this equates to 'Lowest Observed Effect Level'.

The findings of this report will require written approval from the Local Authority prior to work commencing.

## 1. Introduction

### **Overview**

NOVA Acoustics Ltd has been commissioned to prepare a noise assessment for the relocation of the Recycling Centre (the Proposed Development') at Noble Recycling, Fairfield Way, Whitby, YO22 4PU ('the Site').

The applicant is preparing a planning application to be submitted ('the Application') to the North York Moors National Park Authority.

The following technical noise assessment has been prepared to support the planning application to North York Moors National Park Authority. This report details the existing background sound climate at the nearest receptors, as well as the sound emissions associated with the Proposed Development.

This noise assessment is necessarily technical in nature; therefore, a glossary of terms is included in Appendix A to assist the reader.

### **Scope & Objectives**

The scope of the noise assessment can be summarized as follows:

- Baseline sound monitoring survey to evaluate the prevailing background sound levels at the nearest sensitive receptor ('NSR') to Site;
- Detailed sound modelling, acoustic calculation and analysis in accordance with; ISO9613 – 1 ISO 9613-2 - Attenuation of sound during propagation outdoors prediction methodology, to predict sound levels at the NSR;
- A detailed assessment of the suitability of the Site, in accordance with relevant standards in respect of sound from the proposed sources; and
- Recommendation of mitigation measures, where necessary, to comply with the requirements of the National Planning Policy Framework (2019), Noise Policy Statement for England (2010) and British Standard BS 4142:2014+A1:2019 - Methods for rating and assessing industrial and commercial sound. Further information on the legislation can be found in Appendix B.

## 2. Environmental Noise Survey

### Measurement Methodology

In order to characterise the sound profile of the area at the closest sensitive receptor (NSR), an environmental sound survey has been carried out from the 6<sup>th</sup> of April of 2021 to the 7<sup>th</sup> of April 2021. The sound level meter was placed in a lamppost at a height of 3m from the ground. The monitoring position was chosen in order to collect representative sound levels at the NSR during the typical operational periods of the proposed development. The monitoring location is shown in Figure 1.0.

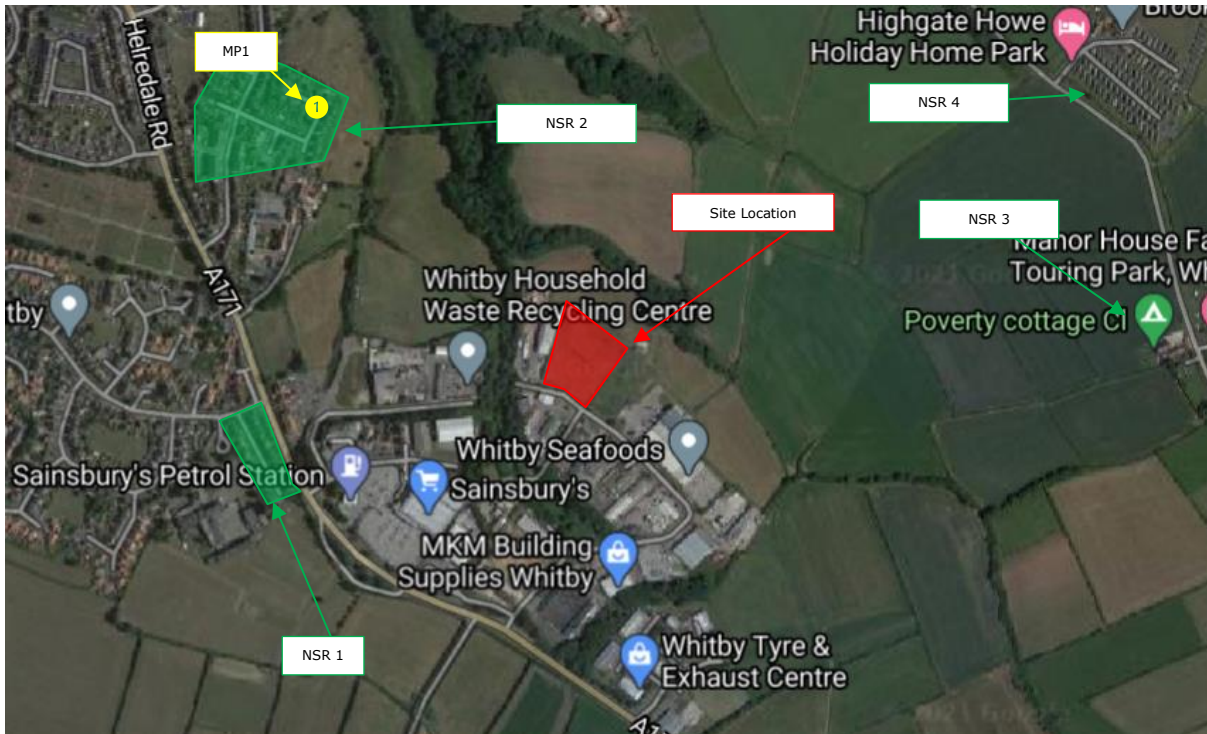


Figure 1.0 - Indicative Site Layout

### Context & Subjective Impression

The area surrounding the site is mixed primarily industrial/commercial in nature with some surrounding residential dwellings. The noise profile of the area is dominated by industrial and commercial activity from the business park. The noise profile surrounding the NSRs could be considered typical of a semi-rural area.

### Background

The existing Recycling Centre is located on Sneaton Lane close to Wilf Noble Building Supplies. The recycling company is now outgrowing their current site and there is now a real necessity to move to a larger site to enable the business to grow. Therefore the recycling centre is to be relocated to an industrial area on Fairfield Way. That location can be seen in Figure 1.0.

NOVA Acoustics Ltd undertook a site visit in order to measure the activities in the existing recycling centre. The activities witnessed and measured were:

- Recycling Trucks
  - o Loading Skips.
  - o Unloading Skips.
  - o Stationed with the engine running.
- Telehandler
  - o Loading and Unloading Recycling material.
- Industrial Unit
  - o This unit was enclosed on two sides with two sides open.

**Environmental Noise Survey Results**

The proposed development has no established operational times as of yet, however, it will be assumed that is going to operate during the daytime period. The table below outlines the background sound levels, during the operational period of the proposed development, that will be used as the baseline for the noise assessment. Further summary results for the entire measurement period can be found in Appendix E.

Measurement Position MP1				
Measurement Period ('t')	L <sub>A90,15min</sub>	*SMR L <sub>A90,15min</sub>	Min. L <sub>A90,15min</sub>	Max. L <sub>A90,15min</sub>
Day 1 – 06/04/2021 – 11:00 – 23:00	56.0	51.0	45.0	59.0
Day 2 – 07/04/2021 – 07:00 – 17:00	48.0	<b>47.0</b>	42.0	50.0

*Table 1.0 – Background Sound Level Summary Results*

*\*Statistically Most Repeated*

As can be seen in the table above the statistically most repeated L<sub>A90,15min</sub> value is **47.0 dB**. The range of measured background sound levels is moderate and as such, the statistically most repeated L<sub>A90,15min</sub> value is deemed 'Typical' and will be used in the following assessment.

### 3. BS4142:2014 Noise Assessment

The following section of the report assesses the noise generated from the site in comparison to the background sound level of the area to define the potential for noise impact.

The proposed development will have the following machinery on-site and most of the activities will be carried indoors with the doors closed. Further conversations with the client indicate the machinery will be brand new, and a small portion of the existing machinery will be re-located to the new development.

- 50 HGV in and out Movements per day.
- Crusher and screening shed.
  - o Crusher – Red Rhino 7000.
  - o Screen – Power Screen 800 Powergrid.
- Plant within the recycling and sorting shed.
  - o Twin cylinder cardboard/plastic mill sized baler x 5,
  - o 1 x RORO Compactor, Trommel picking line, 2 blowers and belt magnet,
  - o 1 x Kabota KX057
  - o 1 x Kabota KX0880 both with selector grabs and rubber tracks.
- Workshop Building
- External plant.
  - o 3 x JCB Loadalls/telehandlers
  - o Yard chain lift skip wagon
  - o Excavator

#### ***Plant Machinery on the Proposed Development***

The table below shows the noise levels of the equipment which is to be used for the Proposed Development. It is noted that it is unlikely that all plant machinery will be operating simultaneously, and as such, the following assessment is deemed to be a worst-case scenario it should also be noted that the crusher will only operate twice a week. The noise data is taken from BS85228:2009, manufacturers data, and measurements which were taken from the equipment on site.

The A-weighted sound levels for the internal equipment can be seen in the following table.

Crusher and Screening Shed					
Description	Number of units	Source of Information	Sound Pressure Level at 1m (L <sub>Aeq</sub> )	Calculated Sound Power Level (L <sub>wA</sub> )	Internal Noise Levels (L <sub>Aeq</sub> )
Red Rhino 7000	1	Manufacturers Data	98.5	107.0	100.0
Power Screen 800 Powergrid	1	Manufacturers Data	93.0	101.0	
Recycling and Sorting Shed					
Description	Number of units	Source of Information	Sound Pressure Level at 1m (L <sub>Aeq</sub> )	Calculated Sound Power Level (L <sub>wA</sub> )	Internal Noise Levels (L <sub>Aeq</sub> )
Twin cylinder cardboard/plastic mill sized baler	5	Manufacturers Data	74.0	82.0	102.0
RORO Compactor	1	Example Data*	99.0	107.0	
Trommel Picking Line	1	Example Data**	92.0	100.0	
Waste Line Conveyors	1	Example Data**	86.0	92.0	
Air Blowers	2	Manufacturers Data	91.0	99.0	
Belt Magnet	1	Example Data**	93.0	101.0	
Kabota KX057	1	On-Site Data	89.0	97.0	
Kabota KX0880	1	Manufacturers Data	75.0	96.0	
Unloading of Skip Truck	1	On-Site Measurements	75.0	83.0	

*Table 2.0 – Internal Equipment Noise Data*

\*Taken from reference report Hepworth Acoustics Report No. 21299.01v1 February 2012

\*\* Taken from reference report Encon Associates A1404

\*\*\* 24Acoustics Report R4255-1 Rev 1

The A-weighted sound levels for the external plant equipment can be seen in the following table.

Description	Number of units	Source of Information	Sound Pressure Level at 1m (L <sub>Aeq</sub> )	Calculated Sound Power Level (L <sub>w</sub> )
Telehandler/JCB Loadall	2	BS5228 Ref C4.55	90.0	98.0
Skip Truck	1	Manufacturers Data	-	104.0
Doosan DX225 Tracked Excavator	1	Manufacturers Data	95.0	103.0
Jet Wash	1	Manufactures Data	78.0	86.0

*Table 3.0 – Plant Equipment Noise Data*

The A-weighted sound levels for the activities measured on the existing site can be seen in the following table.

Description	Elements	Source of Information	Sound Pressure Level at 2m (L <sub>Aeq</sub> )	Calculated Sound Power Level (L <sub>w</sub> )
Loading Empty Skip	1	On-Site Measurements	79.0	93.0

*Table 4.0 – Plant Equipment Noise Data*



On-time corrections are then applied as shown in the following table to account for the length of time each piece of external plant machinery is predicted to be used per hour.

Description	Calculated Sound Power Level ( $L_w$ )	On-Time Per Hour (Mins)	Corrected Sound Power Level ( $L_w$ )
JCB Loadall telehandler	98.0	30	95.0
Doosan DX225 Tracked Excavator	103.0	30	100.0
Loading Empty Skip	93.0	10	85.0
Jet Wash	86.0	45	85.0

Table 5.0 – Plant Equipment Noise Data with On-Time Correction

### **Specific Sound Level HGV Movements**

The distance from the entrance of the site to the unloading area within the sorting building is approximately 60m and the HGVs will travel at 10mph (16kph). Per HGV the total time to traverse this distance is approximately 15 seconds.

As discussed above it is assumed that there will 50 HGV movements in and out total during the daytime. Assuming that the operational period of the Material Recycling Centre is working during daytime equivalent to 16h, resulting in 7 HGV movements per hour which equates to approximately 2 mins of on-time rounded to the closest minute.

The table below shows the noise levels for an HGV entering and leaving the site, taken from data obtained on-site. Corrections have subsequently been applied to account for movement time per assessment period, considering a site speed limit of 10 mph (16 km/h) and the distance travelled for each HGV to the Recycling Centre.

Time period	Description	$L_w$ (dB)	Maximum No. of Movements Per Hour	On-time per Hour	Time Corrected $L_w$ (dB)	Source Height	Source Type
Day	Recycling Truck	104.0	7.0	2min	89.0	1m	Moving point/Line

Table 6.0 – Specific Sound Level Summary HGV Movements

### **Specific Sound Level Noise Breakout**

The followings section of the report details the noise breaking out of the buildings based on the expected internal noise levels and likely façade construction.

The western and eastern façades and roof will be constructed with composite sheets assumed 24 dB  $R_w$  sound reduction. The gable ends, north and south facades will be constructed with concrete block up to 4m in height and composite sheet up to the roofline at 8m approximately 57 % concrete block

and 43 % composite Sheet. Calculations in INSUL 9.0 indicate this will provide a composite sound reduction of 28 dB  $R_w$ . There will also be a hole for a convoy on the northern façade for the discharge of screed material. The plans also indicate the crushing shed will be fitted with two high-speed roller shutters.

<b>Noise Breakout at Crusher and Screening Shed</b>			
<b>Building element</b>	<b>Internal Noise Level (dB)</b>	<b>Sound reduction of building element (<math>R_w</math>)</b>	<b>Expected External Noise Level <math>L_{1-R-6}</math> (dB)</b>
Open conveyor hole	100.0	--	94.0
Roof	100.0	24.0	70.0
Rear and front Facade	100.0	24.0	70.0
Side facades	100.0	28.0	66.0
High Speed Roller Shutters	100.0	0.0	88.0*

Table 7.0 – Noise Breakout - Crusher Shed

\* High-Speed roller shutters corrected to be open 1min per open and close base on 7 movements this equates to 14min on time per hour.

Again the recycling and sorting shed will be constructed out of both blockwork and composite sheet. 56% Composite sheet and 44% Concrete block. Modelled in INSUL 9.0 this provides a composite sound reduction of 28 dB  $R_w$ . This building will also have 5 High-Speed Roller shutter doors

<b>Noise Breakout at Recycling and Sorting Shed</b>			
<b>Building element</b>	<b>Internal Noise Level (dB)</b>	<b>Sound reduction of building element (<math>R_w</math>)</b>	<b>Expected External Noise Level <math>L_{1-R-6}</math> (dB)</b>
Facade	102.0	28.0	68.0
Roof	102.0	24.0	72.0

Open Roller Shutter	102.0	0.0	*90.0
---------------------	-------	-----	-------

Table 8.0 – Noise Breakout - Screening Shed

\* High-Speed roller shutters corrected to be open 1min per open and close per entering and existing base don 7 movements this equates to 14min on time per hour.

It is assumed that the noise levels within the workshop will be a lot lower than the sorting and cruising shed. The plans indicate the workshop will be constructed from composite sheet with an assumed sound reduction of 24 dB  $R_w$ . The workshop will have 4 Roller shutter doors however it is assumed that these will be closed throughout operation other than when access is required.

The noise levels within the workshop are expected to be 85 dB which also falls in line with the Noise at Work Regulations 2005.

Noise Breakout at Workshop				
Building element	Internal Noise Level (dB)	Sound reduction of building element ( $R_w$ )	Expected Noise Level	External Noise Level $L_{1-R-6}$ (dB)
Facade	85.0	24.0	55.0	
Roof	85.0	24.0	55.0	
Roller Shutter	85.0	18.0	61.0	

Table 9.0 – Noise Breakout - Workshop

**SoundPlan 8.2**

The specific sound level at the NSR has been calculated using SoundPlan Essential 8.2, which undertakes its calculation in accordance with the guidance given in IS09613 – 1:1993 and ISO9613 – 2:1996.

The following assumptions have been made within the calculation software:

- To accurately model the land surrounding the development the topographical data has been taken from Google Maps, it is assumed this has an accuracy within the last 3 years.
- The ground between the source is predominantly soft and as such will be considered soft in the assessment.
- A height and construction of the buildings have been taken from the plans in the appendix
- A 2m retaining wall has been implemented along the eastern perimeter of the site.
- 2m fencing has been implemented on the western perimeter of the site where there are no intervening buildings.

