

**WILF NOBLES TRANSFER STATION WITH LIMITED PROCESSING
SNEATON LANE, RUSWARP, WHITBY, YO22 5HL**

Supporting Documentation

1. Planning Support Statement
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Bell Snoxell Building Consultants Ltd
Dated October 2013. Rev A January 2014
2. Noise Impact Assessment
Prepared by S. & D. Garritt Ltd.
Vicarage Cottage, High Street, Wadworth, Doncaster, DN11 9BG
Dated 24th September 2013
3. Design and Access Statement
Prepared by Mr Louis Stainthorpe BSc (Hons), MRICS, RICS Registered Valuer, RMaPS, MBEng
Bell Snoxell Building Consultants Ltd
Dated 23rd October 2013. Rev A January 2014



NYM / 2013 / 0763 / FL

 Bell
Snoxel Building Consultants Ltd

October 2013
Our Ref: 5333 Rev A

SUPPORTING DOCUMENTS

**WILF NOBLES TRANSFER STATION WITH LIMITED PROCESSING
SNEATON LANE, RUSWARP, WHITBY, YO22 5HL**

**PLANNING APPLICATION FOR WASTE TRANSFER STATION WITH
LIMITED MATERIALS PROCESSING TOGETHER WITH COVERED
PLANT STORAGE SHED AND SMALL INDUSTRIAL UNIT**



Registered Office: Barclays Bank House, Baxtergate, Whitby YO21 1BW

Registered Number 7208496



1.0 INTRODUCTION

1.1 The applicant for this development currently operates a number of businesses from premises adjacent to the application site. The applicant is:

Wilf Nobles Limited
Sneaton Lane
Ruswarp
Whitby
North Yorkshire
UK
YO22 5HL.

1.2 Wilf Nobles Limited is a company that currently operates Wilf Nobles Buildings Supplies Limited together with Wilf Noble Plant Hire. These businesses are based adjacent to the application site.

1.3 This planning application relates to a proposed waste transfer station with limited processing as part of an existing section of land utilised for material storing. Permission was granted for this use under North York Moors National park reference 40310081 under the site address Land to Rear of Sneaton Lane Garage, Ruswarp. The full development description was:

- Change of use of agricultural land to mixed use storage for agricultural use and storage of top soil/hardcore. The application site also consists of a section of agricultural field that is currently laid to grass and technically squares off developing the existing approved development at this section of the site.

1.4 As part of the application any new access to the highway is to be formulated. This will be at times shared with Wilf Noble Building Supplies Limited as and when deliveries are made by large articulated vehicles as the existing arrangements are difficult.

1.5 The proposed strategy for the waste transfer site is to serve primarily builders in terms of skips in the surrounding rural villages (and service centres) of the North York Moors National Park together with the coastal town of Whitby. The waste transfer (reused/recycling proposal) will be linked therefore to the existing building supply business to make a larger and more sustainable business. Proposals are also aimed at rationalising and making more efficient use of the space and operations on site.



PURPOSE OF THE APPLICATION

- 1.6 This supporting statement that accompanies the planning application seeks approval for a waste transfer station with limited materials processing. The site will therefore be used to sort materials, transfer and recycle.
- 1.7 Specifically, the following is proposed:
 - Construction of new waste management building that will incorporate 3 elements. This includes office/staff amenity, comingle/materials reception area, waste sorting area together with a dedicated element for skips/storage containers.
 - An attached covered plant storage shed. This is to be part utilised by Wilf Noble Plant together with the waste transfer use for parking vehicles overnight.
 - Small industrial unit with attached yard.
 - Detached building to house crusher and soil screener.
 - Associated landscaping to form the site together with new access roadway from the highway plus yard, fencing and extensive tree planting/screening.
- 1.8 It is considered that the proposals would rationalise the existing arrangements on the site as a whole when conjoined with Wilf Noble Building Supplies Limited. The provision of the small industrial unit is aimed at small scale business for rental purposes. There is currently significant demand for small units of this type especially within the North York Moors National park.

2.0 SITE LOCATION AND DESCRIPTION

- 2.1 The application site is located on the south side of the river Esk in a section of Ruswarp that is within the North York Moors National park. The main element of Ruswarp, primarily being made up of residential properties is within the district of Scarborough Borough Council.
- 2.2 The site is already part utilised as part of a business operation and is immediately adjacent various other industrial uses including building supplies, various garages, petrol station, vehicle body repair shop, builders yards, small units utilised by local joiners and a livestock mart.

