

NYM / 2010 / 0 4 9 7 / F-L



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: June 2010



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LANDSCAPE ■ ■ ■ PLANNING
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NYM / 2010 / 0497 / FL 3

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BUILDING, VEHICLE WASHING FACILITY AND CONSTRUCTION OF MATERIALS
PROCESSING PAD**

Chris Jarvis BSc(Hons) PGDip MRTPI

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25 JUN 2010



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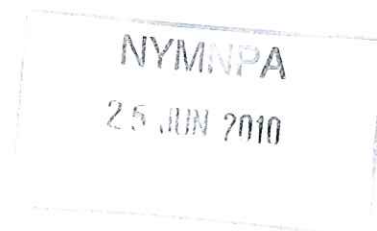
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1.0 INTRODUCTION

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
- 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
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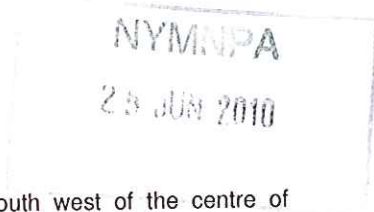
2.0 SITE LOCATION AND DESCRIPTION

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 Currently the site manages approximately 26,500 tonnes of waste per year.
- 2.8 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.
- 2.9 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.
- 2.10 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.
- 2.11 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).

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
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4.0 PROPOSED DEVELOPMENT

Introduction

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- 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 The altered arrangements at the site as proposed 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. (The site's Environmental Permit has been varied to allow throughputs of waste as indicated in section 4.5 below).
- 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
 - 6,000 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 an 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 6,150 tonnes per annum, and provide for a total throughput at the site of 32,700 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

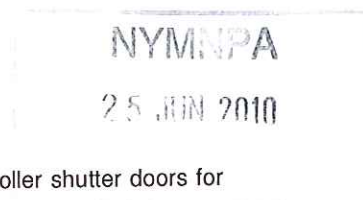
- 4.10 The proposed extension would adjoin the southern elevation of the existing transfer building; located adjacent to the eastern site boundary (see Drawing WHI-PL00-Y0901-002). This area of the site is currently occupied by waste storage bays and crushing and screening plant; all of which would be 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 224m². 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^o 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

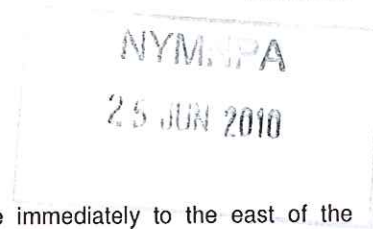
4.16 There are currently no appropriate facilities located on the site to aid with the cleaning of vehicles. The proposed facility would provide for the washdown of vehicles using the site, this would not be in addition to anticipated vehicle numbers but would provide adequate facilities to ensure vehicles were thoroughly cleaned before entering onto the public highway.

4.17 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

- 4.18 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.
- 4.19 It is proposed to provide a concrete surface measuring approximately 144m² in the north western part of the site and as shown on Drawing WHI-PL00-Y0901-002. On completion of the construction of the concrete pad, existing crushing and screening operations would be relocated to this area.
- 4.20 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...
- 4.21 Specifically, the relocated operations would provide sufficient capacity to enable a maximum total of 6,000 tpa of construction and demolition waste to be managed 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 control over the storage, sorting and processing of these waste types and contribute to ensuring that they were diverted from landfill.
- 4.22 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.
- 4.23 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-Y0901-002). 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

- 4.24 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 630m² (see Drawing WHI-PL00-Y0901-001).
- 4.25 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.
- 4.26 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.
- 4.27 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.
- 4.28 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.
- 4.29 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

4.30 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.

4.31 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

4.32 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

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Traffic

4.33 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 6,150 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.

4.34 Assuming an average load of 10 tonnes, and 5.5 days operation per week, the proposed increase in the amount of waste managed would, on average, give rise to 2.1 additional deliveries per day (less than one every three hours over the working

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- 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 1no. additional collection vehicle removing material from the site on a daily basis.
- 4.35 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.
- 4.36 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.
- 4.37 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.
- 4.38 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

- 4.39 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.
- 4.40 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 of site by articulated lorry.

Surface Water Management

- 4.41 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

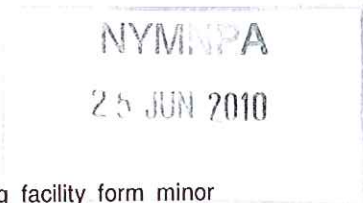
necessary to provide appropriate surface water drainage for the proposals for pollution control purposes.

4.42 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.

4.43 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

4.44 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.

4.45 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.

4.46 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

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

- 4.48 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.
- 4.49 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.
- 4.50 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.
- 4.51 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.
- 4.52 Nevertheless, specific details of the means of controlling potential noise impacts are addressed below.
- 4.53 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.

4.54 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.

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Odour

4.55 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.

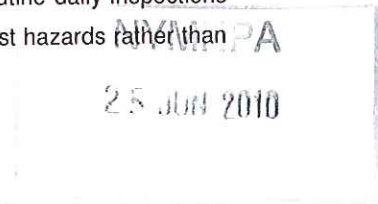
4.56 Furthermore, it is proposed to process potentially odour generating materials (such as black bag waste) within the existing building. This will further reduce the potential for odours to be generated.