- The following sound map is deemed to be the worst-case scenario with all external plant running at the same time including the crusher which only operates 2 times per week.
- The sound power of the building elements has been calculated within the sound plan software assuming +10log(s)
- The sound map below is shown at a grid height of 1.5m, however, the specific sound levels at the NSR are obtained from the worst affected area of the façade, which could be either ground or 1<sup>st</sup> floors.

The sound map showing the specific sound level emissions from the Proposed Development during the daytime can be seen below in the figure below.

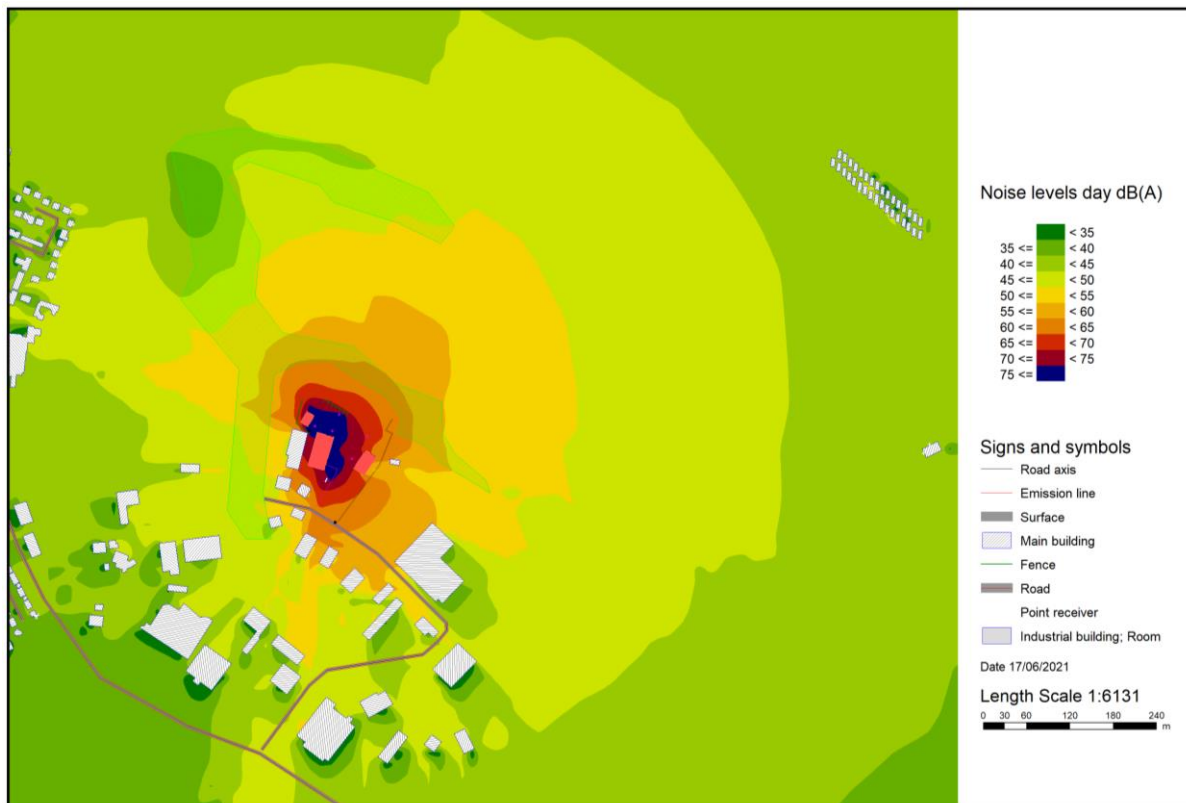


Figure 2.0 – Specific Sound Level Map Day Time

A summary of the specific sound levels at the most affected houses in the Residential Area, based on the sound map shown above, can be seen in the following table.

Most Exposed NSR	Specific Sound Level (dBA)
1	41.0
2	45.0
3	43.0
4	45.0

Table 10.0 - Specific Sound Level at NSR Summary

**Rating Penalty Assessment**

The following section of the report analyses the expected impact from the noise emissions associated with the existing plant machinery and HGV movements, the following table shows the Specific Noise Level at the NSR façade with their respective correction:

Day Time Rating Noise Levels			
NSR	Specific Noise Level at the Most Exposed NSR	Acoustic Correction	Rating Sound Level (dB)
1	41.0	Tonality + 2 / Impulsivity +3/ Intermittency +3/	46.0
2	45.0		50.0
3	43.0		48.0
4	45.0		50.0

Table 11.0 – Rating Noise Level at NSRs

**BS 4142:2014 - Noise Impact Assessment**

The BS4142 assessment of proposed development during the daytime at the NSR can be seen in the table below.

BS4142 Assessment - Day Time				
Results	NSR1 Sound Level (dBA)	NSR2 Sound Level (dBA)	NSR3 Sound Level (dBA)	NSR4 Sound Level (dBA)
Rating Sound Level	46.0	50.0	48.0	50.0
Background Sound Level	<b>47.0</b>			
Excess of Rating over Background Sound Level	-1.0	+3.0	+1.0	+3.0

Table 12.0 – BS4142:2014 Noise Impact Assessment

**Discussion**

As can be seen in the assessment above during the operations at site the rating noise levels at the surrounding NSRs fall a 1 - 3 dB above the background sound level thus indicating 'Adverse Impact' at NSRs 2 - 4 in accordance with BS4142. At NSR 1 the Rating Noise Level Falls below the background sound levels indicating 'Low Impact'

It should also be noted that this assessment represents a worst-case scenario. The crushing operations on-site will only occur twice a week. The noise levels at the most exposed NSR drops significantly.

Given the above when assessed in accordance with the NPPF and NPSE this equates to 'Lowest Observed Effect Level'.

To provide further context to the above assessment an increase in ambient noise levels assessment is presented in the following section.

**4. Increase in Ambient Noise Level Assessment**

The following section of the report outlines the increase in the ambient noise level of the area due to operations at the site. The lowest average noise levels of the area are logistically added to the specific noise levels from the site. The higher the increase in noise levels the higher the potential from impact.

<b>BS4142 Assessment - Day Time</b>				
<b>Results</b>	<b>NSR1 Sound Level (dBA)</b>	<b>NSR2 Sound Level (dBA)</b>	<b>NSR3 Sound Level (dBA)</b>	<b>NSR4 Sound Level (dBA)</b>
Rating Sound Level	46.0	45.0	43.0	46.0
Existing ambient L <sub>Aeq,t</sub>	<b>53.0</b>			
Resulting Noise Level	53.8	53.6	53.4	53.8
Increase In Noise Level	+0.8	+0.6	+0.4	+0.8
Impact Rating	'Not Significant'	'Not Significant'	'Not Significant'	'Not Significant'

*Table 13.0 – Increase In Ambient Noise Level Assessment*

As can be seen in the assessment above the increase in noise levels due to the proposed development is considered 'Not Significant' When assessed in accordance with the IEMA Guidelines on Noise Impact.

## 5. Recommendations and Mitigation Measures

The following section of the report indicates a noise management plan that should be implemented to ensure the noise emissions from the site are as low as practicably possible.

### **Noise Management Plan**

- The site should not operate outside of daytime hours: 07:00 – 23:00
- 2m closed board timber fencing with a minimum density of 10kg/m<sup>2</sup> no gaps and holes should be installed along the western perimeter in areas with no intervening buildings
- Ensure plant and machinery is regularly well maintained.
- When not in use, all external doors to the building should remain closed.
- Avoid unnecessary horn usage and revving of engines.
- All vehicles should be fitted with white noise reversing alarms
- Switch off equipment when not required.
- Keep access roads clear and well maintained. Avoid the formation of potholes and other uneven road surfaces which can generate excessive noise.
- Minimise drop heights of materials where possible.
- All operational staff should be made responsible for reporting any noise problems immediately to the site supervisor. Any reported issues should be investigated, and any remedial measures need to be implemented to reduce noise levels these should be implemented as soon as feasible.
- A designated site operative/supervisor should be made responsible for implementing the noise management plan.
- The site should have a dedicated phone line for noise complaints.
- The site should implement an Incident Management System any and all noise complaints should be logged in the IMS and investigated as practicably possible after the complaint has been received.
- The site should purchase a Class 2 sound level meter and undertake regular noise monitoring across the site and site perimeter to identify and increase in noise levels due to abnormal activity such as breakdowns or poor equipment maintenance.
- Should a noise complaint be received the persons responsible for implementing the noise management plan should undertake specific noise monitoring at a representative location and log the measured noise level as part of the investigation into the noise complaint.



## Appendix A – Acoustic Terminology

Sound Pressure	Sound, or sound pressure, is a fluctuation in air pressure over the static ambient pressure.
Sound Pressure Level (Sound Level)	The sound level is the sound pressure relative to a standard reference pressure of 20µPa (20x10 <sup>-6</sup> Pascals) on a decibel scale.
Decibel (dB)	A scale for comparing the ratios of two quantities, including sound pressure and sound power. The difference in level between two sounds s1 and s2 is given by 20 log <sub>10</sub> ( s1 / s2 ). The decibel can also be used to measure absolute quantities by specifying a reference value that fixes one point on the scale. For sound pressure, the reference value is 20µPa.
A-weighting, dB(A)	The unit of sound level, weighted according to the A-scale, which takes into account the increased sensitivity of the human ear at some frequencies.
Noise Level Indices	Noise levels usually fluctuate over time, so it is often necessary to consider an average or statistical noise level. This can be done in several ways, so a number of different noise indices have been defined, according to how the averaging or statistics are carried out.
L <sub>eq,T</sub>	A noise level index called the equivalent continuous noise level over the time period T. This is the level of a notional steady sound that would contain the same amount of sound energy as the actual, possibly fluctuating, sound that was recorded.
L <sub>max,T</sub>	A noise level index defined as the maximum noise level during the period T. L <sub>max</sub> is sometimes used for the assessment of occasional loud noises, which may have little effect on the overall L <sub>eq</sub> noise level but will still affect the noise environment. Unless described otherwise, it is measured using the 'fast' sound level meter response.
L <sub>90,T</sub>	A noise level index. The noise level exceeded for 90% of the time over the period T. L <sub>90</sub> can be considered to be the "average minimum" noise level and is often used to describe the background noise.
L <sub>10,T</sub>	A noise level index. The noise level exceeded for 10% of the time over the period T. L <sub>10</sub> can be considered to be the "average maximum" noise level. Generally used to describe road traffic noise.
Free-Field	Far from the presence of sound reflecting objects (except the ground), usually taken to mean at least 3.5m
Facade	At a distance of 1m in front of a large sound reflecting object such as a building façade.
Fast Time Weighting	An averaging time used in sound level meters. Defined in BS 5969.

In order to assist the understanding of acoustic terminology and the relative change in noise, the following background information is provided. The human ear can detect a very wide range of pressure fluctuations, which are perceived as sound. In order to express these fluctuations in a manageable way, a logarithmic scale called the decibel, or dB scale is used. The decibel scale typically ranges from 0 dB (the threshold of hearing) to over 120 dB. An indication of the range of sound levels commonly found in the environment is given in the following table.

Sound Level	Location
0dB(A)	Threshold of hearing
20 to 30dB(A)	Quiet bedroom at night
30 to 40dB(A)	Living room during the day
40 to 50dB(A)	Typical office
50 to 60dB(A)	Inside a car
60 to 70dB(A)	Typical high street
70 to 90dB(A)	Inside factory
100 to 110dB(A)	Burglar alarm at 1m away
110 to 130dB(A)	Jet aircraft on take off
140dB(A)	Threshold of Pain

The ear is less sensitive to some frequencies than to others. The A-weighting scale is used to approximate the frequency response of the ear. Levels weighted using this scale are commonly identified by the notation dB(A).

In accordance with logarithmic addition, combining two sources with equal noise levels would result in an increase of 3 dB(A) in the noise level from a single source. A change of 3 dB(A) is generally regarded as the smallest change in broadband continuous noise which the human ear can detect (although in certain controlled circumstances a change of 1 dB(A) is just perceptible). Therefore, a 2 dB(A) increase would not normally be perceptible. A 10 dB(A) increase in noise represents a subjective doubling of loudness.

A noise impact on a community is deemed to occur when a new noise is introduced that is out of character with the area, or when a significant increase above the pre-existing ambient noise level occurs.

For levels of noise that vary with time, it is necessary to employ a statistical index that allows for this variation. These statistical indices are expressed as the sound level that is exceeded for a percentage of the time period of interest. In the UK, traffic noise is measured as the  $L_{A10}$ , the noise level exceeded for 10% of the measurement period. The  $L_{A90}$  is the level exceeded for 90% of the

time and has been adopted to represent the background noise level in the absence of discrete events. An alternative way of assessing the time varying noise levels is to use the equivalent continuous sound level,  $L_{Aeq}$ .

This is a notional steady level that would, over a given period of time, deliver the same sound energy as the actual fluctuating sound. To put these quantities into context, where a receiver is predominantly affected by continuous flows of road traffic, a doubling or halving of the flows would result in a just perceptible change of 3 dB, while an increase of more than 25%, or a decrease of more than 20%, in traffic flows represent changes of 1 dB in traffic noise levels (assuming no alteration in the mix of traffic or flow speeds).

Note that the time constant and the period of the noise measurement should be specified. For example, BS4142:2014 specifies background noise measurement periods of 1 hour during the day and 15 minutes during the night. The noise levels are commonly symbolised as  $L_{A90,1hour}$  dB and  $L_{A90,15mins}$  dB. The noise measurement should be recorded using a 'FAST' time response equivalent to 0.125ms

## Appendix B – Legislation, Policy and Guidance

This report is to be primarily based on the following legislation, policy and guidance.

### **B.1 - National Planning Policy Framework (2019)**

Government policy on noise is set out in the National Planning Policy Framework (NPPF), published in 2019. This replaced all earlier guidance on noise and places an emphasis on sustainability. In section 15, Conserving and enhancing the natural and local environment, paragraph 170e, it states:

*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 or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans;*

Paragraph 180 states:

*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 impact 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.*

### **B.2 - Noise Policy Statement for England (2010)**

Paragraph 180 of the NPPF also refers to advice on adverse effects of noise given in the Noise Policy Statement for England (NPSE). This document sets out a policy vision to:

*Promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development.*

To achieve this vision the Statement identifies the following three aims:

*Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:*

- Avoid significant adverse impacts on health and quality of life;*
- Mitigate and minimise adverse impacts on health and quality of life;*
- Where possible, contribute to the improvement of health and quality of life.*

In achieving these aims the document introduces significance criteria as follows:

#### **SOAEL – Significant Observed Adverse Effect Level**

This is the level above which significant adverse effects on health and quality of life occur. It is stated that “significant adverse effects on health and quality of life should be avoided while also considering the guiding principles of sustainable development”.

#### **LOAEL – Lowest Observed Adverse Effect Level**

This is the level above which adverse effects on health and quality of life can be detected. It is stated that the second aim above lies somewhere between LOAEL and SOAEL and requires that: “all reasonable steps should be taken to mitigate and minimise adverse effects on health and quality of life while also considering the guiding principles of sustainable development. This does not mean that such adverse effects cannot occur.”

#### **NOEL – No Observed Effect Level**

This is the level below which no effect can be detected. In simple terms, below this level, there is no detectable effect on health and quality of life due to the noise. This can be related to the third aim above, which seeks: “where possible, positively to improve health and quality of life through the pro-active management of noise while also considering the guiding principles of sustainable development, recognising that there will be opportunities for such measures to be taken and that they will deliver potential benefits to society. The protection of quiet places and quiet times as well as the enhancement of the acoustic environment will assist with delivering this aim.”

The NPSE recognises that it is not possible to have a single objective noise-based measure that is mandatory and applicable to all sources of noise in all situations and provides no guidance as to how these criteria should be interpreted. It is clear, however, that there is no requirement to achieve noise levels where there are no observable adverse impacts but that reasonable and practicable steps to reduce adverse noise impacts should be taken in the context of sustainable development and ensure a balance between noise sensitive and the need for noise generating developments.