18 FEB 2014

SITE DESCRIPTION

- 2.3 The application site is utilised for the purpose of storing materials as per the existing planning permission. The agricultural sheds at the present time utilised for temporary storage only for straw bales. The section of field included within the development site is utilised sporadically for the grazing of sheep. Due to the gradient of the grass field this is only utilised during the summer period.
- 2.4 The site is within an established industrial area where the buildings are all of varying specifications. As businesses have grown extensions have been added and new roadways

formed. This has however left some difficult and dangerous arrangements that the application seeks to improve upon.

- 2.5 There are no known public rights of way running through the application site. There are a number of residential properties in 2-300m of the application site.

3.0 PROPOSED DEVELOPMENT

- 3.1 This section sets out details of the proposed development including proposed environmental control.

- 3.2 Alongside this application a further application is underway with the Environment Agency for the required permit for the proposed use. The permit from the Environment Agency cannot be issued in full until planning permission has been obtained.

- 3.3 The proposed development is intended to improve the range of facilities offered within the North York Moors National Park to expand on the existing businesses operated by Wilf Nobles Limited. The proposal will enable waste produced from construction (or similar approved) within the North York Moors National Park to be processed/recycled in a sustainable way and also provide local employment.

- 3.4 Limited material processing will be undertaken on site including the crushing of builders rubble to provide a sustainable hardcore that can be re-sold. In addition it is proposed that a screener operates to provide a further saleable product of top soils. Both these machines will be housed within a custom built shed to limit noise pollution and particle contamination (dust or similar). The noise element has been addressed within the sound report attached to the application and the results are anticipated to be within current permitted levels.

- 3.5 It is proposed that only construction based and excavation/ground work materials will be dealt with on the site. At no point does the application intend to deal with black bag waste, or general household waste. The business plan set out for the application site is construction and demolition waste primarily. Due to the relatively remote nature of Whitby and the surrounding rural villages from the main transport links towards York and Middlesbrough a processing plant will significantly limit materials having to be hauled to transfer stations outside of the area.

- 3.6 Materials such as plastic, glass etc. that will arise from constructional waste will be sorted on the site and transferred to other recycling facilities to be processed. This will therefore significantly reduce the quantity of waste being sent to landfill.



DESCRIPTION AND PURPOSE OF DEVELOPMENT

3.7 This planning application seeks approval of the following elements:

Waste Transfer Station with Limited Materials Processing

3.8 This is the anchor purpose of the site. Proposals include a main shed measuring 20m in width and 30m in length. Attached to the shed is an undercroft car park/cycle storage section with offices and amenity facilities over. Within the north west corner of the main shed there is to be a further staff welfare section.

3.9 The building is to incorporate four main elements. This includes the office/amenity section, co-mingle reception area, waste sorting area and designated area for skips/containers. In order to make the building as flexible as possible a series of large roller shutter doors have been incorporated into the elevations. The building is to be constructed utilising standard industrial methods. The walls are to comprise pre-cast concrete panels to the lower half with profiled steel sheeting to the upper. The panels will enable waste to be stacked against them and act as retaining structures. The building is to have a conventional steel portal framed arrangement with profile steel cladding to the roof incorporating glass reinforced plastic rooflights. The office section has elements of masonry/brickwork to the elevations incorporating powder coated aluminium windows. The office has been designed in such a way that there is good visibility out from the various windows and doors with the manager controlling activities on site. The office also incorporates one standard and one disabled w.c. and car parking space together with cycle storage, bin store and disabled w.c. The floor throughout the building is to be a solid concrete arrangement. The design of the building has been formulated to enable a standard environmental permit to be obtained as all the material processing will be carried out in the building is fully covered.

3.10 The majority of waste material that will be managed within the building will arise from construction waste with skips from builders etc. Once materials are received they will be laid out in the comingle area and transferred to the waste sorting area and bulked up/stacked utilising a 360° excavator. This will include them being bulked into specifically designated skips prior to them being transferred for further recycling/processing. Lighting externally needs to be limited to the areas specifically outside the main operating roller shutter door on both the south and western elevations. Lights are to be angled downwards to combat light pollution and only used during the operating hours of the business between 8.00am and 6.00pm during the week at limited times on Saturdays from 8.00am to 12.00. The site will not be utilised on Sundays or bank holidays.

