

Design and Access Statement included with Planning Supporting Statement

Chris Jarvis

Senior Planning Consultant

Glen Kemp Ltd

30<sup>th</sup> September 2009

NYMNPA  
30 SEP 2009





# YORWASTE LTD

## Whitby Waste Management Site

Noise Assessment

July 2009

Yor/WWMS/07/09

QEM Systems Ltd




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**Prepared for:** Yorwaste Ltd  
 Mount View  
 Standard Way  
 Northallerton  
 DL6 2YD

**Site:** Whitby Waste Management Site

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**Report:** Noise Assessment


**Report No:** Yor/WWMS/07/09

**Issued to:** Chris Jarvis


**No. of copies:** [chris.jarvis@glenkemp.co.uk](mailto:chris.jarvis@glenkemp.co.uk)

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**Prepared by:** L. M. Alderson BSc.(Hons) MIOA  
 Environmental Consultant

**Signed:** 

**Checked by:** M. J. Harkness  
 Director

**Signed:** 

**Date of issue:** July 23, 2009

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**Quality Environmental Management Systems Ltd**  
 Carr Hill Farmhouse  
 Halton Shields  
 Corbridge  
 Northumberland  
 NE45 5PZ  
 T: 01434 672755 F: 01434 672755  
 M: 07711 174 169  
[consult@qemsystems.co.uk](mailto:consult@qemsystems.co.uk)



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**Quality Environmental Management Systems Ltd**

Carr Hill Farmhouse  
 Halton Shields  
 Corbridge  
 Northumberland  
 NE45 5PZ

T: 01434 672755 F: 01434 672755

M: 07711 174 169

consult@qemsystems.co.uk



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## 1 Introduction

### 1.1 Consultants brief

1.1.1 QEM Systems Ltd have been commissioned by Yorwaste Ltd, to undertake a noise impact assessment for a variation of the planning permission to allow for construction of a new recycling building at Whitby Waste Management Site.

1.1.2 The aims of the assessment are.

- To measure the existing background noise level at the nearest potentially noise sensitive receptors to Whitby Waste Management Site.
- To predict at these locations anticipated noise levels generated by the continued operation of Whitby Waste Management Site.
- To compare predicted levels with the existing background noise levels and relevant guidance limits.
- To propose mitigation methods to reduce any potential noise impact from Whitby Waste Management Site, should this prove necessary.

## 2 Methodology

### 2.1 Procedure

2.1.1 Noise impact from the waste management site will have three main sources, namely:

- Noise from mobile plant working inside and outside the recycling building.
- Noise from crushing and screening.
- Road traffic noise associated with vehicle movements in and out of the site.

2.1.2 Methodologies for the assessment of noise from these sources are outlined in section 2.3.

2.1.3 A number of potentially sensitive locations likely to be affected by noise from the proposed development have been identified. On Friday 10<sup>th</sup> July 2009 a baseline noise monitoring survey at two locations in the vicinity of the site was carried out.

2.1.4 The predicted noise impacts associated with the proposal that will be experienced at the sensitive receptors, have been compared with current noise levels and the existing background levels.

### 2.2 Plant and machinery on site

2.2.1 Recycling activities involve the use of various items of plant throughout the working day. The operation of these items of plant, together with vehicle movements on site, has been assessed for potential disturbance at noise sensitive receptors.

2.2.2 The existing plant and machinery used on the site is as follows:

1 x Komatsu WA150	Liebherr 312 Grab
Erin Fingerscreen 165	Atlas wheeled excavator
Nordberg City Crusher	O&K MH5 crane

2.2.3 One additional item of plant is likely to be required on the proposed site and this is a JCB JS145 360° excavator.

2.2.4 The proposal is for a new recycling building to be constructed and to relocate the existing crusher and screen to the northeast corner of the site.



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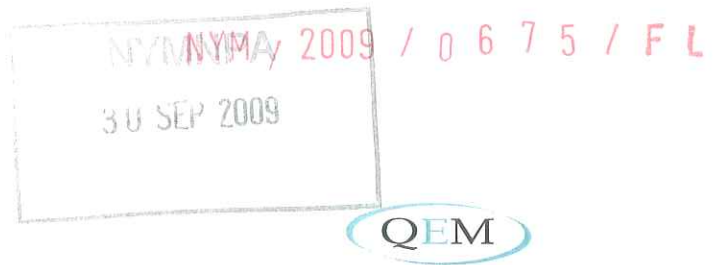
## 2.3 Noise Guidance and Standards

### Environment Agency: Internal Guidance for the Regulation of Noise at Waste Management Facilities

- 2.3.1 This guidance applies to landfill sites and other waste management activities that fall under PPC regulations. For IPPC sites, reference must also be made to the Agency's IPPC technical guidance on noise (IPPC H3 Technical Guidance Note, Horizontal Guidance for Noise, Part 1: Regulation and Permitting and Part 2: Noise Assessment and Control).
- 2.3.2 The guidance covers the control of noise, appropriate noise limits and overlaps with other regulatory authorities.
- 2.3.3 The World Health Organisation (WHO) guidelines for community noise are recommended as a starting point for assessing appropriate levels of noise emissions from waste sites. In rural settings, lower ambient levels may be needed to protect the local environment. Details are discussed in section 2.3.12 later in this report.
- 2.3.4 There is little directly relevant guidance for waste management facilities, however, the approaches outlined in the publications below have been considered in this document.
- BS4142:1997 Method for rating industrial noise affecting mixed industrial and industrial areas
  - MPS2: 2005 Controlling and Mitigating the Environmental Effects of Minerals Extraction in England Annex 2: Noise
- 2.3.5 Noise is likely to be unacceptable at different levels depending on the type of area impacted and the persons affected. The approach to setting limits also varies. In general the likelihood of complaint in response to noise depends on a number of factors. These include, the margin by which the noise exceeds the background noise level (measured as  $L_{A90,T}$ ), its absolute level, time of day, the nature of the noise itself, change in the noise environment etc. Local attitudes and the nature of the neighbourhood should also be taken into account.
- 2.3.6 Dwellings should be the primary focus of any noise conditions and BS4142 provides a method to estimate the likelihood of complaints being caused by industrial premises in a mixed industrial/residential area. BS4142 is referred to in PPG24 Planning and Noise, and is often used to set planning conditions and in the absence of any other recognised procedure it is the preferred method for defining noise limits.
- 2.3.7 The basic principle behind BS4142 is that at a certain 'noise rating level' above background, the specific noise is liable to provoke complaints. It is considered that at a rating level of 5dB above the background noise level, the operator should enact a noise action plan. If the noise level reaches a rating level of 10dB above the existing background level, then direct enforcement action should be considered. Full details of the methodology are given in section 2.3.14 – 2.3.16.

### IPPC H1 Integrated Pollution Prevention and Control (IPPC) Environmental Assessment and Appraisal of Best Available Technique (BAT)

- 2.3.8 The purpose of this guidance is to provide supplementary information to assist applicants in responding to the requirements described in the IPPC sector and general guidance notes. In particular, methods for quantifying environmental impacts to all media; a method for calculating costs of environmental protection techniques and guidelines on resolving cross media conflicts and making cost/benefit judgements.



### **IPPC Horizontal Guidance for Noise Part 1 – Regulation and Permitting**

- 2.3.9 This guidance provides supplementary information to assist applicants in preventing and minimising emissions of noise and vibration. Part 1 outlines the main considerations relating to the setting of permit conditions and subsequent regulation of noise.

### **IPPC Horizontal Guidance for Noise Part 2 – Noise Assessment and Control**

- 2.3.10 Part 2 of this Horizontal Guidance Note describes the principles of noise measurements and prediction and the control of noise by design, by operational and management techniques and abatement technologies.

- 2.3.11 The document includes relevant methodologies for measurement and evaluation of noise which is covered in a number of British Standards and other documentation. These give guidance on a wide range of related topics including equipment types, calibration, measurement techniques and locations and also the interpretation of data. As indicated in this report the relevant methodologies for measurement and evaluation are contained in the following documentation:

- World Health Organisation Guidelines for Community Noise (1999)
- BS 4142:1997 Method for rating industrial noise affecting mixed residential and industrial areas
- MPS2: 2005 Controlling and Mitigating the Environmental Effects of Minerals Extraction in England. Annex 2: Noise
- Planning Policy Guidance Note PPG24 (1994)
- BS5228:1997 Noise and vibration control on construction and open sites Parts 1 to 5

### **WHO Guidelines for Community Noise**

- 2.3.12 The World Health Organisation publication "*Guidelines for Community Noise: 1999*" advises that:

*"To protect the majority of people from being seriously annoyed during the daytime, the outdoor sound level from steady, continuous noise should not exceed 55dB  $L_{Aeq}$  on balconies, terraces and in outdoor living areas."*

- 2.3.13 In all cases, noise should be reduced to the lowest level achievable in a particular situation.

### **BS4142: 1997 "Method for rating industrial noise affecting mixed residential and industrial areas"**

- 2.3.14 This British Standard describes a method for assessing industrial and background noise levels outside residential buildings and for assessing whether the industrial noise is likely to give rise to complaints from the occupiers of the residential buildings.

- 2.3.15 To assess the likelihood of complaints the intruding noise should be compared against the measured background noise level ( $L_{A90}$ ). The greater this difference the greater the likelihood of complaints.

- 2.3.16 A difference of around 10dB or more indicates that complaints are likely. A difference of around +5dB is of marginal significance. More than 10dB(A) below the background is a positive indication that complaints are unlikely. This method has the advantage of relating the noise limit directly to existing background noise levels but relies on accurate measurements of the prevailing noise climate.





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**MPS 2: 2005 Controlling and Mitigating the Environmental Effects of Minerals Extraction in England Annex 2: Noise**

- 2.3.17 This document considers that waste disposal operations share many common features with surface mineral workings and the advice contained applies equally to the operations at Whitby Waste Management Site.
- 2.3.18 Planning conditions should be used to apply absolute controls on noise emissions with limits normally being set at particular noise-sensitive properties. This enables the effect of noise to be related most directly to its impact on local people.
- 2.3.19 Paragraph 2.19 of MPS2 Annex 2 states that

*"Subject to a maximum of 55dB(A)  $L_{Aeq,1h}$  (free field), MPAs should aim to establish a noise limit at the noise-sensitive property that does not exceed the background level by more than 10dB(A). It is recognised, however, that this will in many circumstances, be difficult to achieve without imposing unreasonable burdens on the mineral operator. In such cases, the limit set should be as near that level as practicable during normal working hours (0700-1900) and should not exceed 55dB(A)  $L_{Aeq,1h}$  (free field)".*

**PPG24: 1994 "Planning and Noise"**

- 2.3.20 Noise can have a significant effect on the environment and on the quality of life enjoyed by individuals and communities. The aim of this guidance is: "to provide advice on how the planning system can be used to minimise the adverse impact of noise without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens of business."
- 2.3.21 The guidance provides advice on specifying noise limits and suggests that it may be appropriate to set either:
- a) an absolute limit based on the average level of noise which should not be exceeded in a specified time period;
  - b) a relative limit based on the permitted increase in noise level with respect to the background level.