Any scheme of noise mitigation outlined in this report will, therefore, aim to abide by the above principles of the NPPF and NPSE whilst recognizing the constraints of the site.

### ***B.3 - British Standard BS 4142:2014+A1:2019 - Methods for rating and assessing industrial and commercial sound***

#### **Overview**

BS4142:2014 sets out a method to assess the likely effect of sound from factories, industrial premises or fixed installations and sources of an industrial nature in commercial premises, on people who might be inside or outside a dwelling or premises used for residential purposes in the vicinity.

The procedure contained in BS4142:2014 for assessing the effect of sound on residential receptors is to compare the measured or predicted sound level from the source in question, the  $L_{Aeq,T}$  ‘specific sound level’, immediately outside the dwelling with the  $L_{A90,T}$  background sound level.

Where the sound contains a tonality, impulsivity, intermittency and other sound characteristics, then a correction depending on the grade of the aforementioned characteristics of the sound is added to the specific sound level to obtain the  $L_{Ar,Tr}$  'rating sound level'. A correction to include the consideration of a level of uncertainty in sound measurements, data and calculations can also be applied when necessary.

### **Rating Penalty**

Section 9 of BS4142:2014 describes how the rating sound level should be derived from the specific sound level, by deriving a rating penalty.

BS4142:2014 states:

*"Certain acoustic features can increase the significance of impact over that expected from a basic comparison between the specific sound level and the background sound level. Where such features are present at the assessment location, add a character correction to the specific sound level to obtain the rating level. This can be approached in three ways:*

- a) subjective method;*
- b) objective method for tonality;*
- c) reference method."*

Due to the nature of the development the subjective method has been adopted to derive the rating sound level from the specific sound level. This is discussed in Section 9.2 of BS4142:2014, which states:

*"Where appropriate, establish a rating penalty for sound based on a subjective assessment of its characteristics. This would also be appropriate where a new source cannot be measured because it is only proposed at that time, but the characteristics of similar sources can subjectively be assessed. Correct the specific sound level if a tone, impulse or other characteristics occurs, or is expected to be present, for new or modified sound sources."*

BS4142:2014 defines four characteristics that should be considered when deriving a rating penalty, namely; tonality; impulsivity; intermittency; and other sound characteristics, which are defined as:

#### *a) Tonality*

A rating penalty of +2 dB is applicable for a tone which is "just perceptible", +4 dB where a tone is "clearly perceptible", and +6 dB where a tone is "highly perceptible".

#### *b) Impulsivity*

A rating penalty of +3 dB is applicable for impulsivity which is "just perceptible", +6 dB where it is "clearly perceptible", and +9 dB where it is "highly perceptible".

#### *c) Other Sound Characteristics*

BS4142:2014 states that where "the specific sound features characteristics that are neither tonal nor impulsive, though otherwise are readily distance against the residual acoustic environment, a penalty of +3 dB can be applied."

d) *Intermittency*

BS4142:2014 states that when the “specific sound has identifiable on/off conditions, the specific sound level ought to be representative of the time period of length equal to the reference time interval which contains the greatest total amount of on time ... if the intermittency is readily distinctive against the residual acoustic environment, a penalty of +3 dB can be applied.”

**Background Sound Level**

The background sound level is the underlying level of sound over a period, T, and is indicative of the relative quietness at a given location. It does not reflect the occurrence of transient and/or higher sound level events and is generally governed by continuous or semi-continuous sounds.

To ensure the background sound level values used within the assessment are reliable and suitably represent both the particular circumstance and periods of interest, efforts have been made to quantify a ‘typical’ background sound level for a given period. The purpose has not been to simply select the lowest measured value. Diurnal patterns have also been considered as they can have a major influence on background sound levels, for example, the middle of the night can be distinctly different (and potentially of lesser importance) compared to the start or end of the night time period for sleep purposes.

Since the intention is to determine a background sound level in the absence of the specific sound that is under consideration, it is necessary to understand that the background sound level can in some circumstances legitimately include industrial and/or commercial sounds that are present as separate to the specific sound.

**Assessment of Impact**

BS4142:2014 states: “The significance of sound of an industrial and/or commercial nature depends upon both the margin by which the rating level of the specific sound source exceeds the background sound level and the context in which the sound occurs”. An estimation of the impact of the specific sound can be obtained by the difference of the rating sound level and the background sound level and considering the following:

- “Typically, the greater this difference, the greater the magnitude of the impact.”
- “A difference of around +10dB or more is likely to be an indication of a significant adverse impact, depending on the context.”
- “A difference of around +5dB is likely to be an indication of an adverse impact, depending on the context.”
- “The lower the rating level is relative to the measured background sound level, the less likely it is that the specific sound source will have an adverse impact or a significant adverse impact. Where the rating level does not exceed the background sound level, this is an indication of the specific sound source having a negligible impact, depending on the context.”

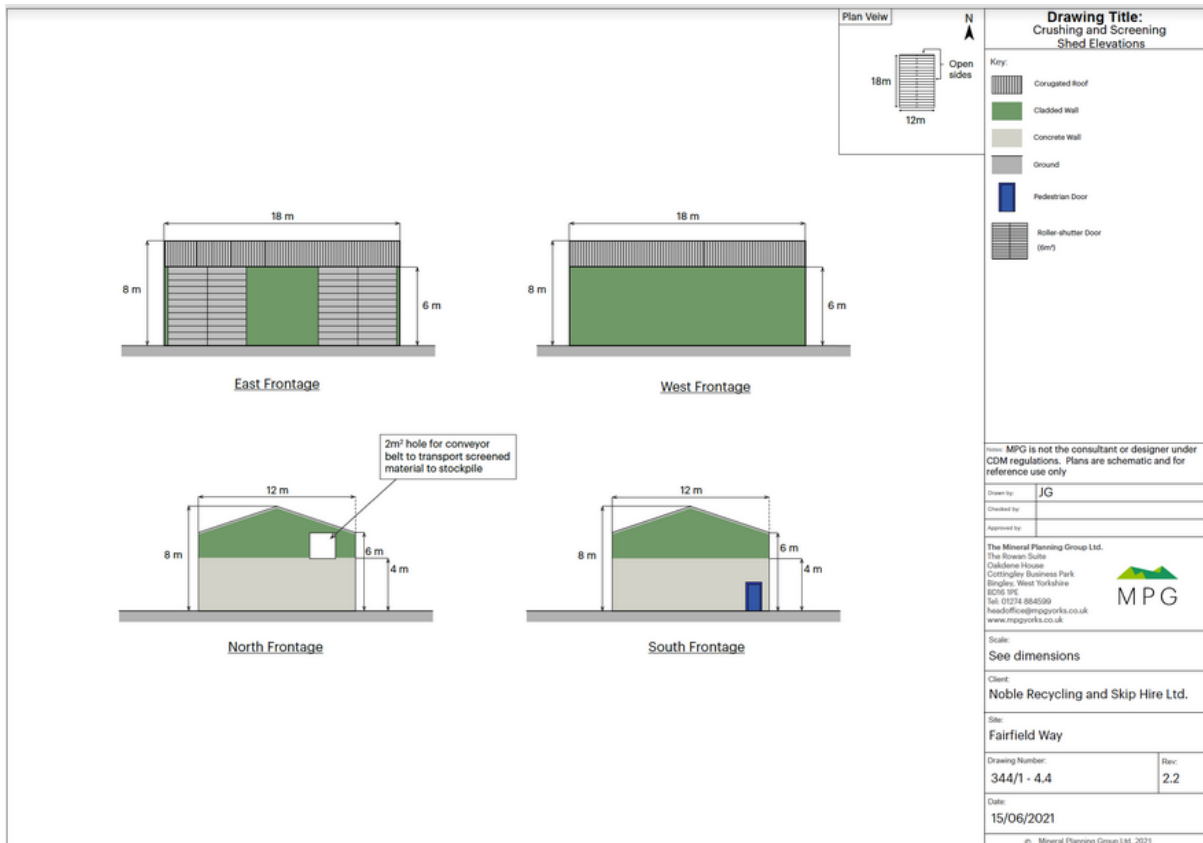
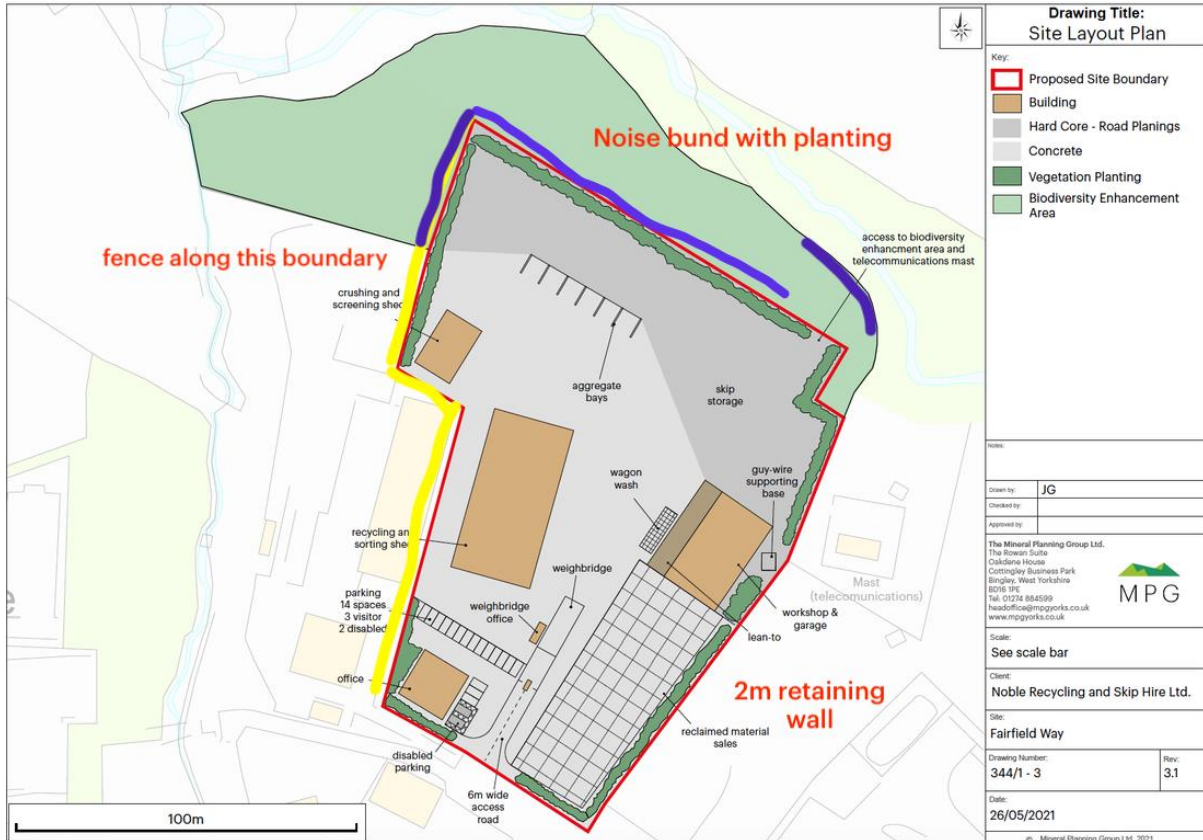
Interpreting the guidance given in BS4142:2014, with consideration of the guidance given in the NPSE and NPPG Noise, an estimation of the impact of the rating sound is summarised in the following text:

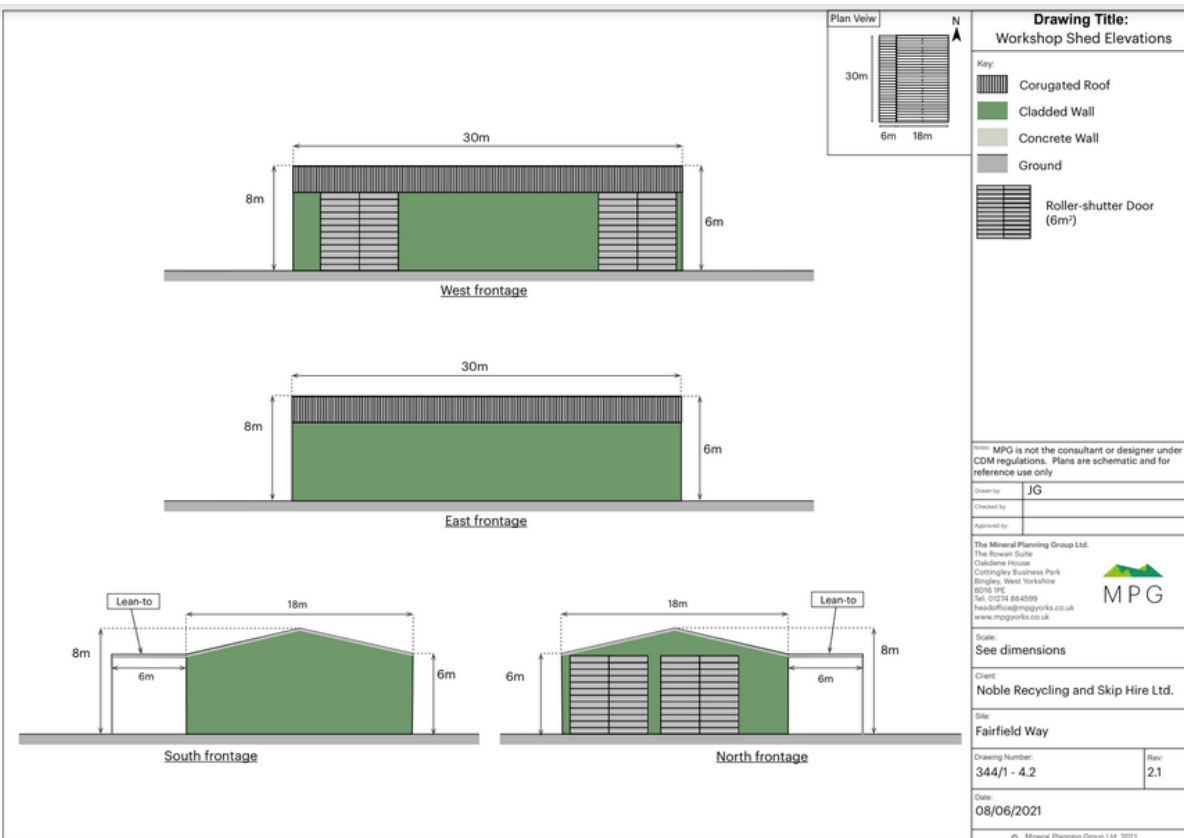
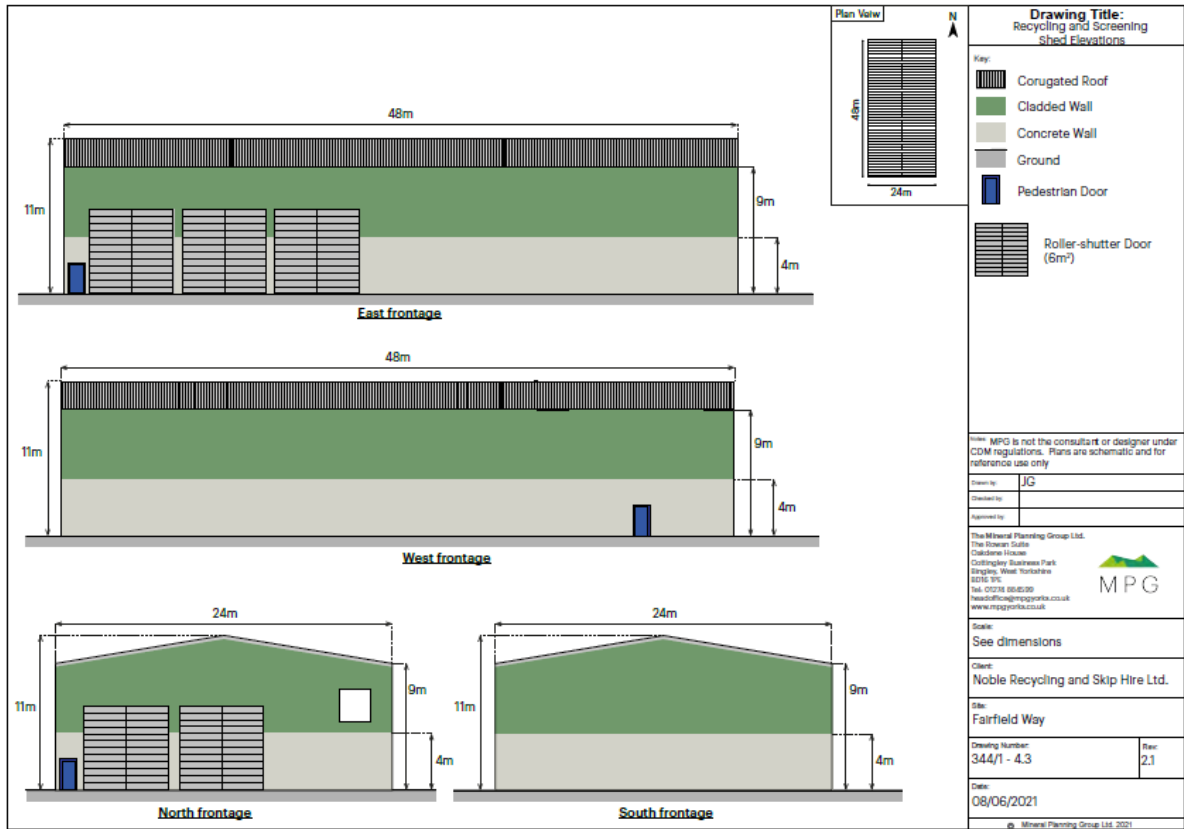
- A rating sound level that is +10 dB above the background sound level is likely to be an indication of a Significant Observed Adverse Effect Level;
- A rating sound level that is +5 dB above the background sound level is likely to be an indication of a Lowest Observed Adverse Effect Level;
- The lower the rating sound level is relative to the measured background sound level, the less likely it is that the specific sound source will have an adverse impact or a significant adverse impact. Where the rating sound level does not exceed the background sound level, this is an indication of the specific sound source having a negligible impact and would therefore be classified as a No Observed Adverse Effect Level.