Materials Processing Area/Building

3.11 It is proposed to provide a concrete surface around the building housing a crusher and screener. The building has been designed to be accessible by large vehicles from a number

Wilf Nobles Transfer Station With Limited Processing
Sneaton Lane, Ruswarp, Whitby, YO22 5HL – S.5333 Rev A

NYM/NPA
18 FEB 2014

of different angles to enable the relevant materials to be kept separate when being deposited and also once they are processed in to a reusable product. The building has been positioned particularly as against the retaining structure to the south of the site to help alleviate congestion adjacent to the principle roadways leading to the main transfer building. The building is to have matching materials to that of the main shed with pre-cast concrete panels, profile cladding to the roof and walls plus galvanised steel roller shutter doors with limited lighting around the principle working areas angled downwards.

- 3.12 Within the processing building there are to be two separate heaps where the rubble and clay/soils are deposited separately. These will then be loaded by a 360° excavator centrally within the building to both the crushing plant and screener. The processed material will exit the building through a custom built aperture with a flexible roller screen. Externally there is provision for pre-cast concrete panels to the north of the building plus to the perimeter where there are retaining elements due to the changing gradient of the surrounding land. The processed materials will therefore be kept wholly separate. The proposed facility will enable the specialised processing of waste to maximise the amount of value recovered from the by product that is initially received.

Covered Plant Shed

- 3.13 The businesses currently operating in and around the subject site include Wilf Noble building Supplies together with Wilf Noble Plant Hire. Both these operations together with the proposed waste transfer site have a number of large vehicles that, from both a security and condition perspective would benefit from being in a covered shed. The covered shed will also enable the routine safety inspection on a daily basis to be carried out on the machines in a dry area with no distractions from the weather. Rural crime figures have continued to increase over the past year and there have been a number of instances within Ruswarp in particular on industrial sites where there have been a number of incidents. Vehicles and plants stored in the shed will be in a more secure location and will involve very specific monitoring through CCTV.
- 3.13A The plant shed has been laid out so that the front roof slope faces south. It is proposed to use the roof structure to support an array of solar panels. The power from the panels will be utilised on site and any excess fed back into the power grid. It is envisaged that this element will not be undertaken for the first 1-2 years of trading and is currently set within the third year of the business plan. This sustainable source of power will be a useful addition to the site making it more self-efficient.

Small Industrial Unit

- 3.14 This unit is to be constructed in the same materials as all the other proposed sheds with brown profiled cladding to the roof and walls with pre-cast concrete panelling to the lower sections. The roof will also incorporate GRP rooflights. The unit is to have its own section of enclosed yard to the west.

- 3.15 The unit is to be used for light industrial use only. This is likely to be steel fabrication. There is good local demand for small units of this type and again certain uses would complement the existing arrangements on site saving on travelling and journey to services outside of the area. The unit is relatively small in size but is aimed at being more affordable for a small business or start-up operations. This is an area where there is currently very little provision with the North York Moors National Park.