**BS5228: Part 1: 1997 Noise and vibration control on construction and open sites**

- 2.3.22 The use of BS5228 provides guidance on the control of noise from construction and open sites and can be used to predict noise from any industrial activity. The specific details relevant to this proposal are provided in Section 5 of this report.



### **3 Existing Conditions**

#### **3.1 Site location and description**

3.1.1 The existing site is located to the east of the A171, south east of Whitby in North Yorkshire. Current activity within Whitby Waste Management Site includes the importation of various types of waste, crushing and screening, waste sorting in the existing recycling building and a green waste area.

#### **3.2 Potentially noise sensitive receptors**

3.2.1 Noise sensitive receptors are defined by the Environment Agency's Noise Guidance "Internal Guidance for the Regulation of Noise at Waste Management Facilities" (July 2002) and includes any area where "harm to human health", "detriment to the amenity" or "nuisance" could occur. These areas may include the following:

- Dwellings, including gardens
- Open spaces & parkland
- Schools
- Hospitals
- Commercial premises

3.2.2 A desk top study and subsequent site visit identified two potentially noise sensitive receptors as follows:

- St Peter's Court – north west of the site
- Pleasant Mount – west of the site.

3.2.3 Apart from these areas of housing there are no other sensitive receptors in the immediate vicinity.

#### **3.3 Baseline monitoring**

3.3.1 To establish the existing noise climate a monitoring exercise was carried out between approximately 07:30 and 15:30 on 10<sup>th</sup> July 2009. Measurements were undertaken at the two identified locations. The Noise Sensitive Receptors identified in the vicinity of the site are shown on Figure 1 overleaf.

3.3.2 Measurements were also carried out on site around the plant and equipment currently operating.

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Figure 1: Noise Monitoring Locations



3.3.3 The mean results obtained during the noise monitoring surveys are given in Table 1. The  $L_{Aeq}$  is the logarithmic average of the monitoring periods. The minimum and maximum levels are the absolute values recorded during all monitoring periods. For all other parameters the arithmetic average was calculated. Full details of the surveys are given in Appendix A.

Table 1: Existing Noise Levels

Noise monitoring location	Mean noise levels (dB)			
	$L_{Aeq}$	$L_{Amax}$	$L_{A10}$	$L_{A90}$
St Peters Court	47	68	49	42
Pleasant Mount	54	66	56	49

3.3.4 The surveys were carried out with QEM staff in attendance, therefore ensuring that the noise levels recorded were an accurate representation of the prevailing noise climate.

3.3.5 Monitoring was carried out when the weather conditions were within acceptable parameters as recommended in BS4142. During monitoring the weather was mainly cloudy with some sunny spells. There was no precipitation and the wind speed averaged 3m/s from the north west. The temperature ranged from 13 - 17°C over the full monitoring period.



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- 3.3.6 The survey is considered to have produced typical baseline noise levels for the area, in which current noise sources included A171 road traffic, activity in trading estate and high altitude aircraft. On the day of monitoring there was no contribution to the noise climate at the two locations from the existing site.

### 3.4 Acoustic terminology

- 3.4.1 Decibel (dB): The logarithmic measure of sound level. 0 dB is the threshold of normal hearing, 140 dB is the threshold of pain. A change of 1 dB is detectable only under laboratory conditions.
- 3.4.2 A - weighting: Normal hearing covers the frequency (pitch) range from about 20 Hz but sensitivity is greatest between about 500 Hz and 5,000 Hz. The "A - weighting" is an electrical circuit built into noise meters to mimic this characteristic of human hearing.
- 3.4.3 dB(A): Decibels measured on a sound level meter incorporating a frequency weighting (A - weighting) which differentiates between sounds of different frequency (pitch) in a similar way to the human ear. Measurements in dB(A) broadly agree with people's assessments of loudness. A change of 3 dB(A) is the minimum perceptible under normal conditions, and a change of 10 dB(A) corresponds roughly to doubling or halving the loudness of a sound.
- 3.4.4  $L_{Aeq,t}$ : The equivalent continuous sound level, the sound level of a steady sound having the same energy as a fluctuating sound over a specified measuring period (t). Used to describe many types of noise, and can be measured directly with an integrating sound level meter.
- 3.4.5  $L_{A90,t}$ : The "A - weighted" noise level exceeded for 90 per cent of the specified measurement period (t). In BS 4142, used to define background noise level.
- 3.4.6  $L_{A10,t}$ : The "A - weighted" noise level exceeded for 10 per cent of the specified measurement period (t). It gives an indication of the upper limit of fluctuating noise.

## 4 Potential Impacts of the Proposed Development

### 4.1 Road traffic noise

- 4.1.1 The standard calculation methodology for noise predictions from increased road traffic is based on the Technical Memorandum, "Calculation of Road Traffic Noise (CRTN), HMSO 1988". It states that changes as small as 1dB may be perceived negatively in the vicinity of the road way in question. Such a change in noise level can arise from a change in the traffic regime of approximately 25%.
- 4.1.2 The noise from the proposed lorries entering and leaving the site has been taken into account in the prediction model.

### 4.2 Mobile plant and vehicles on-site

- 4.2.1 BS5228: Part 1: 1997 "Noise and vibration control on construction and open sites" provides basic information and guidance concerning methods of predicting noise. In all cases, calculations have been carried out in accordance with the methodology contained in this British Standard.



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**Mobile Plant**

- 4.2.2 Sound power levels for the plant and equipment used at the existing site were noted from the plated machines currently in operation. Where this information was not available, noise levels were measured around the plant and a sound power level calculated. Measurements were also carried out when the screen and crusher was working and as the equipment works concurrently the sound power level for both items has been combined to give an overall SWL.
- 4.2.3 The sound power levels are given in Table 2.

**Table 2: Sound power levels of plant and equipment**

Item of Plant	No.	SWL dB(A)
Komatsu WA150 loading shovel	1	102
Erin Fingerscreen 165	1	107
Nordberg City Crusher	1	
Liebherr 312 Grab	1	102
Atlas wheeled excavator**	1	101
O & K MH5 crane**	1	102*
Road going lorries tipping	See Table 3	108

\* assumed to be equivalent to the Liebherr 312 grab  
 \*\* to be replaced by JCB JS145 tracked 360° excavator

- 4.2.4 The method for calculating the  $L_{Aeq}$  level at a noise sensitive receptor involves using the above sound power levels and applying typical percentage on-times and various allowances for distance, reflections and screening or soft ground attenuation.

*On-Time Correction*

- 4.2.5 Many of the individual operations considered during a prediction exercise do not operate at full power throughout the entire period under assessment. Applying an on-time correction results in an overall reduced noise emission from the activity. The on-time correction therefore gives an attenuation figure based on the percentage of time that an item of plant operates at full power during the period under consideration.
- 4.2.6 It is unlikely that any of the plant will operate at maximum power for 100% of the prediction period i.e. 60 minutes. However, to demonstrate that a worst case scenario has been considered all items of plant in this assessment are assumed to be operating at 100% on time.

*Distance correction*

- 4.2.7 As sound radiates from a source it is attenuated by distance. The attenuation for static plant, or plant moving over relatively small distances, for example a grab or loading shovel can be calculated using the following equation:

$$\text{Distance allowance } K = (20\log_{10}R) + 8 \quad \text{where } R > 25 \text{ metres}$$



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4.2.8 The calculation can be adapted to allow for directivity effect and for reflections within the site. However, for the purpose of this assessment the effect is ignored.

*Ground Cover Correction*

4.2.9 The type of ground between the noise source and the receiver can effect the propagation of sound. If the ground is considered to be acoustically "soft", for example surfaces which support vegetation, then the attenuation produced can be up to about 3dB(A) over distances of 100m.

4.2.10 The area between Whitby Waste Management Site and the surrounding noise sensitive locations is of an absorbent nature and includes fields and hedgerows.

4.2.11 Attenuation due to ground cover correction or ground absorption has been calculated using the Department of Transport and the Welsh Office "Calculation of Road Traffic Noise" (CRTN) (1998). The correction is progressive with distance and, in particular, affects reception points close to the ground.

*Barrier Attenuation*

4.2.12 A barrier placed between the source and the receiver can effectively reduce noise. A simple but straightforward and effective approach to calculating the effect of barriers is proposed in BS5228 which states that either a 5dB or 10dB reduction can be made depending on whether the receiver is partially or completely screened from the noise source.

4.2.13 It is recognised that there are other, more detailed, methods of calculating barrier attenuation. This methodology is detailed in the Calculation of Road Traffic Noise (CRTN), DOE 1988 Chart 9.

4.2.14 Attenuation due to ground absorption and barrier attenuation should not be added together as most of the noise reduced by soft ground will be intercepted by a barrier. To demonstrate a worst case scenario no consideration has been given to any barriers between the proposed activities and the receptors and only soft ground attenuation has been applied.

**Vehicle Movements**

4.2.15 For mobile items of plant that pass at intervals, such as wagons on the access road, it is possible to predict the noise level by taking into account the vehicle speed, the number of vehicle movements per hour, distance to the centre of the access road and angle of view to the receptors. The number of loads per day for each activity is given in Table 3 together with the average number per hour and speed.

Item of Plant	Activity	Avg no. of loads per day	Avg. per hour	Speed km/hr
Road going vehicles	Delivering waste	5	1	24
1 artic trailer	Transporting recycled material off site	1	1	24

4.2.16 Corrections are applied to the calculated level to allow for barrier attenuation, ground absorption and angle of view.



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*Angle of View*

- 4.2.17 At a noise sensitive receptor the noise contribution received from activity on the access road can be corrected to take into account the length of haul road that can be observed from the property. The angle subtended by the boundaries within which the haul road activity is taking place is known as the angle of view and is detailed in BS5228, D.3.5.2.
- 4.2.18 Noise levels due to vehicles using the site access road have been calculated. The results have been added to the predicted noise from the mobile plant on-site to give an overall resultant noise level at each receptor.

**5 Prediction Results**

**5.1 Operations considered**

- 5.1.1 The proposal is for the construction and use of a building for the recycling of co-mingled waste and the relocation of the crusher and screen in the northeast corner of the site.
- 5.1.2 The waste would be delivered in closed or covered vehicles. The equipment to be used in the building would include a 360° excavator and a loading shovel. These would also operate on the tarmaced surface in front of the roller shutter doors.

**5.2 Results**

- 5.2.1 Table 4 summarises the predicted highest noise levels from operations at Whitby Waste Management Site at the two identified noise sensitive receptors. These figures have been calculated by adding the noise levels from plant operating concurrently at the closest point to each receptor.
- 5.2.2 Although these levels will not prevail continuously during the operation of Whitby Waste Management Site, they are an accurate representation of potential worst-case noise levels.