During the daytime, the assessment is carried out over a reference time period of 1-hour. The periods associated with day or night, for the purposes of the Standard, are 07.00 to 23.00 and 23.00 to 07.00, respectively.



**Appendix C – Site Plans**





**Appendix D – Environmental Survey**

**D.1 Tabulated Summary Noise Data**

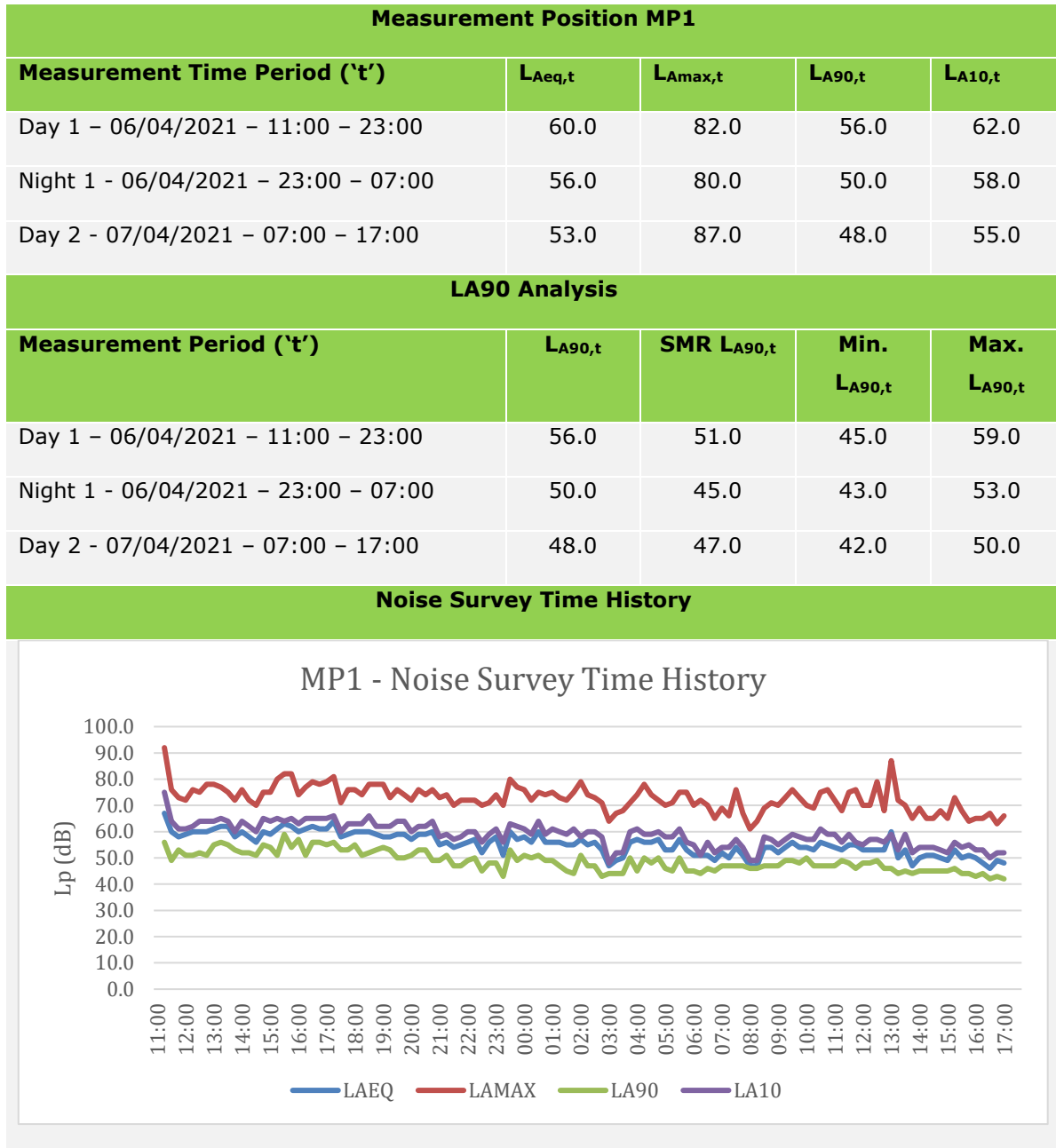


Table 14.0 – Sound Survey Summary Results

**D.2 Surveying Equipment**

Piece of Equipment	Serial No.	Calibration Deviation
CESVA TA120 Class 1 Sound level meter	T251244	≤0.5

Table 15.0 – Measurement Equipment

All equipment used during the survey was field calibrated at the start and end of the measurement period with a negligible deviation of ≤0.5 dB. All sound level meters are calibrated every 24 months

and all calibrators are calibrated every 12 months, by a third-party calibration laboratory. All microphones were fitted with a protective windshield for the entire measurements period. Calibration certificates can be provided upon request.

### **D.3 Meteorological Conditions**

As the environmental noise survey was carried out over a long un-manned period no localized records of weather conditions were taken. However, during the set up and collection of the monitoring equipment the weather conditions have been documented in the following table. All measurements have been compared with met office weather data of the area, specifically the closest weather station, the data from the weather station is outlined in the table below. When reviewing the time history of the noise measurements, any scenarios that were considered potentially to be affected by the local weather conditions have been omitted. The analysis of the noise data includes statistical and percentile analysis and review of minimum and maximum values, which aids in the preclusion of any periods of undesirable weather conditions. The weather conditions were deemed suitable for the measurement of environmental noise in accordance with BS7445 Description and Measurement of Environmental Noise. The table below presents the average temperature, wind speed and rainfall range for each 24-hour period during the entire measurement.

<b>Weather conditions – Goathland, 20km</b>				
<b>Time period</b>	<b>Air temp (°C)</b>	<b>Rainfall mm/h</b>	<b>Prevailing Wind Direction</b>	<b>Wind Speed (m/s)</b>
Day 1 – 06/04/2021 – 11:00 – 23:59	2.5 - 0.5	0.0	NNE	6.3 - 0.0
Day 2 - 07/04/2021 – 00:00 – 17:00	4.6 - 0.0	0.0	NNW	5.1 – 0.0

*Table 16.0 – Weather Summary*

## Appendix E – Manufacturers Data

### ***Red Rhino Crusher 7000***

#### **1. Purpose of the Noise Survey**

The noise survey was commissioned by Mr Colbi Sharpe, process engineer for Red Rhino Crushers Ltd to investigate the noise levels produced by the 7000 Mini crusher under non-crushing conditions.

The Mini crusher 7000 is a diesel-powered machine which crushes concrete, bricks and other materials into varying sizes between two plates which are adjustable to vary the size of the resulting rubble.

The survey took place in March 2018 and was revised in January 2021.

The measurements were valid on the day and time taken. Different meteorological, environmental, industrial and material conditions may affect the results.



The 7000 was set running at normal operating speed and allowed to reach its normal operating temperature.

A background noise measurement was taken prior to any noise measurements being taken. Specific measurements were taken in a radius around the 7000 Mini Crusher at 1 metre.

An operational running speed noise measurement was taken at full function setting measurement 5-8.

Measurement 1-4 was an ambient background reading.

Measurements 5-8 were taken at 1 metre from the 7000 in a hemispherical order.

The meteorological conditions during the survey were as follows:

Dry (temperature 10°C), overcast and a light breeze (1m/s).

### 3. Summary of Results

#### General Summary

The results obtained from the measurements are as follows:

Background noise level      1 – 4      (measured)


Running noise level          5 – 8      (measured)

Measurements taken at 1 metre from the 7000 produced noise levels of 88.4 dB (A) to 98.5 dB (A).

Position	Sound level dB(A)
1	81.8
2	59.5
3	63.5
4	72.5
5	88.4
6	98.5
7	96.5
8	95.3
Average 1 - 4	69.3
Average 5 - 8	94.7


The measurement taken at the operators position at the controls of the machine produced a level of 93.5 dB (A) whilst crushing mixed material.

**Mill Baler**



**PRODUCT SPECIFICATIONS**

## V20X Low-Liner Cross-Ram Baler


Designed with a low overall height and an incredibly powerful cross-ram press, the V20X is an ideal solution for medium-volume users with access and ceiling height issues. With a pressing force of up to 25 tonnes, the V20X can efficiently bale cardboard, plastic, paper, textile and food waste in a compact space.




Recommended for markets, stores, hotels and any medium-volume users with low ceilings or other access issues.




### FEATURES




Low and narrow for use in areas with 2-metre ceilings and 1-metre wide doorways




Easy installation offers 'plug-and-play' capability




Cross ram and long-stroke cylinder for optimum compression in a small space



High compression ratio creates ideal 150 kg bales



Heavy duty door clamp



'Tide Full' indicator light helps ensure safe operation at multi-user sites

**LSM**
**PRODUCT SPECIFICATIONS**

### SPECIFICATIONS

- ✓ Bale size: 800mm H (variable) x 1100mm W x 750mm D
- ✓ Bale weight: 200–300 kg
- ✓ Cycle time: 25 seconds
- ✓ Compression force up to 25 tonnes
- ✓ Dimensions: 1800mm H x 1400mm W x 800mm D
- ✓ Machine weight: 1500 kg
- ✓ Power: 3 Phase 380/400 volt, 4 Kw motor
- ✓ Noise level: 74 dB
- ✓ EN 15,500 Compliant
- ✓ IP54 Standards

### OPTIONS

- Machine specification
- Single phase
- e-Power (3 Phase 380/400 volt 3 Kw motor)
- 3 Phase 230 volt
- Galvanneal
- Automatic opening galvalume door
- Drop down front door

Ken Dryden, Sales Manager (E) (North) Phone: 0778648991 Email: ken@novaco.com	Paul Cook, Sales Manager (E) Phone: 0780774000 Email: paul@novaco.com	JB Durrant LM T10, LM T10C West Lodge, Ashdown Street, Lambeth, London SE16 6JH, United Kingdom Phone: 0203 2546127
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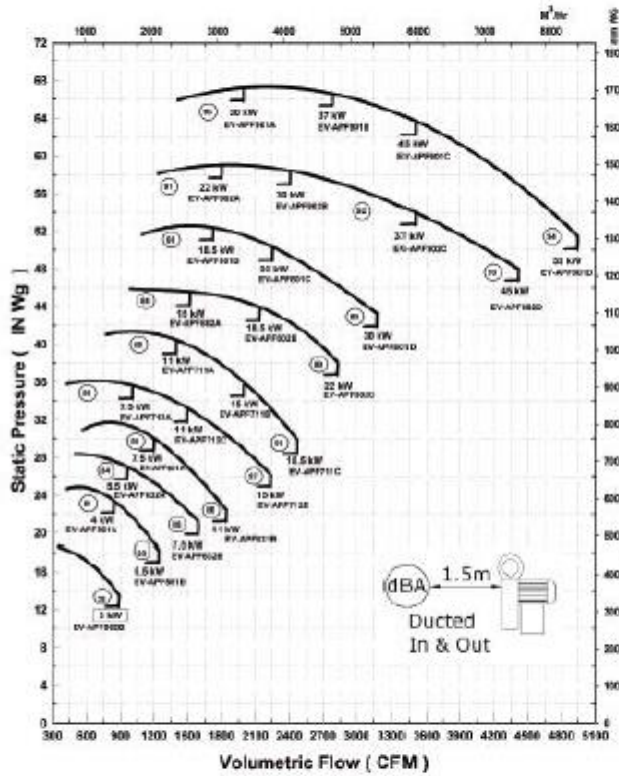
**Blower Fans**

# EV Radial Bladed Blowers

APF Series (APF502B-APF901D)



Performance curves - discharge side only  
Curve illustrated is for 2 pole (2900 RPM)



Centrifugal medium and high pressure blower with directly coupled motor.

**Optional Extras Include:**

- Control Valves
- Inlet & Outlet Flexible Connections
- Anti-vibration mountings
- Acoustic Enclosures
- Non Return Valve

**Please note:**

Pascal = (In.WG x 249)  
M<sup>3</sup>/Hr = (CFM x 1.699)

Noise level tolerances +3dB(A)

**Description:**

Centrifugal medium and high pressure blower with directly coupled motor.

**Use:**

This series of blowers are particularly suitable for pneumatic conveyances. In particular applications within cement factories, foundries, oil burners, mills, food factories, chemical, metallurgical and iron industries where small capacities with medium and high pressures are required.

**Please note:**

- Maximum air temperature through fan is 80°C
- Higher temperatures can be achieved with a heat spinner arrangement. Please consult ACI's Technical Sales Department.