4.57 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

4.58 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.



4.59 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.

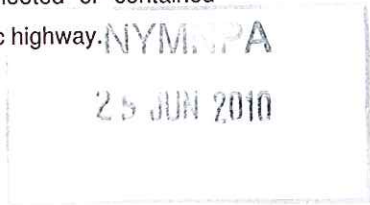
Vermin

4.60 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.

4.61 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

- 4.62 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.
- 4.63 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.
- 4.64 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.
- 4.65 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 and 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

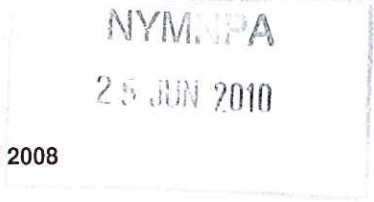
- 5.9 Planning Policy Statement 7 (PPS7) sets out national planning policy applying to rural areas, including country towns and villages and the wider, largely undeveloped countryside up to the fringes of larger urban areas. The application site is situated in such an area.
- 5.10 Paragraph 21 of PPS7 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 the small increases in throughput identified above 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 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.

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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."*

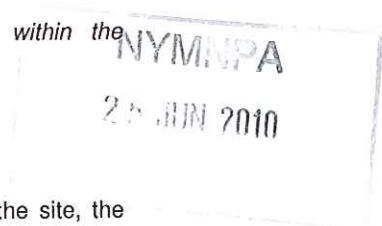
5.33 The proposed development provides for alterations and extensions on previously developed land within an existing waste management facility. The long established industrial nature of the area ensures that infrastructure in the vicinity of the site is of a suitable standard and capacity to accommodate 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 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 small 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."

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 6,150 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 increase in the number of vehicles is small and 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 low 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:*
- "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.

Whitby Business Park Area Action Plan

- 5.51 It is acknowledged that North York Moors National Park Authority and Scarborough Borough Council are jointly working towards the preparation of an Area Action Plan in respect of the Whitby Business Park site.
- 5.52 Initial consultations have been undertaken on a draft Area Action Plan and it is anticipated that a final draft Plan will be published some time in 2010.
- 5.53 At the time of writing, there is no detail publicly available in respect of the final draft plan. The proposed development has however been considered against the objectives set out in the draft plan published in September 2009.
- 5.54 The objectives of the Area Action Plan, as set out in the Consultation Draft are:
- To contribute to Whitby's role as a Principal Town in the Yorkshire and Humber Plan Regional Spatial Strategy to 2026.
 - To implement the commitment to further employment development at Whitby Business Park in the Scarborough Local Plan, and the emerging Scarborough Core Strategy and the adopted North York Moors Core Strategy and Development Policies documents.
 - To provide a framework for the future development of the site and a consistent approach to the determination of planning applications between the North York Moors National Park Authority and Scarborough Borough Council.
 - To propose modifications to the highway layout to secure better access to and from the site and serve new developments and to address the concerns of the Highway Authority in relation to highway safety.
 - To propose environmental improvements to improve the quality of the environment at the site and improve site facilities for employees.
 - To review allocations in the Scarborough and former North York Moors Local Plans and assess the scale of further allocations required to meet foreseeable and/ or stimulate demand together with the type of employment land needed.
 - To provide guidelines for the scale, design and landscaping of new development in any new allocations and the type of renewable energy installations that might be appropriate for the site.
 - To act as a catalyst for further investment in the site.
- 5.55 In respect of all these objectives, the proposed development will have no effect on the implementation of the Plan. The proposed development envisages the rearrangement of existing activities on an existing waste management facility. There would be a subsequent, small scale, increase in the amount of wastes managed at the site (a total of approximately 6,150 tonnes per annum above existing levels). There are currently no existing planning restrictions on the throughput of waste at the site as this matter is properly administered by the Environment Agency through the Environmental Permitting Regime.

- 5.56 The small increase over existing throughput would give rise to a small increase in the number of vehicle movements associated with the proposed development would not have any impact upon highway safety at the Industrial Estate overall or in the vicinity of the existing site access.

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 Environmental Permit, issued and regulated by the Environment Agency.
- 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.

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Planning Application Supporting Statement
Marcus Richardson Transfer Station

Yorwaste Ltd

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° 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.

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Noise Assessment
Marcus Richardson Transfer Station

Yorwaste Ltd

APPENDIX 2

NOISE ASSESSMENT

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DRAWINGS

WHI-PL00-Y0901-001 - EXISTING LAYOUT AND APPLICATION AREA

WHI-PL00-Y0901-002 - PROPOSED LAYOUT AND APPLICATION AREA

WHI-PL00-Y0901-003 - LOCATION PLANS AND ELEVATIONS

WHI-PL00-Y0901-004 - EXISTING DRAINAGE LAYOUT

WHI-PL00-Y0901-005 - PROPOSED DRAINAGE LAYOUT

WHI-PL00-Y0901-006 - PROPOSED LAYOUT CROSS SECTION

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