**Table 4: Predicted Site Noise Levels**

Location	Predicted Noise Level dB L <sub>Aeq,1hr</sub>
St Peter's Court	44
Pleasant Mount	43

- 5.2.3 These are the levels that may be expected at the closest potentially noise sensitive receptors from noise produced by the proposed operations. No barrier correction has been applied to take into account activity whilst it is within the confines of the reception building. Noise levels are likely to be lower than those predicted when this is the case.
- 5.2.4 The predicted noise levels have been based on a worst-case situation assuming the following:
  - All potential operations are working together throughout the prediction period of one hour.
  - Activity has been assumed to be working at its closest point to each of the receptors.
  - No attenuation has been applied to noise levels produced by operations carried out inside the building.



**5.3 Discussion**

5.3.1 MPS2 Annex 2 states that the aim of developers should be for operations not to exceed the background noise levels ( $L_{A90}$ ) by more than 10dB(A), subject to a maximum of 55dB(A)  $L_{Aeq,1h}$  (free field). However, it is also recognised that in some situations, this may be difficult to achieve. The guidance under these circumstances is to work to a level as near to  $L_{A90} + 10dB(A)$  as is practical but should not exceed 55dB(A)  $L_{Aeq,1h}$  (free field).

5.3.2 The baseline noise levels in the area around Whitby Waste Management Site range between  $L_{A90}$  values of 42dB to 49dB. Table 5 compares the existing background noise level with the predicted site noise levels.

**Table 5: Comparison of Noise Levels**

Noise monitoring location	Measured $L_{A90}$ dB(A)	Predicted Site Noise Level $L_{Aeq,1hr}$ dB(A)	Difference
St Peter's Court	42	44	+2dB(A)
Pleasant Mount	49	43	-6dB(A)

5.3.3 The values in the table show that the worst case predicted site noise level at St Peter's Court is just 2dB(A) above the existing background noise climate. At Pleasant Mount the predicted site noise level is 6dB(A) below the existing background noise climate.

5.3.4 Predicted site noise levels also remain below the maximum recommended level of 55dB(A)  $L_{Aeq,1h}$  (free field) as detailed in MPS2.

**6 Impact Assessment**

**6.1 St Peter's Court**

6.1.1 Residential properties in St Peter's Court are the closest noise sensitive receptors to the north of Whitby Waste Management Site and are over 350m from the site boundary. As a result of this large separation distance, the predicted noise level from the proposed operations is not likely to exceed 44dB $L_{Aeq}$ . This is within the MPS2 recommended limit of 55dB $L_{Aeq,1hr}$ .

6.1.2 The background noise climate at this location is mainly influenced by road traffic on the A171 and other activity within the trading estate. The average measured background noise level was 42dB $L_{A90}$ .

6.1.3 The predicted worst case noise level is just 2dB(A) above the existing background noise and there is no likelihood of adverse impact on the prevailing noise climate as a result of the proposed activity at the waste recycling facility during operational daytime hours.

**6.2 Pleasant Mount**

6.2.1 The background noise climate at this location was influenced mainly by road traffic noise on the A171 and was measured to be 49dB $L_{A90}$ .

6.2.2 The predicted site noise level has been calculated to be 43dB $L_{Aeq,1hr}$ . Therefore the noise from the site is within the recommended consent limit of 55dB $L_{Aeq}$  and is 6dB(A) below the background noise climate during a worst case scenario when all plant is operating concurrently.



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## 7 Mitigation Measures

### 7.1 Screening

7.1.1 The degree of attenuation afforded by a barrier depends on the frequency of the noise, the increase in path distance and the effect on the line of sight of the source from the receptor. The use of barriers results in the loss of ground attenuation and this may sometimes result in disappointing reductions in noise levels as a result of barrier improvements.

7.1.2 There is a 2.4m high retaining wall proposed to the south of the proposed crushing and screening area. This may provide some attenuation to the noise levels produced from this area, particularly for dwellings in Pleasant Mount. However, In order to demonstrate that a worst case situation has been considered the predicted site noise levels do not include for any barrier attenuation.

### 7.2 Maintenance and site operational procedures

7.2.1 Wherever possible the emphasis on noise control should be upon good design, control at source by good operational practices, correct use and maintenance of plant and use of Best Practice to prevent or minimise emissions. Various measures will be undertaken to ensure that, during the working of the site, noise levels will be kept to a minimum.

- The day to day operations, including grab and loading shovels and wagons tipping will mainly take place within the confines of the waste recycling building.
- The integrity of the building will be maximised by ensuring that all potential areas for noise leakage are sealed.
- Permanent roadways will be hard surfaced where applicable.
- Road surfaces will be maintained to allow efficient use and minimise vehicle noise.
- Vehicle speeds to avoid body slap from empty lorries will be restricted.
- Directional noise sources will be pointed away from sensitive areas wherever possible.
- Working hours will be limited to 07:30 – 17:30 Monday to Friday and 07:30 – 13:00 on Saturdays. There will be no working on Sundays and only very occasionally on Bank Holidays.

7.2.2 Regular and effective maintenance by trained personnel may do much to reduce noise from machinery. Increases in plant noise are often indicative of future mechanical failure.

- Noise caused by friction can be reduced by proper lubrication.
- Drop heights will be reduced where practical.
- Efficient silencers will be fitted to all vehicles and plant
- All plant will be operated with doors and engine cowls in the closed position wherever practical.
- Revving of engines will be avoided.
- Lack of maintenance may lead to overheating, resulting in engine covers being left open.

### 7.3 Vehicle reversing alarms

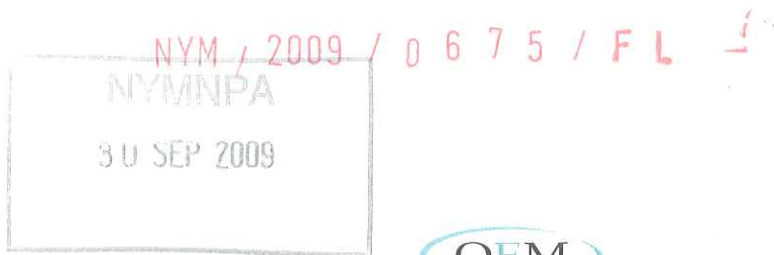
7.3.1 The predicted noise levels do not include any noise impacts from reversing alarms as the very short duration of the noise event means that they do not contribute to the overall measurable  $L_{Aeq}$  noise levels.



- 7.3.2 Due to their tonal quality, however, vehicle reversing alarms can give rise to complaints from nearby residents. These are required by the Health & Safety regulations for safety of the workforce and need to generate a certain level of noise to achieve this.
- 7.3.3 However, there are now more options for vehicle reversing alarms such as directional and adjustable systems, which can help minimise the noise impact at surrounding noise sensitive properties.
- 7.3.4 Consideration should be given to the fitment of either a broadband system or automatically variable reversing alarms. The variable alarm automatically adjusts to +5dB above the background level. The broadband sound reversing alarm is both directional and localised, concentrating the sound within the immediate danger zone, thereby reducing the potential for nuisance off site.

## 8 Summary & Conclusions

- 8.1.1 A survey of existing noise levels in the vicinity of Whitby Waste Management Site was undertaken on 9<sup>th</sup> July 2009. The results demonstrate that the noise climate at the nearest noise sensitive receptors to the site is affected by road traffic on the A171, high altitude aircraft and activity within the existing trading estate.
- 8.1.2 This assessment demonstrates that the noise levels predicted by the proposed activities during a worst case scenario are lower than the existing ambient noise climate at each location. It is therefore not likely that there will be any impact on the prevailing ambient noise levels.
- 8.1.3 The noise produced by the proposed activities does not exceed the measured background daytime noise levels at the nearest noise sensitive receptors at Pleasant Mount to the west. It is therefore not considered likely that complaints will arise from local residents as a result of activity during waste recycling at Whitby Waste Management Site.
- 8.1.4 At St Peter's Court to the northwest the predicted worst case site noise level is 2dB(A) above the existing background noise level. BS4142 indicates that complaints are of marginal significance at 5dB(A) above background. It is therefore unlikely that complaints would arise at this location as a result of noise from activity within Whitby Waste Management Site.
- 8.1.5 Noise levels at surrounding locations are likely to be lower for most of the time than those detailed in this report because the worst-case situation has been considered throughout the prediction exercise.
- 8.1.6 Predicted levels for the worst-case scenario at the noise sensitive dwellings are below the nominal acceptable daytime limit of 55dB<sub>L<sub>Aeq,1h</sub></sub> as detailed in paragraph 34 of MPS2 and the WHO guidelines. This level is likely to protect the majority of people from being seriously annoyed during the daytime.
- 8.1.7 To prevent or minimise noise nuisance, however, the use of Best Available Technique has been applied which essentially underpins good practice. The continued operation of Whitby Waste Management Site will comply with current Government guidelines on noise and is unlikely to give rise to complaints when assessed against the criteria detailed in BS4142 and will not have a significant impact on the noise climate at the nearest noise sensitive locations.



Yorwaste Ltd  
Whitby Waste Management Site  
Noise Assessment



## Appendix A: Noise Monitoring Results

**Date:** 10<sup>th</sup> July 2009  
**Weather:** 30% - 100% cloud cover  
Wind speed: 3 m/s  
Wind Direction: north west  
Temperature: 13 - 17° C

**Location:** St. Peters Court

Monitoring Period	Measured Noise Levels dB						General Observations
	L <sub>Aeq</sub>	L <sub>Amin</sub>	L <sub>Amax</sub>	L <sub>A10</sub>	L <sub>A50</sub>	L <sub>A90</sub>	
07:30 – 07:45	48.6	41.0	66.2	48.1	45.0	43.1	Seagulls and other birdsong throughout. Passing vehicles. Domestic noise from surrounding properties. Distant road traffic noise from A171. Local traffic. At 0911 some industrial noise from estate – whine /hum. High altitude aircraft. Levels at 1211 without crusher operating. Results at 1226 with crusher and screen operating. Children at school playground. Pedestrians passing. 1346 grass cutter nearby for 5 mins. Children playing in street.
07:45 – 08:00	50.8	41.3	64.1	53.2	46.0	43.3	
08:55 – 09:10	45.5	40.9	58.4	47.2	44.3	42.5	
09:10 – 09:25	46.0	41.2	59.3	47.6	44.6	43.0	
12:11 – 12:26	45.6	43.8	68.0	47.7	43.0	40.1	
12:26 – 12:41	46.3	39.7	59.9	49.2	44.0	41.8	
13:46 – 14:01	47.6	36.7	64.8	51.5	41.5	38.5	
14:01 – 14:16	46.2	37.0	59.9	49.6	41.7	38.6	
15:02 – 15:17	46.1	36.9	65.1	48.8	41.3	38.5	
<b>Mean/min/max</b>	47.3	36.7	68.0	49.2	43.4	41.6	