**Kabuta KX0880**

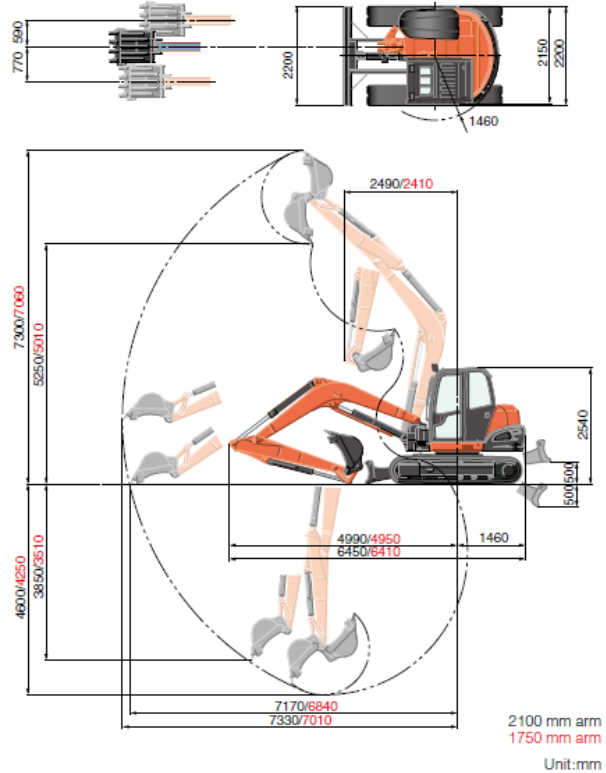
**SPECIFICATIONS**

\*with rubber shoe, JPN bucket and 2100 mm arm

Machine weight*1	kg	8240		
Operating weight*2	kg	8315		
Bucket capacity, std. SAE/CECE	m <sup>3</sup>	0.25/0.21		
Bucket width	With side teeth	mm	800	
	Without side teeth	mm	700	
Engine	Model	V3307-CR-TE4		
	Type	Water-cooled, diesel engine E-CDIS (with CRS and DPF)		
	Output ISO9249 NET	PS/rpm	63.2/2000	
		kW/rpm	46.5/2000	
	Number of cylinders	4		
	Bore × Stroke	mm	94 × 120	
Displacement	cc	3331		
Swivelling speed	rpm	10.2		
Rubber shoe width	mm	450		
Tumbler distance	mm	2300		
Dozer size (width × height)	mm	2200 × 500		
Hydraulic pumps	P1,P2	Variable displacement pump		
	Flow rate	ℓ / min	84.6 × 2	
	Hydraulic pressure	MPa (kgf/cm <sup>2</sup> )	27.4 (280)	
Max. digging force	Arm	kN (kgf)	38.1 (3880)	
	Bucket	kN (kgf)	65.2 (6650)	
Boom swing angle (left/right)	deg	70/60		
Minimum front swivel radius with boom swing (left/right)	2050/2380			
Auxiliary circuit (AUX1)	Max. Flow rate	ℓ / min	100	
	Max. Hydraulic pressure	MPa (kgf/cm <sup>2</sup> )	20.6 (210)	
Auxiliary circuit (AUX2)	Max. Flow rate	ℓ / min	66.6	
	Max. Hydraulic pressure	MPa (kgf/cm <sup>2</sup> )	20.6 (210)	
Hydraulic reservoir	ℓ	75		
Fuel tank capacity	ℓ	115		
Max. travelling speed	Low	km/h	2.7	
	High	km/h	4.8	
Ground contact pressure	kPa (kgf/cm <sup>2</sup> )	36.1 (0.369)		
Ground clearance	mm	355		
Noise level	LpA / LWA (2000/14/EC)	dB (A)	75 / 96	
	Vibration*3	Hand arm system (ISO 5349-2:2001)	Digging / Levelling	m/s <sup>2</sup> RMS
Driving / Idling			m/s <sup>2</sup> RMS	4.40 / <2.5
Whole body (ISO 2631-1:1997)		Digging / Levelling	m/s <sup>2</sup> RMS	<0.5 / <0.5
		Driving / Idling	m/s <sup>2</sup> RMS	0.879 / <0.5

\*1 With 176.6 kg standard bucket and fully served  
 \*2 With 75 kg operator, 176.6 kg standard bucket and fully served  
 \*3 These values are measured under specific conditions at maximum engine speed and are directly dependent on the operating status

**WORKING RANGE**



**Kabuta KX057**



**Doosan Excavator**

► **Noise emission**

	<b>DX225LC-5</b>	<b>DX235LC-5 &amp; DX235NLC-5</b>
A-weighted emission sound pressure level at the operator's position, LpAd (ISO 6396:2008)	70 dB(A)	69 dB(A)
A-weighted sound power level, LwAd (2000/14/EC)	Declared : 103 dB(A) Measured : 101 dB(A)	Declared : 102 dB(A) Measured : 100 dB(A)

Note – Declared single-number noise emission values are the sum of measured values and the associated uncertainty, and they represent upper boundaries of the range of values which is likely to occur in measurements.



## Appendix 2

Noble Recycling & Skip Hire

# **Proposed Recycling Centre, Fairfield Way, Whitby**

## **Transport Statement**

Ref: T3539 Rev 1

May 2021

**PSA Design Limited**  
The Old Bank House  
6 Berry Lane  
Longridge  
Preston PR3 3JA

Document Control Sheet

Proposed Recycling Centre, Fairfield Way, Whitby  
Transport Statement

<b>Job</b>	<b>Date</b>	<b>Issue</b>	<b>Copy</b>
T3539	May 2021		

*Originator*.....*PB*.....  
*Checker*..... *DW*.....  
*Approver*..... *DW*.....

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- Appendix B Area Action Plan Design Brief Policies Map
- Appendix C Proposed Access and HGV Swept Path Assessments



## 1.0 Introduction and Background

- 1.0.1 PSA Design Ltd has been commissioned to prepare this Transport Statement (TS), to support a Planning Application for a proposed Recycling Centre at the Whitby Business park, Fairfield Way in Whitby, Yorkshire. The proposed site layout is included at **Appendix A**.
- 1.0.2 Scarborough Borough Council and the North York Moors National Park Authority have produced a design brief for Whitby Business Park in line with the Area Action Plan (AAP) which was adopted in November 2014. The purpose of the AAP is to provide more detailed guidance on the design of new development on existing sites and those allocated in the Whitby Area Action Plan. The design brief for the business park has been approved by both authorities.
- 1.0.3 The policies map included in the Design Brief is presented at **Appendix B** and shows that the proposed site is shown as an additional allocation with a new road to facilitate access.
- 1.0.4 This Transport Statement has been prepared to support the planning application and to demonstrate that due consideration has been given to the highways and transport issues associated with the proposed development of the site. The structure of the TS report is as follows:
- A description of the site location and its existing use;
  - A description of the local highway network in the vicinity of the site and its accessibility by non-car modes;
  - A description of the development proposals, including parking, trip generation and servicing;
  - A review of the transport implications of the development proposals; and
  - Summary and conclusions.

## 2.0 Existing Conditions

### Site Location and Use

- 2.0.1 The location of the site is shown in **Figure 1**. It is located in Whitby Business Park approximately 2km to the south east of Whitby town centre.
- 2.0.2 The site is shown in more detail in **Figure 2**. As can be seen it is located on an open area of land on the northern part of the business park at the end of Fairfield Way. There is currently no formal vehicular access to the site from Fairfield Way although it should be noted that there is a field access to the site as can be seen on **Figure 2** which is used by agricultural vehicles.
- 2.0.3 As the site is located on an existing business park, which is occupied by a number of premises and is allocated in the Area Action Plan Design Brief it is considered that the site is suitable for the type of use proposed.

### Local Highway Network

- 2.0.4 Fairfield Way is a single carriageway road that was designed and constructed to serve this part of the business park and is therefore considered suitable to serve the proposed development. It has footways to both sides and benefits from street lighting. Fairfield Way joins the A171 Stainsacre Lane at a priority T junction which includes a ghost island right turn lane for vehicles turning into Fairfield Way from the A171.
- 2.0.5 The A171 Stainsacre Lane is a main route in the area linking from Middlesbrough to the north and west to Scarborough in the south. In the vicinity of the business park it is a single carriageway road with footways to both sides, is a bus route, benefits from street lighting and is subject to a 30mph speed limit.
- 2.0.6 It is evident that the site and the business park as a whole has good links to the local and principal road network in the area.

### Accident Data

- 2.0.7 By reference to the Crashmap website it has been established that there have been no recorded personal injury accidents on the A171 in the vicinity of the Fairfield Way junction during the latest 5 year period shown on the mapping. In addition, the Crashmap website also shows that there have been no recorded personal injury accidents on Fairfield Way itself.

2.0.8 Therefore, taking the above into account it is considered that there is no evidence of any road safety issues on the road network in the vicinity of the site. It is concluded therefore, that the business park does not create any road safety issues on the local road network and that the proposed use would not result in a material change to road safety.

**Accessibility by Non-Car Modes**

2.0.9 As the site is located within an existing business park it is concluded that this location is considered acceptable for uses as already on the park, as well as the proposed use. Moreover, given the nature of the proposals the majority of trips to the site will be by motorised vehicles. However, there may be scope for employees to travel to the site by other modes. Accordingly, a review of the accessibility of the site by sustainable modes of travel has been undertaken as detailed below.

**Public Transport – Bus**

2.0.10 As previously stated, the A171 is a bus route with bus stops located approximately 25m east of the Fairfield Way junction. These bus stops are approximately 600m walking distance from the site on Fairfield Way.

2.0.11 The Institution of Highways and Transportation Document “Guidelines for Planning for Public Transport in Developments” states that the acceptable walking distance for access to a bus facility from new development is 400m. Although the walking distance to the site from the nearest bus stops is greater than 400m it is considered that the location of the bus stops does provide an opportunity for future employees to use bus as a realistic mode of travel to the site.

2.0.12 The bus stops on the A171 are served by the routes and frequencies as shown in **Table 1**.

Bus Service	Route	Frequency		
		Mon - Fri	Saturday	Sunday
X93	Scarborough to Middlesbrough	60 mins	60 mins	60 mins
X94	Scarborough to Middlesbrough	60 mins	60 mins	60 mins

**Table 1 – Bus Routes Serving the Site**

2.0.13 It is evident therefore that the site is well served by bus services, one every 30 minutes, thereby providing a realistic alternative for travel to the site than car travel.

**Cycle**

- 2.0.14 It is evident that there are no dedicated cycle routes in the area of the site. However, it is considered that given the sites location close to residential properties within Whitby it is feasible for future employees to cycle to the site.
- 2.0.15 In relation to cycling, the former PPG13 recognises that cycling can be a substitute for car trips, particularly for journeys under 5km. It is evident that the site is readily accessible by cycle from the whole of Whitby plus other smaller conurbations in the area.

**Pedestrians**

- 2.0.16 As previously stated, there are footways on both sides of the A171 for pedestrians to use when walking to the site from the nearby residential areas and the nearest bus stops. In addition, there is a pedestrian refuge located on the A171 close to the bus stops to ensure that pedestrians can safely cross the road when using the bus stop on the southern side of the road.
- 2.0.17 As previously stated, Fairfield Way from the A171 to the site also has footways to both sides ensuring safe and easy access to the proposed site for those pedestrians travelling on foot from home or by bus.
- 2.0.18 With consideration of walking distances, the Institute of Highways and Transportation (IHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests that around 80% of walk journeys and walk stages in urban areas are less than 1 mile (1.2km) with the average length of a walk journey being just 1km (0.6 miles). The former Planning Policy Guidance Note 13 'Transport' (PPG13) also recognises that walking is the most important mode of travel at the local level and has the greatest potential to replace car trips for distances up to 2 kilometres. It is evident that many residential properties are within 1.2km and 2km walking distance of the site and particularly those to the east of the River Esk.

## 3.0 Development Proposals

### Proposed Development

- 3.0.1 The proposal is for the construction of a recycling centre and the proposed site plan included at **Appendix A**. As shown on the site plan, the site will be served via a new access with Fairfield Way as detailed on the AAP policies map included at **Appendix B**.
- 3.0.2 An access barrier will be provided within the site to control access and this will be set back as shown to ensure that HGV's can wait off Fairfield Way whilst waiting entry to the facility.
- 3.0.3 The design of the proposed access is as shown on the drawing included at **Appendix C** and allows safe access and egress for all vehicles using the site.
- 3.0.4 In addition, bollards are proposed to be installed on the footway either side of the site access to prevent parking on the footway that would restrict visibility from the site access. These are illustrated on the proposed on the access plan at **Appendix C**.
- 3.0.5 With regards to car parking provision a car park is proposed which is located before the security barrier to ensure that cars accessing the site do not block back onto Fairfield Way. The car park provides 19 car parking spaces including 2 disabled spaces which is considered appropriate to serve the number of staff and visitors at the site.
- 3.0.6 It is also confirmed that cycle parking will also be provided within the site to facilitate those employees wishing to cycle to the site.

## **4.0 Transport Impact of the Proposed Development**

- 4.0.1 The applicant has confirmed that the site will facilitate full skips arriving from Whitby, Scarborough and Pickering and disposal sites for waste are Middlesbrough, Selby, Shildon, West Yorkshire and Driffield.
- 4.0.2 It is envisaged that the site would accommodate 100 HGV movements per day i.e. 50 in and 50 out per day. It is understood that the site would operate between 06:00 and 20:00 Monday to Friday which equates to between 7 and 8 HGV movements per hour. The site would operate on a Saturday with no operations on a Sunday. It is confirmed that the applicant would be willing to accept a planning condition limiting the operation of the facility to these HGV numbers.
- 4.0.3 Given the locations of the arriving and departure HGVs it is considered that the distribution at the A171 junction will be 50% north and 50% south. This would result in just 4-5 movements to or from the north and the same to/from the south. Staff trips made by car would take place at the start and end of each day (i.e. 6am and 8pm) and would therefore have no impact on the local highway network during the traditional peak periods.
- 4.0.4 Given the sites location on an existing business park and the likely trip generation and distribution it is considered that the proposed development would have no material impact on the operation of the local road network.
- 4.0.5 Overall, the proposed development of the site should not have any significant highway or road safety implications.

## 5.0 Summary and Conclusions

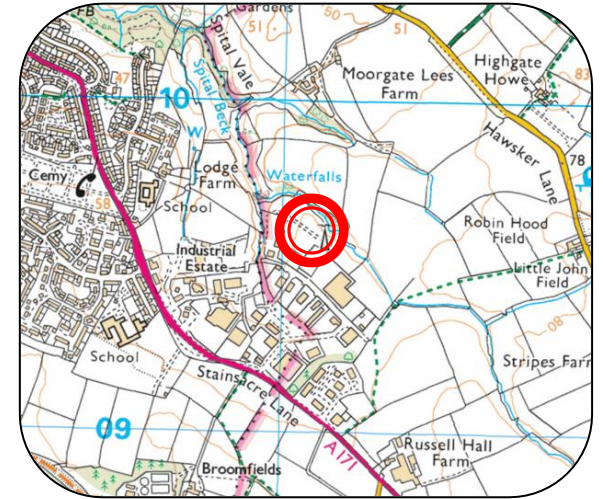
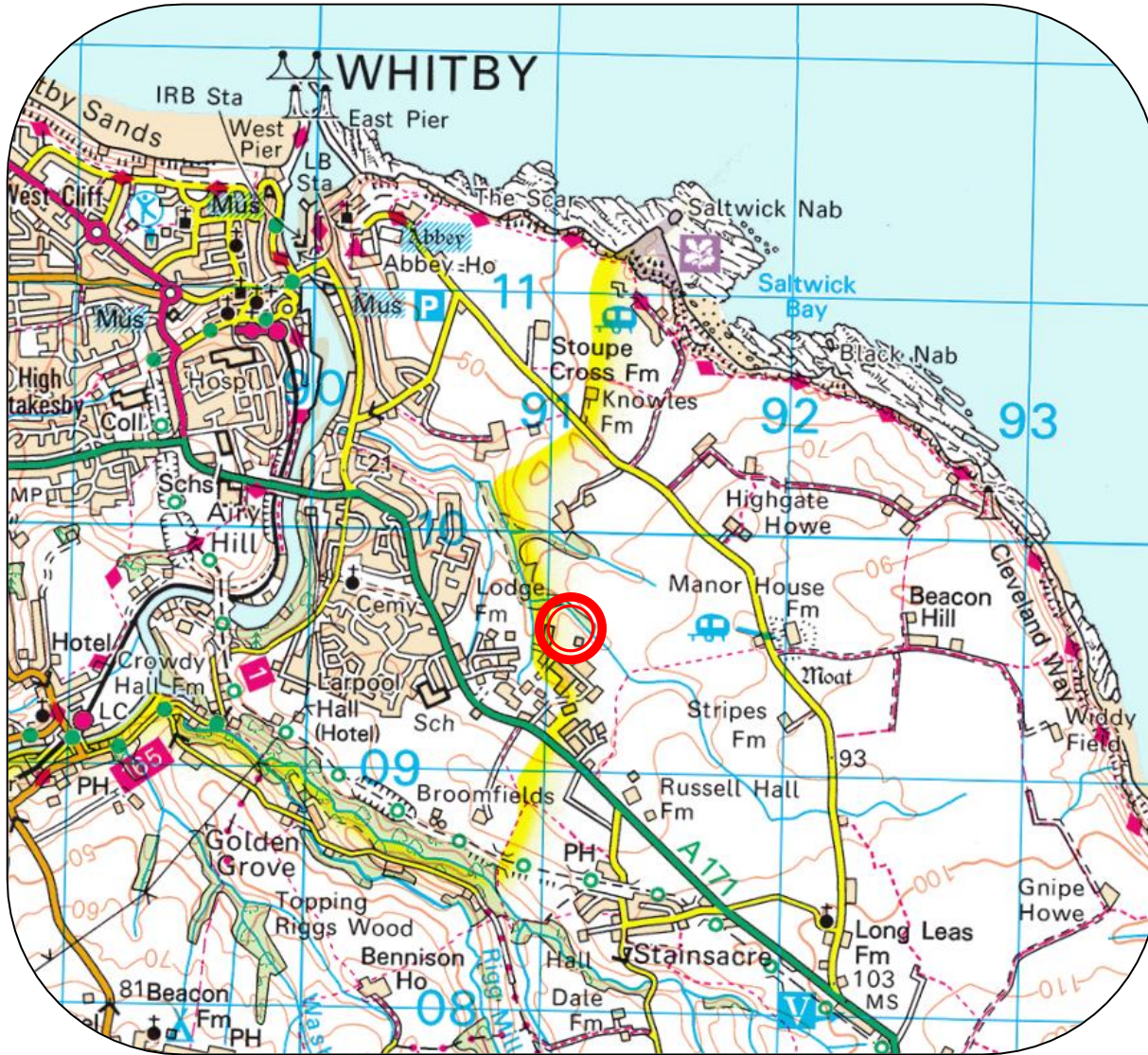
5.0.1 This Transport Statement has considered the transport implications of a proposed recycling centre at Whitby Business Park, Fairfield Way, Whitby. The information presented can be summarised as follows:

- **Site Description** – The site is located Whitby Business Park approximately 2km to the south east of Whitby town centre. The proposed is located on an open area of land on the northern part of the business park at the end of Fairfield Way. There is currently no formal vehicular access to the site from Fairfield Way although it should be noted that there is a field access to the site. An examination of the road safety data for the local highway network shows that there is no evidence of any road safety problem in the vicinity of the site. The site is accessible by sustainable transport thereby enabling the potential for future employees, to walk, cycle or use public transport to travel to and from the proposed development.
- **Proposed Development** – The proposed development of the site will provide a recycling centre served by a new access from Fairfield Way which has been designed to ensure safe movements by all vehicles using the facility. The proposal includes 19 car parking spaces, including 2 disabled spaces, which is considered appropriate to serve the number of staff and visitors at the site. In addition, cycle parking will also be provided.
- **Transport Impact** – The traffic that is likely to be generated by the proposal has been established and it is considered that this will not have a material impact on the operation of the local road network.