Access Roadway and Yard

- 3.16 Access to Wilf Noble Building Supplies at the present time is an arrangement that has been in position for many years. This is just to the west of the existing fuel filling station. The road is also utilised by mechanic/vehicle workshops also within the ownership of Wilf Noble to the south west of the proposed site. The arrangements are significantly congested with very little customer car parking to Wilf Noble Building Supplies. As Wilf Noble Building Supplies has grown over the years the existing arrangements have become more problematic with traffic congestion. It has also become more common for materials to be ordered in larger/bulk quantities this being delivered to site on large articulated HGV wagons. The current roadway, entrance gate and yard on site do not enable enough space for such vehicles to turn round and manoeuvre safely.
- 3.17 The proposals include for revising the boundary detail around Wilf Noble Building Supplies and taking up a section of the gardens to two semi-detached properties that are also within the ownership of Wilf Noble. The section of the garden to Mill View is to be utilised for a new access roadway. This is shown on the plans as per initial discussions with highways with suitable widths, radius curves off the highway together with parking provision for staff. Where the roadway is proposed there is currently a rough access track leading to an agricultural/small industrial unit. The formation of the roadway together with taking up sections of the rear garden will still leave both semi-detached residential properties with significant sized gardens to the side and front.
- 3.18 The existing entrance to the west of the site into Wilf Noble Building Supplies Limited is to be revised to give a more straightforward arrangement. Alongside the existing boundary to the west the private roadway is to be moved to give additional site capacity.
- 3.19 At the centre of the proposed site is a large expansive area that is to be utilised for manoeuvring vehicles together with storing building supplies that are currently on site. These are robust materials suitable for external storage that are inert. The part open plan area centrally is also being created to give the business scope for improvement. This includes space for a large industrial vehicle weighbridge together with vehicle wash down area.
- 3.20 A certain section of the yard will be cordoned off to enable some reclaimed goods to be resold to customers of the building supply business adjacent. This further rationalises the use of the site technically in addition to the existing activities. The extent of reclaimed

goods will like vary significantly therefore only temporary small scale barriers will be utilised to mark out the area in question.

NYM NPA
18 FEB 2014

Boundary Treatments/Landscaping

- 3.21 Where new boundaries are to be provided on the site these are to be undertaken in green palading fencing to a height of 2.4m. The fencing is to be green. This type of fencing will give improved security to the site and also provide containment for any possible on site litter etc.
- 3.22 To create the size of site required for the operation at a useable level the sloping field will need to be excavated/filled as shown on the site section plans. To the rear of Sneaton Lane Body Repairs (the industrial units etc.to the north of the site) the land will need to be raised through the construction of retaining elements. The ground height will then be raised as per the proposed section details put forward with the majority of material coming from the excavations on site due to the sloping ground. This will minimise the quantity of material that has to be taken from the site. The north boundary will be graded with tree planting to soften the appearance of the elevations.
- 3.23 To the east and west of the proposed site retaining structures are to be constructed in gabian baskets filled with stone plus pre-cast concrete panels set within the ground. Pre-cast concrete panels provide a robust solution possibly to retain the earth but also to enable some storage of materials against.
- 3.24 The new perimeter formed against the agricultural field will then be banked/sloped from the top of the retaining walls that will vary from 1-3m in height. The top of the retained sections will be finished with green paladin fencing at a height of 2.4m with significant tree screen planting to the perimeter to a width of approximately 5-6m. This screening is proposed to limit the visual effects of the development but also act as a barrier for sound and light.
- 3.25 The proposals for the site as a whole will significantly improve existing operations at Wilf Noble Building Supplies Limited and also enable the business to meet the demands presented by the current market conditions. Building supplies is a particularly competitive market and there are two other large companies competing on the Whitby Business Park. Buying materials in bulk is essential to being competitive and the additional space created will enable this to be possible. The revised entrances and roadways will significantly alleviate congestion, improve health and safety and increase customer car parking.
- 3.26 As part of the development it is proposed to include a section of the previous garden of the pair of residential semi-detached houses adjacent to the site. Within the garden of Mill View there are a number of domestic scale trees, primarily leylandii/conifers. These are of no importance and have been left to grow out of control with little to no maintenance. It is proposed to remove these trees as part of the development together with their roof bowls so that there are no adverse effects on the hardstanding areas created. The trees are of no merit or significance.

Operating Hours

- 3.27 Operating hours for the transfer station together with limited materials processing are as follows :

0800 – 1800 Monday to Friday

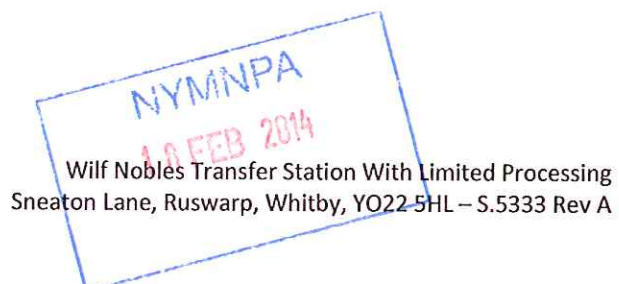
0800 – 1200 Saturday

No working Sundays or bank holidays without the prior written approval of the Planning Authority.