**Location:** Pleasant Mount

Monitoring Period	Measured Noise Levels dB						General Observations
	L <sub>Aeq</sub>	L <sub>Amin</sub>	L <sub>Amax</sub>	L <sub>A10</sub>	L <sub>A50</sub>	L <sub>A90</sub>	
08:15 – 08:30	54.7	46.7	65.6	57.3	53.6	49.9	Constant road traffic noise from the A171. Seagulls and other birdsong throughout. Some industrial noises from Trading Estate, including banging and whining. Domestic noise including radios/TV's and some gardening. Car and house doors banging. Local traffic, some passing close to monitoring location. High altitude aircraft. Wagons pulling out of industrial estate onto A171. Levels at 1248 with crusher and screen operating. Results at 1303 without. Children at school playing field.
08:30 – 08:45	55.4	48.3	65.5	57.8	54.2	51.2	
09:37 – 09:52	54.0	46.5	63.2	56.6	53.1	49.9	
09:52 – 10:07	53.8	45.7	64.3	56.1	52.6	49.4	
12:48 – 13:03	52.4	44.7	61.1	54.5	51.9	48.7	
13:03 – 13:18	52.6	43.7	61.4	55.0	51.7	48.9	
14:20 – 14:35	53.0	44.2	63.9	55.2	52.2	48.2	
14:35 – 14:50	53.5	42.5	64.3	56.0	52.3	47.2	
15:21 – 15:36	52.1	43.4	62.2	54.9	51.0	47.1	
<b>Mean/min/max</b>	53.6	42.5	65.6	55.9	52.5	48.9	





**PLANNING APPLICATION SUPPORTING STATEMENT**

**LAND AT THE MARCUS RICHARDSON TRANSFER STATION  
WHITBY, NORTH YORKSHIRE, YO22 4PU**

YORWASTE LTD

**TOWN AND COUNTRY PLANNING ACT 1990**

**PLANNING APPLICATION FOR EXTENSION OF  
EXISTING WASTE TRANSFER BUILDING, VEHICLE  
WASHING FACILITY AND CONSTRUCTION OF  
MATERIALS PROCESSING PAD**

Date: 30 September 2009



NYM / 2009 / 0 6 7 5 / FL



MARCUS RICHARDSON TRANSFER STATION  
WHITBY, NORTH YORKSHIRE, YO22 4PU

**TOWN AND COUNTRY PLANNING ACT 1990**

**PLANNING APPLICATION FOR EXTENSION OF EXISTING WASTE TRANSFER  
BUILDING, VEHICLE WASHING FACILITY AND CONSTRUCTION OF MATERIALS  
PROCESSING PAD**

Chris Jarvis BSc(Hons) PGDip MRTPI  
Jake Barnes-Gott BA(Hons) MA



**GLENKEMP**  
LANDSCAPE ■ ■ PLANNING  
EIA ■ ■ ECOLOGY

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## 1.0 INTRODUCTION

1.1 The applicant for this development operates the existing waste management site and is:-

Yorwaste Ltd  
Mount View  
Standard Way  
Northallerton  
North Yorkshire  
DL6 2YD

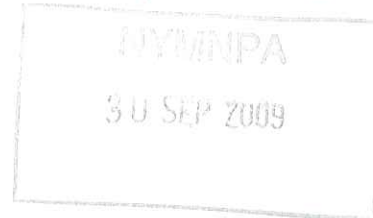
1.2 Yorwaste is the Local Authority Waste Disposal Company (LAWDC) for the North Yorkshire County and City of York areas. It is jointly owned by the County Council and the City of York Council but functions independently of them and is required to operate on a commercial basis. Other sites operated by Yorwaste are:

- Seamer Carr – serving the Scarborough area;
- Tancred – serving the North Yorkshire area;
- Harewood Whin – serving the York area;
- West Tanfield – recently closed and undergoing restoration;
- Caulklands - serving the Pickering area; and
- Skibeden Quarry – serving the Skipton area.

1.3 This planning application relates to the Whitby waste transfer station, operated by Yorwaste and formerly known as the Marcus Richardson Transfer Station. The facility serves Whitby and the surrounding area; providing secure employment for 15 local people. Planning permission for the erection of a waste transfer station was originally granted at the site in June 1995 (Planning Reference 40330192) and Yorwaste began operating the site in 2006.

1.4 As part of its waste strategy, Yorwaste is working closely with North Yorkshire County Council to provide a framework for the future management of waste in the form of a Regional Waste Strategy, the first draft of which has already been published. The Best Practicable Environmental Option (BPEO) for North Yorkshire requires the provision of local services, compliance with the proximity principle, and a high level of recycling, all of which form elements of this proposal.





- 1.5 Since the inception of the 1996 Landfill Tax Regulations, Yorwaste has been channelling landfill tax credits through Yorventure to fund a wide variety of community, educational, and research projects throughout North Yorkshire.

#### Purpose of the Application

- 1.6 This supporting statement and accompanying plans form part of the planning application, which seeks approval for a number of modifications to improve working practice at the application site; allowing the site to sort, transfer and recycle an increased amount of waste.

- 1.7 Specifically, the following is proposed:

- Small scale extension of existing waste transfer building;
- construction of vehicle washing facility;
- reconfigure hardstanding areas to provide suitable areas for the processing of inert materials and storage of green waste; and including construction of concrete pad
- vehicle access and working area.

- 1.8 The modifications to the arrangement of the site and waste management infrastructure are sought in order to improve operational efficiency by reconfiguring a currently congested and inefficiently organised site; discussed further in Section 3.

- 1.9 It is considered that the proposals would ultimately allow the site to realise its full potential and more effectively meet the waste management needs of Whitby and the surrounding area.

#### Format of the Application

- 1.10 Section 2 provides a detailed description of the site and its location, Section 3 provides details of the historic planning context of the site and Section 4 sets out in detail the proposed development. Section 5 provides an assessment of the proposal in terms of relevant adopted and emerging national, regional and local planning policy.

- 1.11 Section 6 draws together the foregoing sections, providing conclusions as to the acceptability of the development. A Design and Access Statement is provided at Appendix 1 of this report, it comprises a short report which seeks to illustrate the



process that has led to the development proposal, and to explain and justify the proposal in a structured way.

- 1.12 Appendix 2 comprises the results of a Noise Assessment undertaken at the site, setting out the findings of noise monitoring and predicting the likely impact on noise sensitive receptors of the proposed development. This report also describes appropriate mitigation measures to be included within the development proposals.
- 1.13 The following drawings also form part of the planning application:
- Drawing WHI-PL00-Y0901-001 - Existing Layout and Application Area
  - Drawing WHI-PL00-Y0901-002 - Proposed Layout and Application Area
  - Drawing WHI-PL00-Y0901-003 - Location Plans and Elevations
  - Drawing WHI-PL00-Y0901-004 - Existing Site and Drainage Layout
  - Drawing WHI-PL00-Y0901-005 - Proposed Drainage Layout
  - Drawing WHI-PL00-Y0901-006 - Proposed Site Cross Section

## 2.0 SITE LOCATION AND DESCRIPTION

### Site Location

- 2.1 The application site is located approximately 1.8km south west of the centre of Whitby, approximately 1.2km north west of Stainsacre and 400m to the north of Stainsacre Road (A171). Access to the site is gained by branching north east along Fairfield Way from the A171.
- 2.2 The site is centred on grid reference 490983, 509569; just within the boundary of the North York Moors National Park. The eastern boundary of the site comprises the boundary of the National Park.
- 2.3 The proposed developments forming this planning application are located wholly within the existing site.
- 2.4 A plan showing the application area and existing site layout can be seen at Drawing WHI-PL00-Y0901-001.



### Site Description

- 2.5 The application site has now been operating as a waste management facility for over a decade and extends to approximately 0.87 hectares. Activities carried out at the site comprise the recycling and transfer of municipal, skip, construction and demolition, and commercial and industrial wastes.
- 2.6 The facility presently consists of (see Drawing WHI-PL00-Y0901-001):
- Site office and workshop – located in southern section of site;
  - waste reception and transfer building – located in central section of the site to the north of the workshop (along eastern site boundary);
  - weighbridge and cabin - located centrally within the site immediately east of the transfer building;
  - outdoor crushing and screening area, and waste storage bays – located between the existing transfer building and workshop; and
  - skip and vehicle storage – located in the northern section of site beyond the transfer building and weighbridge.
- 2.7 The site is located within the Fairfield Business Park, an established industrial estate which provides a location for a number of industrial uses and to the west of the application site a new Civic Amenity Site. There is therefore significant built development and other waste management operations in the vicinity of the application site.
- 2.8 Land to the south of the application site is characterised by industrial units, some of considerably larger scale than the built development proposed by this application. The western boundary of the site is occupied by screen planting beyond which lies a Highways Depot currently undergoing construction and beyond that the built up areas to the south east of Whitby.
- 2.9 The land to the north and east of the site can be described as relatively open agricultural land, (described by the North York Moors Landscape Character Assessment 2003 as Coastal Hinterland). Occupied by a sparse scattering of agricultural dwellings and trees, before meeting the east coast approximately 1.5km to the north east.
- 2.10 There are no known public rights of way running through the application site and the closest residential properties are located approximately 350m (Pleasant Mount) and



400m (St Peter's Road) to the north-west and south-west of the application site respectively.

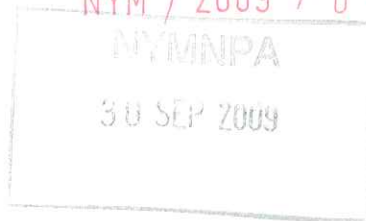
### 3.0 PLANNING HISTORY

#### Introduction

3.1 The information set out below is the extent of known planning history for the application site. These details have been obtained from the online planning register held by North York Moors National Park Authority ([www.northyorkmoors.org.uk](http://www.northyorkmoors.org.uk)).