5.0.2 **In light of the above, it is concluded that the proposed development should not have a material impact in terms of highway operation and safety. In fact, the evidence would suggest that ‘safe and suitable access to the site can be achieved for all users’ (NPPF para 108 b.); and that there would not be ‘an unacceptable impact on highway safety’ or ‘severe residual cumulative impacts on the road network.’ (NPPF para 109). These are the relevant policy tests with regards to highways.**

**FIGURES**





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**PSA**  
DESIGN

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The Old Bank House  
6 Berry Lane, Longridge  
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Client	<b>Noble Recycling &amp; Skip Hire</b>
Job	<b>Fairfield Way, Whitby</b>
Title	<b>Site Location Plan (indicative site boundaries shown)</b>

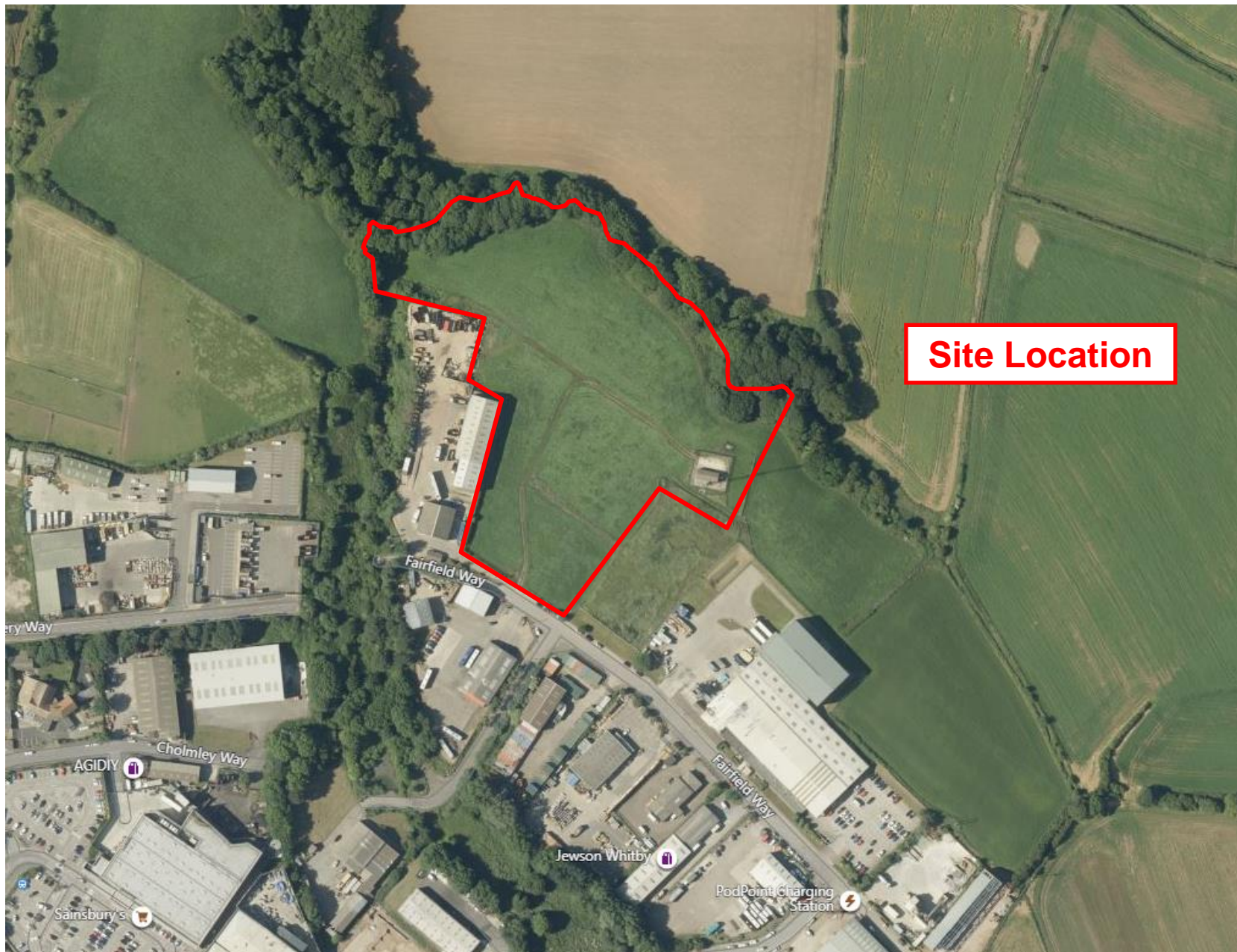
Drawn	HP
Checked	DW
Approved	DW

Date	<b>May 2021</b>
Scale	<b>NTS</b>

Drawing No.  
**Figure 1**

Rev				
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**Site Location**



PSA Design  
 The Old Bank House  
 6 Berry Lane, Longridge  
 Preston, PR3 3JA  
 Tel. 01772 786066

Client	<b>Noble Recycling &amp; Skip Hire</b>
Job	<b>Fairfield Way, Whitby</b>
Title	<b>Site Area Plan</b>

Drawn	HP
Checked	DW
Approved	DW

Date	<b>May 2021</b>
Scale	<b>NTS</b>

Drawing No.	<b>Figure 2</b>			
Rev				

## **Appendix A – Proposed Site Layout Plan**



## **Appendix B – Area Action Plan Design Brief Policies Map**

# Appendix A Policies Map

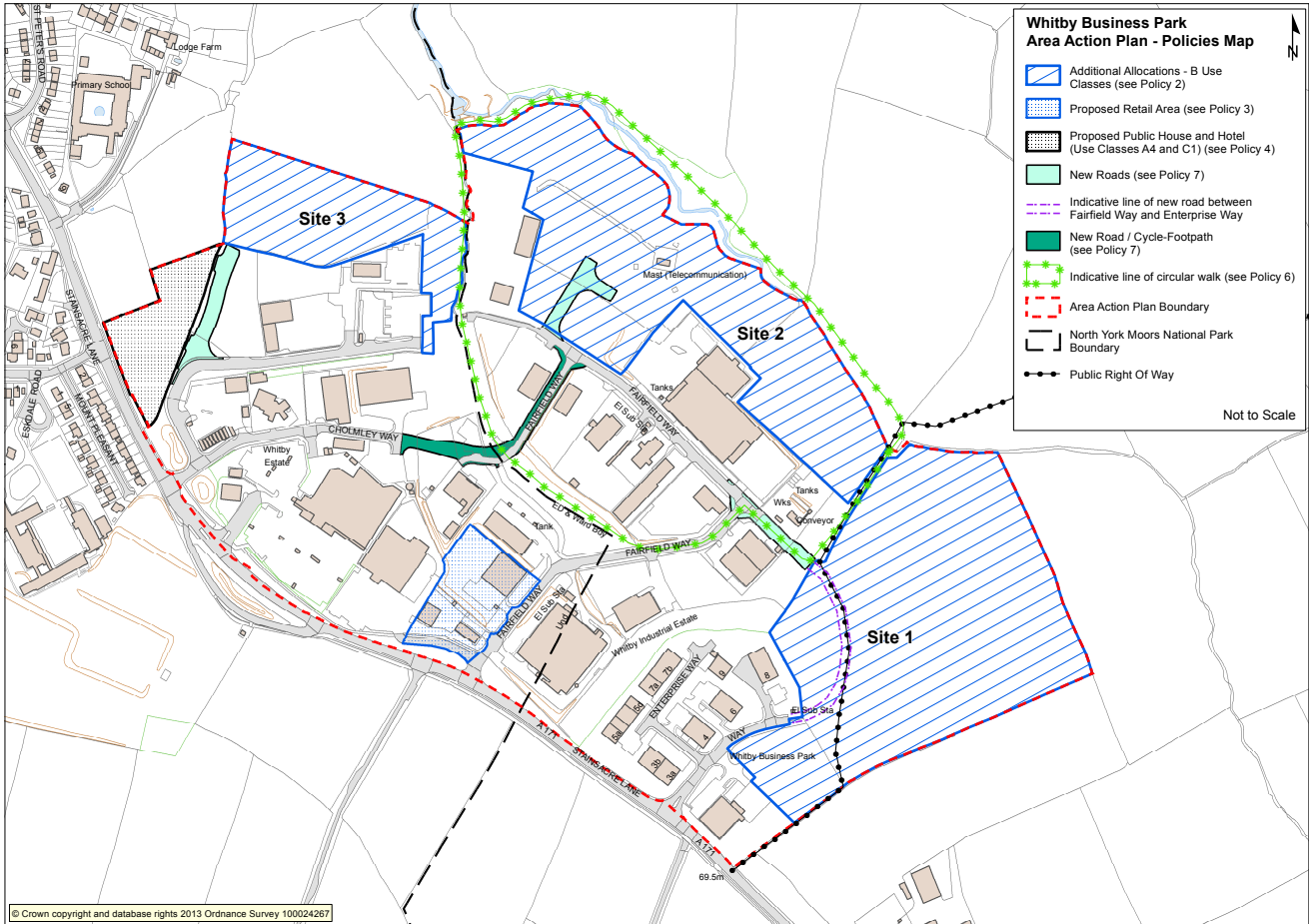
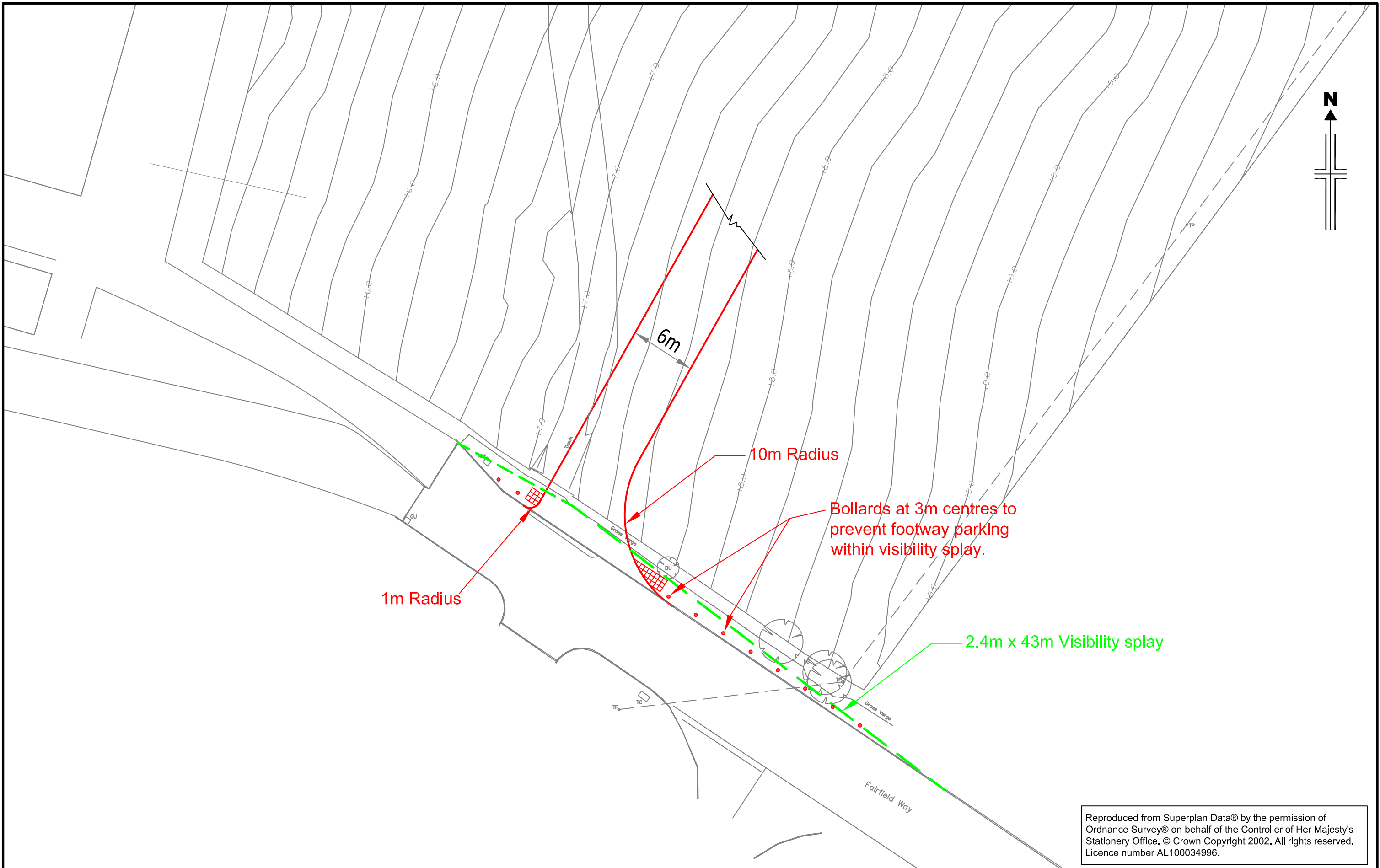



Figure A.1 Policies Map

## **Appendix C – Site Access Plan**



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www.psadesign.co.uk mail@psadesign.co.uk  <b>PSA</b> DESIGN engineering your environment CIVIL, STRUCTURAL, GEOTECHNICAL, TRANSPORT	PSA Design The Old Bank House 6 Berry Lane, Longridge Preston, PR3 3JA Tel. 01772 786066 Fax. 01772 786265		Client	Noble Recycling & Skip Hire	Drawn	HP	Date	June 2021	Drwg No.	T3539-001			
	Job	Fairfield Way, Whitby	Check	DLW	Scale	NTS	Rev.						
	Title	Proposed Site Access Layout	Appr.	DLW									





## Appendix 3

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## Standard rules

Chapter 4, The Environmental Permitting  
(England and Wales) Regulations 2016



# Standard rules SR2015 No6 75kte - household, commercial and industrial waste transfer station with treatment

## Introductory note

This introductory note does not form part of these standard rules.