Table 1 – Planning History

Planning Application Reference	Nature of Proposal	Decision	Date of Decision
NYM/2007/0921/NEW	Siting of a single site cabin for use as office accommodation.	Withdrawn	14 August 2008
NYM/2006/0503/FL	Installation of a weighbridge and cabin.	Approved	11 August 2006
NYM/2006/0355/FL	Extension to curtilage of operation area.	Approved	18 July 2006
NYM/2005/0476/FL	Variation of condition 3 of planning permission NYM/2004/0617/FL for change of hours of operation.	Approved	01 December 2005
NYM/2004/0617/FL	Construction of a waste transfer building.	Approved	17 November 2004
40330192C	Extension of the operating area.	Approved	25 October 2002
40330192B	Erection of office to serve waste transfer station.	Approved	05 July 2002
40330192A	Erection of concrete bays for storage of soil and hard core.	Approved	12 January 2000
40330192	Erection of waste transfer station.	Approved	12 June 1995



## 4.0 PROPOSED DEVELOPMENT

### Introduction

- 4.1 This Section sets out the details of the proposed development including proposed environmental controls to ensure that potential impacts on known interests of acknowledged importance are minimised.
- 4.2 For the avoidance of doubt; all environmental controls imposed through existing planning permissions and the Waste Management Licence applicable to the existing waste management facility would remain in place.
- 4.3 The proposed development is intended to provide improved facilities to enable the more efficient and increased processing of the waste arising from Whitby and the surrounding area. It is not intended that the proposals would significantly alter the types of material managed at the site or the processes undertaken; these are controlled by the Environment Agency through the Pollution Control Regime.
- 4.4 However, the altered arrangements at the site would enable the throughput of waste to be increased. There are currently no planning restrictions on the amount of waste that can be managed at the site. However the existing Waste Management Licence restricts waste throughputs to 22,050 tonnes of waste per year.
- 4.5 The proposed development and rearrangement of working practices would allow the following waste amounts to be managed at the site:
- 23,000 tpa bulking and transfer of household 'black bag' waste and undertaken within the existing transfer building
  - 2,500 tpa bulking and transfer of co-mingled waste (paper, plastic etc) and undertaken within the proposed extension
  - 20,000 tpa processing mixed construction and demolition (inert) waste on the proposed new concrete pad.
  - 1200 tpa storage and transfer only of green wastes
- 4.6 All these waste types are currently managed at the site and there would be only a small increase in the throughput of 'black bag' waste, co-mingled waste and green waste. There would however be a significant increase in the amount of construction and demolition waste managed at the site. It should be noted though that this capacity is sought to enable the anticipated arisings of Construction and Demolition Waste in the area to be managed. The absence of the capacity at the application site



means that the material would either have to be hauled to other facilities more remote from Whitby or planning permission granted for additional facilities in the area. Impacts from noise in respect of the proposed operations are dealt with in detail at Appendix 2 of this statement, potential traffic implications are also addressed below.

- 4.7 The increase in waste throughput at the site would therefore amount to approximately 24,650 tonnes per annum and provide for a total throughput at the site of 46,700 tonnes per year. All this waste arises from municipal and commercial sources within Whitby and the surrounding area.
- 4.8 The proposed increase in throughput will enable waste material to be sorted and bulked up prior to being transferred to other recycling and re-processing facilities, thereby contributing significantly to diverting waste from landfill and enabling the local Waste Collection Authority (Scarborough Borough Council) and Waste Disposal Authority (North Yorkshire County Council) to avoid the financial burdens of Landfill Tax and potential penalties arising from the Landfill Directive and Landfill Allowance Trading Scheme.

#### Description and Purpose of Development

- 4.9 This planning application seeks approval of the following elements:

##### **1) Extension of Existing Waste Transfer Building**

- 4.10 The proposed extension would adjoin the southern elevation of the existing transfer building; located adjacent to the eastern site boundary (see Drawing WHI-PL00-Y0901-002A). This area of the site is currently occupied by waste storage bays and crushing and screening plant; all of which would be relocated to other areas of the site (discussed below).
- 4.11 The proposed development would provide a separate enclosed area with a footprint of approximately 224m<sup>2</sup>. The extension would be set back 6m from the existing transfer building; providing for the separate sorting and recovery of an additional 2500 tonnes per annum (tpa) of dry recyclables (paper, cardboard, cans and bottles).
- 4.12 The majority of the waste material managed within the proposed building would arise from contracts with local authorities for managing municipal waste with the remainder coming from commercial and industrial sources. Material accepted in the building would be sorted and bulked up utilising a 360<sup>0</sup> excavator prior to its transfer away from the site.
- 4.13 The extension would be constructed in the context of the existing waste transfer building:



- Matching materials and colour (grey steel cladding);
- aligned roof ridge height (approximately 11.4m);
- western elevation incorporating 2x 8m high by 4.5m wide roller shutter doors for vehicle access and a smaller pedestrian door in between (see Drawing WHI-PL00-Y0901-003); and
- flood lighting at western and southern elevations; angled downwards to combat light pollution.

4.14 The principal purpose of the development would be to ensure dry recyclables are kept separate from other putrescible materials managed at the site, preventing the dry recyclables from mingling with these other wastes and therefore aiding recycling. This dry recyclable material would broadly comprise paper, cardboard and plastics that have already been separated by local residents as part of their kerbside collections.

4.15 It is therefore imperative that, with residents having gone to the effort of sorting their own wastes, the nature of that recyclable material is not then compromised through operations at the transfer station. The proposed extension will ensure that the dry recyclable materials can be properly sorted and transferred to other appropriate waste processing facilities and as much value can be obtained from the recyclable material as possible.

## 2) Vehicle Washing Facility

4.16 There are currently no appropriate facilities located on the site to aid with the cleaning of vehicles. It is therefore proposed to construct a facility to deal with the increased vehicle movements associated with proposals.

4.17 The facility would provide for the washdown of approximately 5 vehicles per day, allowing vehicles to be thoroughly cleaned before entering onto the public highway. The purpose built facility would also help to deal with the increased amount of vehicle movements associated with proposals.

4.18 The proposed washdown facility would be located between the existing work shop and proposed transfer building extension and would comprise a concrete pad measuring approximately 14m x 6m. Drainage of the washdown area would be via an interceptor, as shown on Drawing WHI-PL00-Y0901-005.



### 3) Materials Processing Pad

- 4.19 To make way for the proposed extension of the existing transfer building and vehicle washing facility (as described above) it would be necessary to relocate the existing crusher and screening plant from its current location. It would also be necessary to relocate the small existing green waste storage bay.
- 4.20 It is proposed to provide a concrete surface measuring approximately 144m<sup>2</sup> in the north western part of the site and as shown on Drawing WHI-PL00-Y0901-002A. On completion of the construction of the concrete pad, existing crushing and screening operations would be relocated to this area.
- 4.21 Relocating operations would also work to alleviate congestion currently experienced around the existing waste transfer building; providing for a significant improvement to the lay out of the site. The proposed infrastructure (hardstanding) would provide significant additional space for crushing and screening operations; allowing the application site to handle and recycle an increased amount of construction and demolition waste thereby maximising the amount of value recovered from that particular waste stream...
- 4.22 Specifically, the relocated operations would provide sufficient capacity to easily and effectively enable the management of approximately 20,000 tpa of construction and demolition waste at the site. Furthermore, the relocated green waste storage bay would provide sufficient capacity to enable 1200 tonnes of green waste to be managed at the site per year. These changes in infrastructure and site arrangement would enable a greater degree of storage, sorting and processing of these waste types and contribute to ensuring that they were diverted from landfill.
- 4.23 The area would incorporate ancillary spot lighting; directed downwards onto the pad to reduce risk of light pollution. The lighting would be to the same specification as spot lighting used throughout the wider site.
- 4.24 Palisade fencing to a height of 2m and litter netting to a height of 4m (attached to palisade fence) would also be constructed along the north, east and western boundaries of the area to replace existing fencing (see Drawing WHI-PL00-Y0901-002A). This is a measure adopted to contain operations undertaken on the proposed material processing pad. The existing wooden fence is 1m in height and reflects the agricultural nature of land immediately adjacent to the boundary. It is not sufficient to adequately prevent the potential dispersal of waste materials beyond the site boundary.





#### 4) Vehicle Access and Working Area

- 4.25 Located in the north eastern section of the site immediately to the east of the proposed materials processing pad. The proposed development would provide a levelled area of compacted tarmac planings; measuring approximately 630m<sup>2</sup> (see Drawing WHI-PL00-Y0901-001).
- 4.26 The ground in this area of the site currently comprises uneven, compacted soil and rubble, which slopes steeply to the east towards a beck running along the application site boundary. This is an area that has had the benefit of planning permission for the disposal of inert wastes to provide a flat working area.
- 4.27 The area is currently utilised for skip and vehicle storage, however due to the steeply sloping nature of the landform; the operational area is restricted. Subsequently, stored vehicles are tightly compacted and are encroaching upon other areas of the site; further adding to congestion around the existing waste transfer building. Additionally, in wetter periods the ground can become boggy as a result of vehicles travelling across the area.
- 4.28 Works associated with the proposal would re-grade the sheer slope to the east; providing an extended, levelled surface area upon which tarmac planings would be laid. The purpose of the proposed development would be to:
- Create a levelled westerly access to the materials processing pad; creating improved access to cope with the proposed increase in accepted waste;
  - providing a hardstanding to be utilised by waste delivery vehicles;
  - preventing the ground from becoming cut up in wetter periods;
  - provide an increased area for skip and vehicle storage; allowing storage to be better organised and less densely compacted; and
  - create a vehicle turning area in the northern section of the site.
- 4.29 For information, it is anticipated that the large number of skips, plant and vehicles currently concentrated in this area of the site would be reorganised and some of those items would be removed from the application site; further alleviating congestion and reducing pressure on other areas of the site.
- 4.30 Further associated works would provide for a small screen bund and 2-3m screen planting along the western and northern boundary of the area (see Drawing WHI-PL00-Y0901-006). The screen bund and planting would provide noise, dust, litter and



visual impact management; discussed in more detail later in this section under environmental mitigation.

#### **Site Preparation**

4.31 Where necessary any subsoils and topsoils would first be stripped utilising a 360° excavator or similar machine available on site. Excavated quantities of topsoil and subsoil would be used to re-grade the steeply sloping landform in the north eastern section of the site in preparation for the proposed vehicle access and working area discussed above. Any additional inert re-grading material would be sourced from construction and demolition waste brought onto the site as part of existing waste management operations.

4.32 There are no trees or shrubs located within the boundary of the application site and there will therefore be no need to remove any trees or shrubs prior to the commencement of site construction operations. When the above site preparation works have been carried out and the site inspected construction operations would commence.

#### **Operating Hours**

4.33 Operational hours for the Transfer Station would remain as existing, these being:

- 08.00 - 18.00 Monday to Friday
- 08.00 – 12.00 Saturday
- No Working Sunday or Bank Holidays without the prior written approval of the Planning Authority

#### **Traffic**

4.34 It is acknowledged that the proposals would give rise to an increase in the total tonnage of wastes managed at the site. The increase, in the order of 24,650 tonnes per annum, would in turn give rise to increases in the number of vehicles visiting the site on a daily basis. It is likely that the increase in material would be delivered to the site by differing types of vehicle. Including articulated lorries, fixed 3-axle wagons, rear end loaders and pickups.

4.35 Assuming an average load of 10 tonnes, the proposed increase in the amount of waste managed would, on average, give rise to 8-9 additional deliveries per day (less than one per hour over the working day). Sorted and bulked material would then be required to be removed from the site. This would be undertaken utilising articulated



lorries and would, on average, give rise to an additional 2-3 vehicles removing material from the site on a daily basis.