When referred to in an environmental permit, these rules will allow the operator to operate a Household, Commercial and Industrial Waste Transfer Station with waste treatment at a specified location, provided that the permitted activities are not carried out within 500 metres of a European Site<sup>1</sup>, Ramsar site or a Site of Special Scientific Interest (SSSI); or within 50m of any well, spring or borehole used for the supply of water for human consumption. This must include private water supplies. Furthermore, specified waste cannot be treated outside a building within a specified Air Quality Management Area (AQMA)<sup>2</sup>.

Permitted wastes are limited to non-hazardous wastes and do not include hazardous wastes such as asbestos. The total quantity of waste that can be accepted at a site under these rules must be less than 75,000 tonnes a year. With the exception of specified waste, all bulking, transfer or treatment of non-hazardous waste must be carried out inside a building. Wastes can be bulked up for disposal or recovery elsewhere and can also be treated by sorting, separation, screening, baling, shredding, crushing and compaction. These rules will not permit the burning of any wastes, either in the open, inside buildings or in any form of incinerator.

These rules do not allow any point source emission into surface waters or groundwater. However, under the emissions of substances not controlled by emission limits rule:

- Liquids may be discharged into a sewer subject to a consent issued by the local water company.
- Liquids may be taken off-site in a tanker for disposal or recovery.
- Clean surface water from roofs, or from areas of the site that are not being used in connection with storing and treating waste, may be discharged directly to surface waters, or to groundwater by seepage through the soil via a soakaway.

This permit allows waste recovery activities. Please note that any processed materials will continue to be regulated as waste until they meet the end of waste test in accordance with Article 6 of Directive 2008/98/EC. You can demonstrate that you have met the end of waste tests by either:

- meeting all the criteria set out in any relevant and applicable EU End of Waste regulations; or

---

<sup>1</sup> A candidate or Special Area of Conservation (cSAC or SAC) and proposed or Special Protection Area (pSPA or SPA) in England and Wales.

<sup>2</sup>An Air Quality Management Area which has been designated due to concerns about particulate matter in the form of PM<sub>10</sub>.

- 
- a case by case assessment taking into account the applicable case law, which includes meeting all the requirements of a relevant and applicable Quality Protocol or Defined Industry Code of Practice (e.g. CL:AIRE Development Industry CoP).

**End of introductory note**

---

# Rules

## 1 – Management

### 1.1 General management

- 1.1.1 The operator shall manage and operate the activities:
- (a) in accordance with a written management system that identifies and minimises risks of pollution, including those arising from operations, maintenance, accidents, incidents, non-conformances, closure and those drawn to the attention of the operator as a result of complaints; and
  - (b) using sufficient competent persons and resources.
- 1.1.2 Records demonstrating compliance with rule 1.1.1 shall be maintained.
- 1.1.3 Any persons having duties that are or may be affected by the matters set out in these standard rules shall have convenient access to a copy of them kept at or near the place where those duties are carried out.
- 1.1.4 The operator shall comply with the requirements of an approved competence scheme.

## 2 – Operations

### 2.1 Permitted activities

- 2.1.1 The operator is only authorised to carry out the activities specified in table 2.1 below ("activities").

<b>Table 2.1 activities</b>	
<b>Description of activities</b>	<b>Limits of activities</b>
<p><b>D15:</b> Storage pending any of the operations numbered D1 to D14 (excluding temporary storage, pending collection, on the site where it is produced)</p> <p><b>R13:</b> Storage of wastes pending any of the operations numbered R1 to R12 (excluding temporary storage, pending collection, on the site where it is produced)</p> <p><b>D14:</b> Repackaging prior to submission to any of the operations numbered D1 to 13</p> <p><b>D9:</b> Physico-chemical treatment not specified elsewhere in Annex IIA which results in final compounds or mixtures which are discarded by means of any of the operations numbered D1 to D8 and D10 to D12</p> <p><b>R3:</b> Recycling/reclamation of organic substances which are not used as solvents</p> <p><b>R4:</b> Recycling/reclamation of metals and metal compounds</p> <p><b>R5:</b> Recycling/reclamation of other inorganic materials</p>	<p>Treatment consisting only of manual sorting, separation, screening, baling, shredding, crushing or compaction of waste into different components for disposal, (no more than 50 tonnes per day) or recovery.</p> <p>No more than a total of 50 tonnes of intact and shredded waste vehicle tyres (waste codes 16 01 03 and 19 12 04) shall be stored at the site.</p>

## 2.2 Waste acceptance

2.2.1 Waste shall only be accepted if:

- (a) it is of a type and quantity listed in table 2.2 below; and
- (b) it conforms to the description in the documentation supplied by the producer and holder; and
- (c) any excavated soil from known or suspected contaminated sites (established as a result of visual inspection or from knowledge of the origin of the waste) is accompanied by prior chemical analysis establishing the type and degree of contamination.

<b>Table 2.2. Waste types and quantities</b>	
<b>Maximum Quantities</b>	
The total quantity of waste accepted at the site shall be less than 75,000 tonnes a year.	
<b>Exclusions</b>	
Wastes having any of the following characteristics shall not be accepted:	
<ul style="list-style-type: none"> <li>• Consisting solely or mainly of dusts, powders or loose fibres</li> <li>• Wastes that are in a form which is either sludge or liquid</li> </ul>	
<b>Waste Code</b>	<b>Description</b>

<b>Table 2.2. Waste types and quantities</b>	
<b>01</b>	<b>WASTES RESULTING FROM EXPLORATION, MINING, QUARRYING, AND PHYSICAL AND CHEMICAL TREATMENT OF MINERALS</b>
01 01	wastes from mineral excavation
01 01 01	wastes from mineral metalliferous excavation
01 01 02	wastes from mineral non-metalliferous excavation
01 03	wastes from physical and chemical processing of metalliferous minerals
01 03 06	tailings other than those mentioned in 01 03 04 and 01 03 05
01 03 09	red mud from alumina production other than the wastes mentioned in 01 03 07
01 04	wastes from physical and chemical processing of non-metalliferous minerals
01 04 08	waste gravel and crushed rocks other than those mentioned in 01 04 07
01 04 09	waste sand and clays
01 04 11	wastes from potash and rock salt processing other than those mentioned in 01 04 07
01 04 12	tailings and other wastes from washing and cleaning of minerals other than those mentioned in 01 04 07 and 01 04 11
01 04 13	wastes from stone cutting and sawing other than those mentioned in 01 04 07
<b>02</b>	<b>WASTES FROM AGRICULTURE, HORTICULTURE, AQUACULTURE, FORESTRY, HUNTING AND FISHING, FOOD PREPARATION AND PROCESSING</b>
02 01	wastes from agriculture, horticulture, aquaculture, forestry, hunting and fishing
02 01 03	plant-tissue waste
02 01 04	waste plastics (except packaging)
02 01 07	wastes from forestry
02 01 10	waste metal
02 02	wastes from the preparation and processing of meat, fish and other foods of animal origin
02 02 03	materials unsuitable for consumption or processing
02 03	wastes from fruit, vegetables, cereals, edible oils, cocoa, coffee, tea and tobacco preparation and processing; conserve production; yeast and yeast extract production, molasses preparation and fermentation
02 03 04	materials unsuitable for consumption or processing
02 04	wastes from sugar processing
02 04 01	soil from cleaning and washing beet
02 04 02	off-specification calcium carbonate
02 05	wastes from the dairy products industry
02 05 01	materials unsuitable for consumption or processing
02 06	wastes from the baking and confectionery industry
02 06 01	materials unsuitable for consumption or processing
02 06 02	wastes from preserving agents
02 07	wastes from the production of alcoholic and non-alcoholic beverages (except coffee, tea and cocoa)
02 07 01	wastes from washing, cleaning and mechanical reduction of raw materials
02 07 02	wastes from spirits distillation
02 07 04	materials unsuitable for consumption or processing
<b>03</b>	<b>WASTES FROM WOOD PROCESSING AND THE PRODUCTION OF PANELS AND FURNITURE, PULP, PAPER AND CARDBOARD</b>
03 01	wastes from wood processing and the production of panels and furniture
03 01 01	waste bark and cork
03 01 05	sawdust, shavings, cuttings, wood, particle board and veneer other than those mentioned in 03 01 04

03 03	wastes from pulp, paper and cardboard production and processing
03 03 01	waste bark and wood
03 03 07	mechanically separated rejects from pulping of waste paper and cardboard
03 03 08	wastes from sorting of paper and cardboard destined for recycling
03 03 10	Fibre rejects, fibre-, filler- and coating-sludges from mechanical separation
<b>04</b>	<b>WASTES FROM THE LEATHER, FUR AND TEXTILE INDUSTRIES</b>
04 01	Wastes from the leather and fur industry
04 01 08	waste tanned leather (blue sheetings, shavings, cuttings, buffing dust) containing chromium
04 01 09	wastes from dressing and finishing
04 02	wastes from the textile industry
04 02 21	wastes from unprocessed textile fibres
04 02 22	wastes from processed textile fibres
<b>06</b>	<b>WASTES FROM INORGANIC CHEMICAL PROCESSES</b>
06 09	wastes from the MSFU of phosphorous chemicals and phosphorous chemical processes
06 09 02	phosphorous slag
06 09 04	calcium-based reaction wastes other than those mentioned in 06 09 03
06 11	wastes from the manufacture of inorganic pigments and opacifiers
06 11 01	calcium-based reaction wastes from titanium dioxide production
<b>07</b>	<b>WASTES FROM ORGANIC CHEMICAL PROCESSES</b>
07 02	wastes from the MFSU of plastics, synthetic rubber and man-made fibres
07 02 13	waste plastic
<b>09</b>	<b>WASTES FROM THE PHOTOGRAPHIC INDUSTRY</b>
09 01	wastes from the photographic industry
09 01 07	photographic film and paper containing silver or silver compounds
09 01 08	photographic film and paper free of silver or silver compounds
09 01 10	single-use cameras without batteries
09 01 12	single-use cameras containing batteries other than those mentioned in 09 01 11
<b>10</b>	<b>WASTES FROM THERMAL PROCESSES</b>
10 01	wastes from power stations and other combustion plants (except 19)
10 01 01	bottom ash, slag and boiler dust (excluding boiler dust mentioned in 10 01 04)
10 01 05	calcium-based reaction wastes from flue-gas desulphurisation in solid form
10 01 07	calcium-based reaction wastes from flue-gas desulphurisation in sludge form
10 01 15	bottom ash, slag and boiler dust from co-incineration other than those mentioned in 10 01 14
10 01 19	wastes from gas cleaning other than those mentioned in 10 01 05, 10 01 07 and 10 01 18
10 01 24	sands from fluidised beds
10 02	wastes from the iron and steel industry
10 02 01	wastes from the processing of slag
10 02 02	unprocessed slag
10 02 08	solid wastes from gas treatment other than those mentioned in 10 02 07
10 02 10	mill scales
10 02 14	filter cakes from gas treatment other than those mentioned in 10 02 13
10 02 15	other filter cakes
10 03	wastes from aluminium thermal metallurgy
10 03 02	anode scraps
10 03 05	waste alumina
10 03 16	skimmings other than those mentioned in 10 03 15
10 03 18	carbon-containing wastes from anode manufacture other than those mentioned in 10 03 17
10 03 24	solid wastes from gas treatment other than those mentioned in 10 03 23
10 03 26	filter cakes from gas treatment other than those mentioned in 10 03 25
10 03 28	wastes from cooling-water treatment other than those mentioned in 10 03 27
10 03 30	wastes from treatment of salt slags and black drosses other than those mentioned in 10 03 29

10 04	wastes from lead thermal metallurgy
10 04 10	wastes from cooling-water treatment other than those mentioned in 10 04 09
10 05	wastes from zinc thermal metallurgy
10 05 01	slags from primary and secondary production
10 05 09	wastes from cooling-water treatment other than those mentioned in 10 05 08
10 05 11	dross and skimmings other than those mentioned in 10 05 10
10 06	wastes from copper thermal metallurgy
10 06 01	slags from primary and secondary production
10 06 02	dross and skimmings from primary and secondary production
10 06 10	wastes from cooling-water treatment other than those mentioned in 10 06 09
10 07	wastes from silver, gold and platinum thermal metallurgy
10 07 01	slags from primary and secondary production
10 07 02	dross and skimmings from primary and secondary production
10 07 03	solid wastes from gas treatment
10 07 05	filter cakes from gas treatment
10 07 08	wastes from cooling-water treatment other than those mentioned in 10 07 07
10 08	wastes from other non-ferrous thermal metallurgy
10 08 09	other slags
10 08 11	dross and skimmings other than those mentioned in 10 08 10
10 08 13	carbon-containing wastes from anode manufacture other than those mentioned in 10 08 12
10 08 14	anode scrap
10 08 18	filter cakes from flue-gas treatment other than those mentioned in 10 08 17
10 08 20	wastes from cooling-water treatment other than those mentioned in 10 08 19
10 09	wastes from casting of ferrous pieces
10 09 03	furnace slag
10 09 06	casting cores and moulds which have not undergone pouring other than those mentioned in 10 09 05
10 09 08	casting cores and moulds which have undergone pouring other than those mentioned in 10 09 07
10 09 14	waste binders other than those mentioned in 10 09 13
10 09 16	waste crack-indicating agent other than those mentioned in 10 09 15
10 10	wastes from casting of non-ferrous pieces
10 10 03	furnace slag
10 10 06	casting cores and moulds which have not undergone pouring, other than those mentioned in 10 10 05
10 10 08	casting cores and moulds which have undergone pouring, other than those mentioned in 10 10 07
10 10 14	waste binders other than those mentioned in 10 10 13
10 10 16	waste crack-indicating agent other than those mentioned in 10 10 15
10 11	wastes from manufacture of glass and glass products
10 11 03	waste glass-based fibrous materials
10 11 10	waste preparation mixture before thermal processing, other than those mentioned in 10 11 09
10 11 12	waste glass other than those mentioned in 10 11 11
10 11 16	solid wastes from flue-gas treatment other than those mentioned in 10 11 15
10 11 18	filter cakes from flue-gas treatment other than those mentioned in 10 11 17
10 12	wastes from manufacture of ceramic goods, bricks, tiles and construction products
10 12 01	waste preparation mixture before thermal processing
10 12 05	filter cakes from gas treatment
10 12 06	discarded moulds
10 12 08	waste ceramics, bricks, tiles and construction products (after thermal processing)
10 12 10	solid wastes from gas treatment other than those mentioned in 10.12 09



10 12 12	wastes from glazing other than those mentioned in 10.12.11
10 13	wastes from manufacture of cement, lime and plaster and articles and products made from them
10 13 01	waste preparation mixture before thermal processing
10 13 04	wastes from calcination and hydration of lime
10 13 07	filter cakes from gas treatment
10 13 10	wastes from asbestos-cement manufacture other than those mentioned in 10 13 09
10 13 11	wastes from cement-based composite materials other than those mentioned in 10 13 09 and 10 13 10
10 13 13	solid wastes from gas treatment other than those mentioned in 10 13 12
10 13 14	waste concrete
<b>11</b>	<b>WASTES FROM CHEMICAL SURFACE TREATMENT AND COATING OF METALS AND OTHER MATERIALS; NON-FERROUS HYDRO METALLURGY</b>
11 01	wastes from chemical surface treatment and coating of metals and other materials (for example galvanic processes, zinc coating processes, pickling processes, etching, phosphating, alkaline degreasing, anodising)
11 01 10	filter cakes other than those mentioned in 11 01 09
11 01 14	degreasing wastes other than those mentioned in 11 01 13
11 02	wastes from non-ferrous hydrometallurgical processes
11 02 03	wastes from the production of anodes for aqueous electrolytical processes
11 02 06	wastes from copper hydrometallurgical processes other than those mentioned in 11 02 05
11 05	wastes from hot galvanising processes
11 05 01	hard zinc
11 05 02	zinc ash
<b>12</b>	<b>WASTES FROM SHAPING AND PHYSICAL AND MECHANICAL SURFACE TREATMENT OF METALS AND PLASTICS</b>
12 01	wastes from shaping and physical and mechanical surface treatment of metals and plastics
12 01 01	ferrous metal filings and turnings
12 01 03	non-ferrous metal filings and turnings
12 01 05	plastics shavings and turnings
12 01 13	welding wastes
12 01 17	waste blasting material other than those mentioned in 12 01 16
12 01 21	spent grinding bodies and grinding materials other than those mentioned in 12 01 20
<b>15</b>	<b>WASTE PACKAGING; ABSORBENTS, WIPING CLOTHS, FILTER MATERIALS AND PROTECTIVE CLOTHING NOT OTHERWISE SPECIFIED</b>
15 01	packaging (including separately collected municipal packaging waste)
15 01 01	paper and cardboard packaging
15 01 02	plastic packaging
15 01 03	wooden packaging
15 01 04	metallic packaging
15 01 05	composite packaging
15 01 06	mixed packaging
15 01 07	glass packaging
15 01 09	textile packaging
15 02	absorbents, filter materials, wiping cloths and protective clothing
15 02 03	absorbents, filter materials, wiping cloths and protective clothing other than those mentioned in 15 02 02
<b>16</b>	<b>WASTES NOT OTHERWISE SPECIFIED IN THE LIST</b>
16 01	end-of-life vehicles from different means of transport [including off-road machinery] and wastes from dismantling of end-of-life vehicles and vehicle maintenance (except 13,14, 16 06 and 16 08)
16 01 03	end-of-life tyres
16 02	wastes from electrical and electronic equipment
16 02 14	discarded equipment other than those mentioned in 16 02 09 to 16 02 13