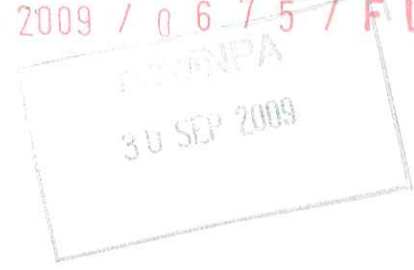
- 4.36 All vehicle loads would be sheeted or suitably enclosed and the proposed vehicle washing facility would ensure all vehicles leaving the site would be thoroughly cleaned to prevent mud and other debris from being carried onto the public highway.
- 4.37 It is not proposed to construct any new access onto the A171, which is considered of a suitable standard given the industrial nature of the area. Traffic associated with the proposed developments would use the existing access in its present form. This would be kept clear of obstructions and free of materials which have the potential to spread onto the public highway. Care would be taken to ensure that the use of the access by other parties was not prejudiced in any way.
- 4.38 All traffic associated with the development would approach the main site access directly from the A171 via Fairfield Way, which is considered to be of a suitable standard to accommodate the type and numbers of vehicles proposed. All vehicles would enter and exit the public highway in a forward facing direction, as vehicle turning is possible within the site.
- 4.39 The majority of the vehicles using the site would be operated by Yorwaste who operate a code of conduct for drivers; encouraging safe and considerate driving.

#### **Waste Reception**

- 4.40 All vehicles delivering waste would first stop at the main weighbridge and waste reception area. Here their loads would be weighed, waste transfer notes exchanged and all other documentation completed.
- 4.41 Following the completion of necessary formalities at the weighbridge, drivers would be directed to the appropriate waste processing area via the existing internal access way running through the middle of the site. The loads would then be discharged and processed. For example, construction and demolition waste would be discharged from delivery vehicles directly onto the materials processing pad where it would be crushed and screened, to then be temporarily held in the storage before being transported off site by articulated lorry.

#### **Surface Water Management**

- 4.42 No part of the proposed developments would take place within an area subject to flooding as defined by Environment Agency published flood maps. It is however necessary to provide appropriate surface water drainage for the proposals for pollution control purposes.



4.43 Proposed surface water drainage measures are discussed below. The measures would direct surface water into the existing site drainage system (see Drawing WHI-PL00-Y0901-005):

- Extension to Existing Transfer Building – guttering around the roof would collect any run off.
- Vehicle Washing Facility – the concrete hardstanding would incorporate a central drainage channel.
- Materials Processing Pad / Vehicle Access and Working Area – the hardstandings would drain into a stone soakaway trench.

4.44 As the proposed developments are contained wholly within the existing site, there will be no significant impacts upon the drainage of adjoining land.

**Environmental Controls and Mitigation**

**Landscape**

4.45 The proposed transfer building extension and vehicle washing facility form minor additions to an area of the site already occupied by structures of a larger scale. It is considered that they would therefore be in the context of this area of the site and would not contribute to any significant additional landscape impact.

4.46 The main potential impact is considered to be the proposed developments in the northern section of the site. As the proposed relocation of the crushing and screening plant and other proposals, without appropriate landscaping, could give rise to impacts upon the local landscape.

4.47 It is therefore proposed to establish 2-3m of screen planting and screen bunding to the west and north of the proposed developments around the proposed pad and as shown on Drawing WHI-PL00-Y0901-006. This screen planting and bunding would work to effectively screen the proposed processing area and associated mobile plant from view.

**Noise**

4.48 It is acknowledged by the applicant that the relocation of the crushing and screening operations and increased processing of construction of construction and demolition waste has the potential to give rise to impacts from noise. Accompanying this planning application is a Noise Assessment Report setting out the results of noise

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monitoring undertaken at the application site to establish potential impacts from noise. The report is provided at Appendix 2 of this statement.

- 4.49 The noise monitoring measured the existing background noise levels at the nearest potentially noise sensitive receptors to the application site, which were residential properties along Pleasant Mount and St Peter's Court. The background noise levels at the receptors were then compared to anticipated noise levels generated by the proposed developments at the application site.
- 4.50 The residential properties at St Peter's Court are the closest noise sensitive receptors to the application site; approximately 350m from the site boundary. Noise monitoring indicated that the noise climate at this location was mainly influenced by road traffic on the A171 and other activity within the Fairfield Business Park; the average measured background noise level was 42dB. In addition, noise monitoring indicated that the predicted worst case noise levels, resulting from the proposed developments, at this location was not likely to exceed 44dB. The predicted worst case noise level is therefore 2dB above the existing background noise. BS4142 identifies that increases in noise of less than 3dB would not be perceptible.
- 4.51 At Pleasant Mount the background noise climate was again influenced mainly by road traffic noise on the A171 and was measured to be 49dB. The predicted site worst case noise level from the application site was calculated to be 43dB. Therefore the predicted noise level from the site is actually 6dB below the background noise climate during a worst case scenario when all plant is operating concurrently.
- 4.52 Given the results of the noise monitoring undertaken at the nearest noise sensitive properties, it is considered that proposals would **not** give rise to significant impacts upon residential amenity as a result of the generation of noise. The proposed developments comprise small-scale reconfigurations of the existing waste management facility and would operate in accordance with existing site practice and the requirements of previous grants of planning permission and approvals granted by the Pollution Control Authorities.
- 4.53 Nevertheless, specific details of the means of controlling potential noise impacts are addressed below.
- 4.54 When the site is operational, the Site Manager would be responsible for ensuring that noise levels are kept as low as practicable, this would involve:
- Ensuring that all on-site equipment are maintained in good operating condition with all noise suppressive measures in place;

- checking that all incoming vehicles and plant brought to the site on a contract basis are suitably noise suppressed;
- ensuring that working practises are put in place that minimise noise generation; these would include the positioning of directional noise sources pointing away from sensitive receptors and the reduction of vehicle speeds on internal roads to minimise body slap noise;
- ensuring that vehicles and mobile plant operating on the site are fitted with low-noise reversing alarms such as directional or automatically variable alarms;
- ensuring that site roads are maintained free of debris which may cause vehicle shake; and
- responding to all complaints from members of the public.

4.55 In addition, crushing and screening operations would not take place continuously throughout the working day, hours of operation at the site are restricted to 0800-1800 on weekdays. It is proposed that crushing and screening operations would not commence until 0900 hours and for a maximum of six hours in any one day.

#### **Odour**

4.56 The potential for odour from the proposed and current operations at the application site is low. The site operates as a transfer station and by the very nature of operations; wastes are not stored at the site for prolonged periods of time. Rather wastes are brought onto the site to be processed and sorted, and swiftly bulk transferred, via articulated lorry, for further processing or disposal. This minimises the potential for anaerobic conditions (and therefore odours) to develop.

4.57 Furthermore, it is proposed to process potentially odour generating materials (such as black bag waste) within the existing building. This will further reduce the potential for odours to be generated.

4.58 In the unlikely event of an odour problem arising the Site Manager would take immediate steps to identify the cause of the odour and eliminate the source from the site.

#### **Dust**

4.59 The main potential source of dust is likely to be from proposed relocated crushing and screening operations. The following dust suppression measures would therefore be implemented:



- weather conditions monitoring undertaken together with routine daily inspections by the Site Manager; emphasis on anticipating potential dust hazards rather than waiting for them to arise before taking action;
- crushing and screening plant fitted with dust filters;
- water sprays made available to dampen any discharged / processed material; and
- processing area contained / partially protected from wind by proposed fencing, netting and screen planting.

4.60 The other potential source of dust would be from the passage of vehicles along the internal access roads and out onto the public highway, and across the proposed vehicle access and working area. This could result in fugitive dust if areas within the application site to be utilised by vehicles are not maintained free of mud and debris:

- The Site Manager would be responsible for maintaining the full length of the access road, proposed vehicle access and working area, and the materials processing pad in a clean condition using sweepers and water bowsers as necessary to clean the areas and prevent dust from arising;
- water sprays would be available to treat any loads being discharged onto the concrete pads should this be necessary;
- the proposed vehicle washing facility would work to wash down vehicles and reduce the spreading of dust; and
- all vehicles entering onto the public highway would be sheeted or suitably enclosed.

#### **Vermin**

4.61 The applicant already operates a vermin control regime at the site. This regime would remain in place (this application does not seek to extend the area of operations) and provides for regular inspections of the site, with additional visits when site operatives detect a potential problem with vermin.

4.62 Any sign of insect infestation would be dealt with by the use of an appropriate insecticide; rodents would be controlled through the use of specialist contractors. These matters are also controlled through the Environmental Permit. Again the Site Manager would be responsible for ensuring that the site is free of concentrations of vermin.



**Litter**

- 4.63 Materials associated with the proposed extension and existing waste transfer building liable to windblow, such as paper, would be contained within the enclosed environment of the buildings, which as discussed above are kept closed except to allow for vehicle access.
- 4.64 As part of this application, the applicant is proposing to replace the existing, inadequate, boundary fence with a palisade fence and litter nets. The provision of litter netting around the boundary would minimise the potential for windblown litter to escape beyond the boundary of the site.
- 4.65 In addition, as part of his daily monitoring duties the Site Manager would be responsible for checking that any windblown waste was collected on a daily basis and confined within a closed skip. No windblown waste would be allowed to accumulate in nearby hedgerows or trees.
- 4.66 When exported off-site, waste would be contained within sheeted or contained vehicles to ensure that no material was deposited upon the public highway.

**5.0 PLANNING POLICY AND ASSESSMENT**

**Introduction**

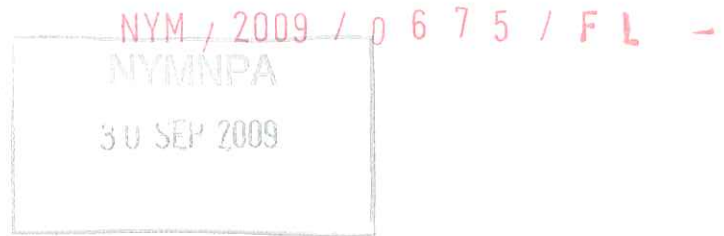
- 5.1 This section considers the proposal described in Section 5 of this statement against the provisions of relevant planning policy and legislation. It identifies relevant national, regional and local planning policy and considers the proposal in this context.

**National Policy**

**Planning Policy Statement 10 – Planning for Sustainable Waste Management – Adopted 2005**

- 5.2 Planning Policy Statement 10 (PPS10) provides national planning guidance on sustainable waste management and forms a material consideration in the determination of planning applications.
- 5.3 Annex E of PPS10 sets out those matters that should be taken into consideration when testing the suitability of sites for waste management activities. In a broad sense, the suitability of the site for waste management activities has already been established through the grant of planning permission for the various waste management operations currently conducted on the site.





5.4 It has also been taken into consideration that the application site is located within the North York Moors National Park, which has been confirmed by the Government as having the highest status of protection in relation to landscape and scenic beauty.

5.5 PPS10 notes the following with regards to visual intrusion and the protection of nationally important landscapes:

*“Considerations will include (i) the setting of the proposed location and the potential for design-led solutions to produce acceptable development; (ii) the need to protect landscapes of national importance (National Parks, Areas of Outstanding Natural Beauty and Heritage Coasts).”*

5.6 Despite the location within the National Park Boundary (and it should be noted that the boundary of the application site coincides with the boundary of the National Park), the application site is compliant with the locational requirements of PPS10, being an operational waste management facility within an established industrial estate.