16 02 16	components removed from discarded equipment other than those mentioned in 16 02 15
16 03	off-specification batches and unused products
16 03 04	inorganic wastes other than those mentioned in 16 03 03
16 03 06	organic wastes other than those mentioned in 16 03 05
16 06	batteries and accumulators
16 06 04	alkaline batteries (except 16 06 03)
16 06 05	other batteries and accumulators
16 11	waste linings and refractories
16 11 02	carbon-based linings and refractories from metallurgical processes others than those mentioned in 16 11 01
16 11 04	other linings and refractories from metallurgical processes other than those mentioned in 16 11 03
16 11 06	linings and refractories from non-metallurgical processes others than those mentioned in 16 11 05
<b>17</b>	<b>CONSTRUCTION AND DEMOLITION WASTES (INCLUDING EXCAVATED SOIL FROM CONTAMINATED SITES)</b>
17 01	concrete, bricks, tiles and ceramics
17 01 01	Concrete
17 01 02	Bricks
17 01 03	tiles and ceramics
17 01 07	mixtures of concrete, bricks, tiles and ceramics other than those mentioned in 17 01 06
17 02	wood, glass and plastic
17 02 01	Wood
17 02 02	Glass
17 02 03	Plastic
17 03	bituminous mixtures, coal tar and tarred products
17 03 02	bituminous mixtures other than those mentioned in 17 03 01
17 04	metals (including their alloys)
17 04 01	copper, bronze, brass
17 04 02	Aluminium
17 04 03	Lead
17 04 04	Zinc
17 04 05	iron and steel
17 04 06	Tin
17 04 07	mixed metals
17 04 11	cables other than those mentioned in 17 04 10
17 05	soil (including excavated soil from contaminated sites), stones and dredging spoil
17 05 04	soil and stones other than those mentioned in 17 05 03
17 05 08	track ballast other than those mentioned in 17 05 07
17 06	insulation materials and asbestos-containing construction materials
17 06 04	insulation materials other than those mentioned in 17 06 01 and 17 06 03
17 08	gypsum-based construction material
17 08 02	gypsum-based construction materials other than those mentioned in 17 08 01
17 09	other construction and demolition wastes
17 09 04	mixed construction and demolition wastes other than those mentioned in 17 09 01, 17 09 02 and 17 09 03
<b>19</b>	<b>WASTES FROM WASTE MANAGEMENT FACILITIES, OFF-SITE WASTE WATER TREATMENT PLANTS AND PREPARATION OF WATER INTENDED FOR HUMAN CONSUMPTION/INDUSTRIAL USE</b>
19 01	wastes from incineration or pyrolysis of waste
19 01 02	ferrous materials removed from bottom ash
19 01 12	bottom ash and slag other than those mentioned in 19 01 11

19 01 18	pyrolysis wastes other than those mentioned in 19 01 17
19 01 19	sands from fluidised beds
19 02	wastes from physico/chemical treatments of waste (including dechromatation, decyanidation, neutralisation)
19 02 03	premixed wastes composed only of non-hazardous wastes
19 02 10	combustible wastes other than those mentioned in 19 02 08 and 19 02 09
19 04	vitrified waste and wastes from vitrification
19 04 01	vitrified waste
19 05	wastes from aerobic treatment of solid wastes
19 05 01	non-composted fraction of municipal and similar wastes
19 05 02	non-composted fraction of animal and vegetable waste
19 05 03	off-specification compost
19 12	wastes from the mechanical treatment of waste (for example sorting, crushing, compacting, pelletising) not otherwise specified
19 12 01	paper and cardboard
19 12 02	ferrous metal
19 12 03	non-ferrous metal
19 12 04	plastic and rubber
19 12 05	Glass
19 12 07	wood other than that mentioned in 19 12 06
19 12 08	Textiles
19 12 09	minerals (for example sand, stones)
19 12 10	combustible waste (refuse derived fuel)
19 13	wastes from soil and groundwater remediation
19 13 02	solid wastes from soil remediation other than those mentioned in 19 13 01
<b>20</b>	<b>MUNICIPAL WASTES (HOUSEHOLD WASTE AND SIMILAR COMMERCIAL, INDUSTRIAL AND INSTITUTIONAL WASTES) INCLUDING SEPARATELY COLLECTED FRACTIONS</b>
20 01	separately collected fractions (except 15 01)
20 01 01	paper and cardboard
20 01 02	Glass
20 01 08	biodegradable kitchen and canteen waste
20 01 10	Clothes
20 01 11	Textiles
20 01 34	batteries and accumulators other than those mentioned in 20 01 33
20 01 36	discarded electrical and electronic equipment other than those mentioned in 20 01 21, 20 01 23 and 20 01 35
20 01 38	wood other than that mentioned in 20 01 37
20 01 39	Plastics
20 01 40	Metals
20 01 41	wastes from chimney sweeping
20 02	garden and park wastes (including cemetery waste)
20 02 01	biodegradable waste
20 02 02	soil and stones
20 03	other municipal wastes
20 03 01	mixed municipal waste
20 03 02	waste from markets
20 03 03	street-cleaning residues
20 03 07	bulky waste

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## 2.3 Operating techniques

- 2.3.1 The activities shall be operated using the techniques and in the manner described in Table 2.3 below.

<b>Table 2.3 Operating techniques</b>	
1.	You will follow the Fire Prevention Plan approved by the Environment Agency.
2.	Unless stored or treated outside as specified waste <sup>3</sup> :
a)	all bulking, transfer or treatment of waste shall be carried out inside a building;
b)	all waste shall be stored in a building or within a secure container.
c)	all waste shall be stored and treated on an impermeable surface with sealed drainage system.
3.	Specified waste shall be stored and treated on hard standing or on an impermeable surface with sealed drainage system.

## 2.4 The site

- 2.4.1 The activities shall not extend beyond the site, being the land shown edged in green on the site plan attached to the permit.
- 2.4.2 The activities shall not be carried out within 500 metres of a European Site or a SSSI.
- 2.4.3 The activities shall not be carried out within 50m of any well spring or borehole used for the supply of water for human consumption. This must include private water supplies.
- 2.4.4 No treatment of specified waste, unless undertaken in a building, shall take place within a specified AQMA.

## 2.5 Technical Requirements

### Waste battery and accumulator treatment

- 2.5.1 Treatment of waste batteries and accumulators must meet the minimum requirements set out in Annex III, Part A of Directive 2006/66/EC of the European Parliament and of the Council on batteries and accumulators and waste batteries and accumulators and repealing Directive 91/157/EEC.

## 3 – Emissions and monitoring

### 3.1 Emissions of substances not controlled by emission limits

- 3.1.1 Emissions of substances not controlled by emission limits (excluding odour) shall not cause pollution. The operator shall not be taken to have breached this rule if appropriate measures, including, but not limited to, those specified in any approved emissions management plan, have been taken to prevent or where that is not practicable, to minimise, those emissions.

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<sup>3</sup> “specified waste” is defined in section 4.4 of these standard rules.

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3.1.2 The operator shall:

- (a) if notified by the Environment Agency that the activities are giving rise to pollution, submit to the Environment Agency for approval within the period specified, an emissions management plan;
- (b) implement the approved emissions management plan, from the date of approval, unless otherwise agreed in writing by the Environment Agency.

3.1.3 All liquids in containers, whose emission to water or land could cause pollution, shall be provided with secondary containment, unless the operator has used other appropriate measures to prevent or where that is not practicable, to minimise, leakage and spillage from the primary container.

## **3.2 Odour**

3.2.1 Emissions from the activities shall be free from odour at levels likely to cause pollution outside the site, as perceived by an authorised officer of the Environment Agency, unless the operator has used appropriate measures, including, but not limited to, those specified in any approved odour management plan, to prevent or where that is not practicable, to minimise, the odour.

3.2.2 The operator shall:

- (a) if notified by the Environment Agency that the activities are giving rise to pollution outside the site due to odour, submit to the Environment Agency for approval within the period specified, an odour management plan;
- (b) implement the approved odour management plan, from the date of approval, unless otherwise agreed in writing by the Environment Agency.

## **3.3 Noise and vibration**

3.3.1 Emissions from the activities shall be free from noise and vibration at levels likely to cause pollution outside the site, as perceived by an authorised officer of the Environment Agency, unless the operator has used appropriate measures, including, but not limited to, those specified in any approved noise and vibration management plan, to prevent or where that is not practicable, to minimise, the noise and vibration.

3.3.2 The operator shall:

- (a) if notified by the Environment Agency that the activities are giving rise to pollution outside the site due to noise and vibration, submit to the Environment Agency for approval within the period specified, a noise and vibration management plan;
- (b) implement the approved noise and vibration management plan, from the date of approval, unless otherwise agreed in writing by the Environment Agency.

# **4 – Information**

## **4.1 Records**

4.1.1 All records required to be made by these standard rules shall:

- (a) be legible;
- (b) be made as soon as reasonably practicable;

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- (c) if amended, be amended in such a way that the original and any subsequent amendments remain legible or are capable of retrieval; and
  - (d) be retained, unless otherwise agreed by the Environment Agency, for at least 6 years from the date when the records were made, or in the case of the following records until permit surrender:
    - (i) off-site environmental effects; and
    - (ii) matters which affect the condition of land and groundwater.

4.1.2 The operator shall keep on site all records, plans and the management system required to be maintained by these standard rules, unless otherwise agreed in writing by the Environment Agency.

## 4.2 Reporting

4.2.1 The operator shall send all reports and notifications required by these standard rules to the Environment Agency using the contact details supplied in writing by the Environment Agency.

4.2.2 Within one month of the end of each quarter, the operator shall submit to the Environment Agency using the form made available for the purpose, the information specified on the form relating to the site and the waste accepted and removed from it during the previous quarter.

## 4.3 Notifications

4.3.1 The Environment Agency shall be notified without delay following the detection of:

- (a) any malfunction, breakdown or failure of equipment or techniques, accident or emission of a substance not controlled by an emission limit which has caused, is causing or may cause significant pollution;
- (b) the breach of a limit specified in these standard rules; or
- (c) any significant adverse environmental effects.

4.3.2 Written confirmation of actual or potential pollution incidents and breaches of emission limits shall be submitted within 24 hours.

4.3.3 Where the Environment Agency has requested in writing that it shall be notified when the operator is to undertake monitoring and/or spot sampling, the operator shall inform the Environment Agency when the relevant monitoring and/or spot sampling is to take place. The operator shall provide this information to the Environment Agency at least 14 days before the date the monitoring is to be undertaken.

4.3.4 The Environment Agency shall be notified within 14 days of the occurrence of the following matters except where such disclosure is prohibited by Stock Exchange rules:

- a) Where the operator is a registered company:
  - any change in the operator's trading name, registered name or registered office address; and
  - any steps taken with a view to the operator going into administration, entering into a company voluntary arrangement or being wound up.
- b) Where the operator is a corporate body other than a registered company:
  - any change in the operator's name or address; and
  - any steps taken with a view to the dissolution of the operator.
- c) In any other case:
  - the death of any of the named operators (where the operator consists of more than one named individual);

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- any change in the operator's name(s) or address(es); and
  - any steps taken with a view to the operator, or any one of them, going into bankruptcy, entering into a composition or arrangement with creditors, or, in the case them being in a partnership, dissolving the partnership.

## 4.4 Interpretation

4.4.1 In these standard rules the expressions listed below shall have the meaning given.

4.4.2 In these standard rules references to reports and notifications mean written reports and notifications, except when reference is being made to notification being made "without delay", in which case it may be provided by telephone.

*"accident"* means an accident that may result in pollution.

*"Annex IIA"* means Annex IIA to Directive 2006/12/EC of the European Parliament and of the Council of 5 April 2006 on Waste.

*"authorised officer"* means any person authorised by the Environment Agency under section 108(1) of The Environment Act 1995 to exercise, in accordance with the terms of any such authorisation, any power specified in Section 108(4) of that Act.

*"building"* means a construction that has the objective of providing sheltering cover and minimising emissions of noise, particulate matter, odour and litter.

*"D"* means a disposal operation provided for in Annex IIA to Directive 2006/12/EC of the European Parliament and of the Council of 5 April 2006 on Waste.

*"emissions of substances not controlled by emission limits"* means emissions of substances to air, water or land from the activities, either from emission points specified in these standard rules or from other localised or diffuse sources, which are not controlled by an emission limit.

*"European Site"* means "European Site" means a European site within the meaning of Regulation 8 of the Conservation of Habitats and Species Regulations 2017.

*"groundwater"* means all water, which is below the surface of the ground in the saturation zone and in direct contact with the ground or subsoil.

*"hazardous waste"* has the meaning given in the Hazardous Waste (England and Wales) Regulations 2005 (as amended)

*"impermeable surface"* means a surface or pavement constructed and maintained to a standard sufficient to prevent the transmission of liquids beyond the pavement surface, and should be read in conjunction with the term "sealed drainage system" (below).

*"pollution"* means emissions as a result of human activity which may—

- (a) be harmful to human health or the quality of the environment,
- (b) cause offence to a human sense,
- (c) result in damage to material property, or
- (d) impair or interfere with amenities and other legitimate uses of the environment.

*"quarter"* means a calendar year quarter commencing on 1 January, 1 April, 1 July or 1 October.

*"R"* means a recovery operation provided for in Annex IIB to Directive 2006/12/EC of the European Parliament and of the Council of 5 April 2006 on Waste.

*"sealed drainage system"* in relation to an impermeable surface, means a drainage system with impermeable components which does not leak and which will ensure that:

- (a) no liquid will run off the surface otherwise than via the system;

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(b) except where they may lawfully be discharged to foul sewer, all liquids entering the system are collected in a sealed sump.

*“specified AQMA”* means an air quality management area within the meaning of the Environment Act 1995 which has been designated due to concerns about particulate matter in the form of PM<sub>10</sub>.

*“specified waste”* means the following waste codes in Table 2.2: 01 01 01, 01 01 02, 01 04 08, 01 04 09, 01 04 13, 02 04 01, 10 11 12, 10 12 08, 10 13 14, 15 01 07, 17 01 01, 17 01 02, 17 01 03, 17 01 07, 17 02 02, 17 03 02, 17 05 04, 17 05 08, 19 12 05, 19 12 09 and 20 02 02.

*“SSSI”* means Site of Special Scientific Interest within the meaning of the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000).

*“Waste code”* means the six digit code referable to a type of waste in accordance with the List of Wastes and in relation to hazardous waste, includes the asterisk. ‘List of Wastes’ means the list of wastes established by Commission Decision 2000/532/EC replacing Decision 94/3/EC establishing a list of wastes pursuant to Article 1(a) of Council Directive 75/442/EEC on waste and Council Decision 94/904/EC establishing a list of hazardous waste pursuant to Article 1(4) of Council Directive 91/689/EEC on hazardous waste, as amended from time to time.

*“year”* means calendar year commencing on 1<sup>st</sup> January.

**End of standard rules**