5.7 The proposals do not seek to increase the size of the application site, rather seeking to re-organise the site and provide additional waste management infrastructure to achieve a more efficient and productive waste management facility.

5.8 On this basis, the proposals are considered consistent with the general locational criteria set out in national policy.

**Planning Policy Statement 7 – Sustainable Development in Rural Areas – Adopted 2004**

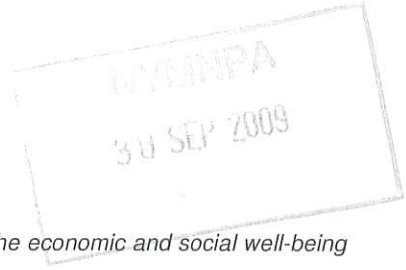
5.9 Planning Policy Statement 7 (PPS7) sets out national planning policy applying to rural areas, including country towns and villages and the wider, largely undeveloped countryside up to the fringes of larger urban areas. The application site is situated in such an area.

5.10 Paragraph 21 of PPS7 deals with nationally designated areas, such as National Parks, stipulating that:

*“The conservation of the natural beauty of the landscape and countryside (in National Parks) should be given great weight in planning policies and development control decisions”*

5.11 However, paragraph 21 later states that:

*“As well as reflecting these priorities (conservation of natural beauty), planning policies in LDDs and where appropriate, RSS, should also support suitably located*



*and designed development necessary to facilitate the economic and social well-being of these designated areas and their communities"*

- 5.12 All communities generate waste and PPS10 seeks to ensure that waste is managed as close to its source of arising as possible. It is therefore clear that the management of waste is an essential component of any sustainable community, including (on a limited scale) within National Parks. The existing and proposed operations are located in close proximity to the source of waste arisings (Whitby and surrounding rural areas) and a proportion of waste managed at the site arises within the National Park. It is therefore considered that the proposed development compliments the existing infrastructure which is necessary to ensure the effective management of waste in the area.
- 5.13 Furthermore, the waste management facility provides secure employment for 15 local people.

**Regional Policy**

**Yorkshire and Humber Plan - Regional Spatial Strategy - Adopted 2008**

- 5.14 The Regional Spatial Strategy (RSS) was published in May 2008 and sets out policies in relation to the development of land within the region; guiding development over the next 15 to 20 years by providing a broad and long term strategy. The document does not make site-specific allocations of land for development, as this is the remit of local planning policy.
- 5.15 Policy ENV12 notes the following with regards to regional waste management objectives:
  - "Local authorities should support the urgent provision of a combination of facilities and other waste management initiatives which best meets environmental, social and economic needs for their areas based on the following principles:*
    1. *Moving the management of all waste streams up the waste hierarchy*
    2. *Achieving all statutory waste management performance targets during the Plan period*
    3. *Managing waste at the nearest appropriate location, where necessary by seeking agreement with neighbouring authorities"*
- 5.16 It is considered that the proposals comply with Policy ENV12 by virtue of creating a better organised and more efficient waste management facility able to handle, recycle



and transfer a significant increase in waste material. Allowing the site to more effectively move waste, sourced from Whitby and the surrounding area, up the waste hierarchy.

5.17 The proposals make a significant contribution to meeting regional waste management targets. Table 10.4 of the RSS sets out such targets; noting that the North Yorkshire sub-region, in which the site is situated, is required to provide:

- 864,000 tonnes of additional waste management capacity to manage municipal and commercial waste in 2010;
- 1,554,000 tonnes in 2015; and
- 1,069,000 tonnes in 2021.

5.18 There is therefore a clearly emphasised need to meet statutory waste management targets in the very near future.

5.19 The proposals would allow the application site to more effectively manage the waste already accepted at the site. Whilst also managing an additional 24,650 tpa of construction and demolition waste (20,000 tonnes), dry recyclables (2500 tonnes), municipal 'black bag' waste (950 tonnes) and green waste (1200 tonnes); from municipal and commercial sources. Whilst these increases in throughput are considered to be small scale in nature, they do contribute to the identified additional capacity needs for waste infrastructure in the sub-region.

5.20 Policy ENV14 identifies the types of location that would be suitable for waste management activities:

*"The following principles should be considered in designating specific sites or areas where criteria based approaches will apply:*

- A** *Waste should be managed on the site where it arises, or if not possible at the nearest appropriate location. Major sources of waste arising in rural areas should be treated locally, unless specialised facilities are required.*
- C** *Facilities should be located in accordance with the Core Approach and the proposed distribution of housing and economic growth.*
- E** *In all areas, identification of sites for facilities should also take account of the following priority order:*

1. *Established and proposed industrial sites which have potential for the location of waste management facilities and the co-location of*



*complementary activities, such as “resource recovery” or “sustainable growth” parks*

*2. Previously developed land, including mineral extraction and landfill sites during their period of operation for the location of related waste treatment activities in sustainable locations*

*3. Redundant farm buildings and their curtilages*

5.21 The application site complies with the requirements of Policy ENV14 as it comprises an existing waste management facility located within an established industrial location. It is therefore considered that proposals would not significantly impact upon the potentially sensitive environment within the North York Moors National Park. Furthermore, the proposals would help the site to more effectively manage waste arising from the relatively rural area surrounding the site.

5.22 Policy RR1 of the RSS deals with the Remoter Rural Sub Area of the Yorkshire and Humber Region, which contains the North York Moors National Park and various other designated areas.

5.23 Point B of the Policy RR1 deals with economic development, stating that planning strategies and decisions should:

*“1) Foster economic diversification which does not damage the sub area’s built and natural features.*

*2) Encourage creative, diverse and low impact enterprises which provide employment opportunities and contribute to meeting local needs.”*

#### Local Policy

##### **North York Moors National Park Authority - Local Development Framework – Core Strategy and Development Policies – Adopted 2008**

5.24 The Core Strategy and Development Policies document was adopted in November 2008, superseding the saved policies in the North York Moors Local Plan 2003. This is a key development plan document (DPD), which forms a significant part of the North York Moors Local Development Framework.

5.25 Paragraph 8.5 of the document supporting text, states the following with regards to the Whitby (Fairfield) Business Park:

*“Approximately half of the Whitby Business Park lies within the Park boundary. Although development of this scale is not usually acceptable within the Park, due to*

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*its position on the edge of Whitby and because of a historical commitment to the site an exception is considered justified."*

5.26 The application site is situated in an area of the business park within the North York Moors National Park; however the above statement provides precedent for the proposed developments. It is considered that proposals are in an acceptable location and that they comply with local planning policy discussed below.

5.27 This DPD includes both Core and Development Policies to take forward the vision, objectives and spatial strategy for the North York Moors National Park. The policies constitute an overall approach to future development of land within the Park.

5.28 Core Policy C deals with the natural environment, biodiversity and geological assets:

*"Core Policy C: Natural Environment, Biodiversity and Geodiversity*

*The quality and diversity of the natural environment of the North York Moors National Park will be conserved and enhanced. Conditions for biodiversity will be maintained and improved and important geodiversity assets will be protected. Protected sites and species will be afforded the highest level of protection with priority also given to local aims and targets for the natural environment.*

*All developments, projects and activities will be expected to:*

- *Provide an appropriate level of protection to legally protected sites and species.*
- *Maintain, and where appropriate enhance, conditions for priority habitats and species identified in the North York Moors Local Biodiversity Action Plan.*
- *Maintain and where appropriate enhance recognised geodiversity assets.*
- *Maintain and where appropriate enhance other sites, features, species or networks of ecological or geological interest and provide for the appropriate management of these.*
- *Maximise opportunities for enhancement of ecological or geological assets, particularly in line with the North York Moors Local Biodiversity Action Plan, Tees Valley and North East Yorkshire Geodiversity Action Plans and the regional Habitat Enhancement Areas.*
- *Mitigate against any necessary impacts through appropriate habitat creation, restoration or enhancement on site or elsewhere."*

- 5.29 The proposed developments would provide for reorganisations and infrastructure provision within an existing waste management facility. It is acknowledged that the proposals would lead to an increase in the amount (although not the types) of waste managed at the site.
- 5.30 The surrounding area, however, consists of a long established industrial estate with built development of a significantly larger scale than that proposed; comprising of factories, transport firms and other waste management operations.
- 5.31 It is considered that the value of the application site and the surrounding area, in terms of ecology and nature conservation, are severely restricted by their previously developed nature and general location. Development of the site as proposed would not significantly impact upon locally, nationally or internationally designated sites within the vicinity of the application site.
- 5.32 Development Policy 1 deals with wider environmental protection:
- To conserve and enhance the special qualities of the North York Moors National Park, development will only be permitted where:*
- *It will not have an unacceptable adverse impact on surface and ground water, soil, air quality and agricultural land.*
  - *It will not generate unacceptable levels of noise, vibration, activity or light pollution.*
  - *There will be no adverse effects arising from sources of pollution which would impact on the health, safety and amenity of the public and users of the development.*
  - *There is or will be sufficient infrastructure capacity to accommodate the demand generated by the development."*
- 5.33 The proposed development provides for alterations and extensions on previously developed land within an existing waste management facility. The long established industrial nature of the area ensures that infrastructure in the vicinity of the site is of a suitable standard and capacity to accommodate proposals.
- 5.34 Results of noise assessment carried out in respect of the proposals demonstrate that the proposed development and activities would not give rise to significant impacts upon residential amenity as a result of noise. Furthermore, the existing site management practices and requirements of the existing waste management licence ensure that there are Furthermore, the proposals provide for a comprehensive system



of site drainage with separate systems for foul and surface water drainage, will not give rise to pollution and will be governed by the additional requirements of a Waste Management Licence/Environmental Permit.

5.35 Core Policy F deals with sustainable waste management:

*"The development of small scale waste facilities will be facilitated where this will:*

- *Contribute towards meeting the targets of the waste management authorities in respect of increasing reuse, recycling, composting and energy recovery from waste.*
- *Manage waste predominantly generated from communities within the National Park.*
- *Enable waste to be managed as close to its source as possible."*

5.36 Notwithstanding the proposed increase in waste throughputs at the site, the nature of the waste management activities undertaken will remain relatively small scale waste transfer and processing operations. Material managed at the site will continue to comprise waste collected by the local Waste Collection Authority through its kerbside collections and commercial waste from local businesses. The additional capacity in respect of construction and demolition wastes will also manage locally arising wastes of this type. Given the location of the site, the proposed capacity has been designed to serve Whitby and the surrounding communities (many of which fall within the National Park boundary). The application site would therefore continue to make a significant contribution to the management of waste in the local area thereby complying with the requirements of this policy and Planning Policy Statement 10 which requires waste to be managed as close to its source of arising as possible.

5.37 In addition, the proposed development would allow the site to be reconfigured to more efficiently manage the waste it accepts. The proposed operations would enable waste to be recycled more effectively, thereby moving the management of waste up the waste hierarchy and offering a significant contribution to meeting local, regional and national targets for the diversion of waste away from landfill.

5.38 Development Policy 3 stipulates the following with regards to design:

*To maintain and enhance the distinctive character of the National Park, development will be permitted where:...*



- *The scale, height, massing, proportion, form, size, materials and design features of the proposal are compatible with surrounding buildings, and will not have an adverse effect upon the amenities of adjoining occupiers.*
- *A high standard of design detailing is used whether traditional or contemporary, which reflects or complements that of the local vernacular.*
- *Provision is made for adequate storage and waste management facilities.*
- *Good quality sustainable design and construction techniques are incorporated in the development including measures to minimise energy use and where possible use energy from renewable sources.*
- *A satisfactory landscaping scheme forms an integral part of the proposal."*

5.39 It is considered that the proposals comply with Development Policy 3 by virtue of their design and the context of their location.

5.40 The proposals provide for reorganisations and the provision of additional infrastructure within an existing waste management facility in order to aid efficiency. The facility is located within an established industrial location. The design of the proposed development has been formulated in the context of existing developments at the application site, such as the existing waste transfer building, which the proposed extension would match in scale, material and colour.

5.41 Landscaping works would also be included with the scheme; consisting of a screen bund and planting, which would work to screen views into the proposed materials processing area and vehicle working area.

5.42 Development Policy 7 deals with sites of archaeological interest:

*"Proposals for development that would have an unacceptable impact on the integrity or setting of a Scheduled Monument, or other sites or remains considered to be of national archaeological importance will not be permitted.*

*In the case of sites or remains of regional or local importance, development proposals will only be permitted where the archaeological interest is capable of being preserved in situ. Where this is not justifiable or feasible, permission will only be granted where provision is made for appropriate preservation by record. In all cases, an appropriate assessment and evaluation will be required to be submitted as part of the planning application in areas of known or potential archaeological interest."*



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- 5.43 There are no known nationally or internationally designated sites of cultural heritage importance within the application site. There is however a Scheduled Ancient Monument located approximately 900m east of the application site, comprising of earthwork and buried remains of a medieval moated site and parts of a surrounding medieval agricultural system. The monument occupies fields to the east and south of Manor House Farm and to the west of Low Laithes Farm.
- 5.44 It is not considered that the proposed development would give rise to significant impacts upon the setting of this designated site; given that proposals are small-scale in nature and located approximately 900m away, and would be implemented within an existing industrial estate and waste management facility.
- 5.45 Development Policy 23 stipulates the following with regards to New Development and Transport:
- "In order to effectively minimise the overall need for journeys and reduce the environmental impacts of traffic on the National Park, development will be permitted where:*
- It is of a scale which the adjacent vehicular road network has the capacity to serve without detriment to highway safety or the environmental characteristics of the locality."*
- 5.46 It has been acknowledged that the increase in waste accepted into the site, in the order of 24,650 tonnes per annum, would give rise to an increase in the number of vehicles visiting the site on a daily basis.
- 5.47 However, the application site is situated in an established industrial location and waste management operations are established. It is considered that transport infrastructure and access to the site is of an appropriate standard to accommodate the anticipated number of additional vehicle movements.
- 5.48 In addition, the proposed developments and associated environmental mitigation measures would provide for a more effectively organised site. As proposals would alleviate on site congestion and reduce potential environmental impact; allowing for the increased vehicle movements to be appropriately facilitated.
- 5.49 Core Policy H deals with supporting the rural economy, stating that:
- "The rural economy will be strengthened and supported by providing local communities with a range of opportunities for entrepreneurship, education and training. This will be achieved through:*

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*"New employment development in the Local Service Centre of Helmsley, Whitby Business Park, Service Villages and the Local Service Villages."*

- 5.50 The proposals would provide for development, within the existing Whitby (Fairfield) Business Park; serving to provide continued employment security for 15 local people, thus supporting the rural economy.

## 6.0 CONCLUSIONS

- 6.1 This planning application seeks permission for a number of small-scale developments within the existing Yorwaste operated Marcus Richardson Transfer Station. An operational waste management facility dealing with waste from Whitby and the surrounding area (a significant proportion of which is located within the North York Moors National Park).
- 6.2 The proposals principally stem from a need to reconfigure the site to provide a more organised and ultimately more efficient waste management facility. This would involve relocating existing operations and adding additional infrastructure within the application site.
- 6.3 The proposals do not seek to significantly alter the types of waste accepted at the site or increase the size of the facility. They do, however, seek to increase the amount of waste accepted into the site, although operating practices would remain the same and operations would continue to be regulated by an existing Waste Management License.
- 6.4 The proposed developments include an extension to the existing waste transfer building, provision of a vehicle washing facility, materials processing pad, and vehicle access and working area. The application boundary comprises the existing site boundary.
- 6.5 The types of waste accepted would broadly remain the same however the proposed changes in site configuration would allow these wastes to be managed more effectively.
- 6.6 It is considered that the proposals comply with national, regional and local planning policy in respect of the provision of waste management facilities, contribution to statutory waste management targets and environmental protection.
- 6.7 The proposals would work to ensure that as much waste as possible is treated as high up the waste hierarchy as possible, reducing the amount of waste sent to landfill. The proposals would also ensure that waste is treated as close as possible to its source; dealing with waste from Whitby and the area immediately surrounding it.



- 6.8 This application is accompanied by results of noise monitoring which demonstrates that the proposed development could be undertaken without giving rise to significant impacts upon residential amenity. Furthermore, mitigation measures are incorporated into the proposals to limit the potential visual impacts of the operations.
- 6.9 There are no planning or other material considerations that would preclude the grant of planning permission.

**APPENDIX 1**

**DESIGN AND ACCESS STATEMENT**

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## DESIGN AND ACCESS STATEMENT

### Introduction

1.1 Section 42 of the Planning and Compulsory Purchase Act 2004 requires statements covering design concepts and principles, and access issues to accompany applications for certain types of planning permission. Department for Communities and Local Government (DCLG) 'Circular 01/2006: Guidance on Changes to the Development Control System' provides guidance on the application of these requirements.

1.2 The Guidance states that:

*"a design and access statement is a short report accompanying and supporting a planning application to illustrate the process that has led to the development proposal, and to explain and justify the proposal in a structured way."*

1.3 The Guidance goes on to state that:

*"As set out in the GDPO design and access statements will be required for all planning applications except for:*

- *a material change in the use of land or buildings, unless it also involves operational development.*
- *engineering or mining operations.*
- *development of an existing dwelling house, or development within the curtilage of a dwelling house for any purpose incidental to the enjoyment of the dwelling house, where no part of that dwellinghouse or curtilage is within a designated area. "Designated area" means a National Park, site of special scientific interest, conservation area, area of outstanding natural beauty, World Heritage Site and the Broads."*

1.4 This Design and Access Statement relates only to the extension of the existing waste transfer building. It does not relate to those parts of the application which provide for the construction of hardstandings, erection of vehicle washing apparatus and the relocation of plant; all of which comprise engineering operations.

### Site Location and Description

2.1 The application site is located approximately 1.8km south west of the centre of Whitby, approximately 1.2km north west of Stainsacre and 400m to the north the



Stainsacre Road (A171). Access to the site is gained by branching north east along Fairfield Way from the A171.

- 2.2 The site is centred on grid reference 490983, 509569; just within the boundary of the North York Moors National Park. The eastern boundary of the site comprises the boundary of the National Park.
- 2.3 The proposed developments forming this planning application are located wholly within the existing area of operations.
- 2.4 The application site has now been operating as a waste management facility for over a decade and extends to approximately 0.87 hectares. Activities carried out at the site comprise the recycling and transfer of municipal (majority), construction and demolition, skip, and commercial and industrial wastes.
- 2.5 The facility presently consists of, amongst other things, site office and workshop, waste reception and transfer building, weighbridge and cabin, outdoor crushing and screening area, and waste storage bays and skip and vehicle storage (see Drawing WHI-PL00-Y0901-001).
- 2.6 The site is located within the Fairfield Business Park, an established industrial estate which provides a location for a number of industrial uses and to the west of the application site a new Civic Amenity Site. There is therefore significant built development, industrial standard infrastructure and other waste management operations in the vicinity of the application site.
- 2.7 Land to the south of the application site is characterised by industrial units, some of considerably larger scale than the built development proposed by this application. The western boundary of the site is occupied by screen planting beyond which lies a large industrial unit currently undergoing construction and beyond that the built up areas to the south east of Whitby are situated.
- 2.8 The land to the north and east of the site can be described as relatively open agricultural land, (described by the North York Moors Landscape Character Assessment 2003 as Coastal Hinterland). Occupied by a sparse scattering of agricultural dwellings and trees, before meeting the east coast approximately 1.5km to the north east.
- 2.9 There are no known public rights of way running through the application site and the closest residential properties are located approximately 350m (Pleasant Mount) and 400m (St Peter's Road) to the north west and south west of the application site respectively.



### Design Principles

- 3.1 The proposed building is required to provide a facility for the enclosed processing of wastes. The proposal has arisen as a result of a desire to ensure that the material is not mixed with other putrescible wastes managed at the site thereby ensuring that the maximum amount of recyclable material can be recovered from the waste stream..
- 3.2 To undertake these activities the applicant requires an extension to the existing waste transfer building at the application site. In the absence of the proposed extension; dry recyclables would be mixed with putrescible waste, a situation which is not acceptable if recycling rates are to be increased.
- 3.3 When addressing design issues, the nature of the site and its surroundings has been considered alongside the necessary function of the proposed development.

### Design Solutions

- 4.1 The proposed development envisages the construction of a facility for the treatment of waste. As such there are certain essential operational requirements that will enable effective working; these include building height and size.
- 4.2 It is proposed to provide a facility measuring approximately 14m by 16m with a height of approximately 8.5m to the eaves and 11.5m to the pitch of the roof (see Drawing WHI-PL00-Y0901-003). The western elevation would also include 2x 8m high by 4.5m wide steel roller shutter doors. These dimensions are considered sufficient to enable the location of required plant (360<sup>o</sup> excavator) and also to enable the delivery of waste materials directly into the building.
- 4.3 The proposed building will comprise a single skin, unheated structure. Materials and construction would match the existing building. The building would be entirely enclosed other than for the access doors along the western elevation.
- 4.4 The basic building structure would consist of a steel portal frame, which would be steel clad and grey in colour (to match existing building). However, more specific details of materials used in construction would be agreed with the Local Planning Authority prior to the commencement of the development.

### Access

- 5.1 Access to the overall site will remain unchanged as a result of this proposal. Level access to the building will be provided via the roller shutter doors located on the western elevation.

- 5.2 No staff office or welfare facilities are proposed as part of this application. Staff will continue to use existing facilities provided within the main office building located along the western boundary of the site.





Drawings  
Marcus Richardson Transfer Station

Yorwaste Ltd

**APPENDIX 2**

**NOISE ASSESSMENT**

NYMNPA  
30 SEP 2009