The crusher and screener's operating hours will be limited to 10.00-16.00 on weekdays.

Traffic

- 3.28 It is acknowledged that the proposals will give rise to a slight increase in the total number of traffic movements on and off the site.
- 3.29 The improvements put forward in terms of the new access roadway will be an improvement on the existing arrangement taking traffic away from points where there are a number of entrances that are particularly concentrated. The entrance is primarily for the sole use of the waste transfer station and used intermittently by Wilf Noble Building Supplies when deliveries are made by large HGV lorries or similar.
- 3.30 Vehicle movements on site at the present time primarily include customers to Wilf Noble Building Supplies, deliveries of materials to the site and deliveries out of the site to customers. The number of vehicle movements varies significantly dependent upon the economic climate generally.
- 3.31 It is proposed that a number of the delivery wagons for Wilf Noble Building Supplies are utilised to serve the waste transfer section of the business. This will significantly minimise the increase in traffic levels. For example materials are delivered to a building site from Wilf Noble Building Supplies. Waste generated at those building sites can then be picked up at the same time and returned to site. This therefore leads to no increase in the traffic levels. Undoubtedly there will be occasions where this is not possible but this is seen to be a sustainable approach.
- 3.32 All vehicle loads are to be suitable sheeted or enclosed. The roadway to the site is to be finished in tarmac with the yard sections in a combination of tarmac and concrete. This will alleviate any issues of debris/mud from being carried out onto the public highway.



Surface Water Management

- 3.33 The proposed development site is not within an area subject to flooding and defined by the Environment Agency published flood map. Initial feedback has been received from Yorkshire Water in respect of the standards that must be met for the surface water drainage system.
- 3.34 The proposed surface water drainage measures include:
- Guttering to the perimeter of all buildings to collect surface water run-off from roofs. At all relevant points throughout the development water will also be diverted towards a suitable intercept.
 - To the east of the development site an existing combined drain that will be utilised for the foul waste generated by the office/staff amenity.
 - On site attenuation will be provided for the surface water run-off in full accordance with the discharge rates from Yorkshire Water.
- 3.35 There will be a significant amount of water stored on the site due to the scale of the attenuation tank required to meet Yorkshire Waters requirements. The applicant is proposing to utilise this source of grey water for washing down vehicles and yard areas. This will significantly reduce the clean water demand at the site making it more sustainable.
- 3.36 Rainwater recycling is also to be utilised for the on-site activities that are likely to create dust. This includes the dust suppression equipment that will be necessary for the crusher and screener during certain operations.

Noise

- 3.37 The proposed development includes crushing and screening operations plus operating vehicles. 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.
- 3.38 This exercise has taken consideration of the proximity of adjacent nearby residential properties but also the special character of the North York Moors National Park. Assessment of the noise level meant that the crushing and screening plant had to be located within a building to get the noise output within permitted levels.
- 3.39 A stringent management regime will be implemented on site at all times. The site manager will be responsible for ensuring that noise levels are kept as low as practical. This exercise would include ensuring that all site equipment is maintained in good operating condition with all noise suppressive measures in place, ensuring that working practises are put in place that minimise noise generation and ensuring that vehicles and mobile plant operating on the site are fitted with low noise reversing alarms ensuring that all noise suppression systems

fitted to vehicles are operating as designed. One critical part of this role will be to respond to all complaints from members of the public.

- 3.40 The main noise generators on the site are the crushing and screening plant. As these are housed within the building the noise will be significantly limited. It is not proposed to operate continuously throughout the working days with these machines however for a number of hours at certain periods of time. The machines are of a size where they can process a significant tonnage of material in a short period of time. The noise assessment attached to the application concluded that the crusher and screener, if not contained within a building, would generate noise above acceptable levels. The proposals include a custom built shed to house these two pieces of machinery in order to make the predicted noise levels fall well within acceptable limits. The shed to house the machines was incorporated at the recommendation of the sound expert.

Odour

- 3.41 Due to the limited type of waste that is to be transferred to the site the potential for odour adversely affecting the air is low. No waste will be stored at the site for a long period of time and the majority of waste stored is classed as inert by the Environment Agency. The only non-inert material to be received at the site is waste timber. This is to be processed very quickly and stored in containers and not left uncovered externally.

Dust

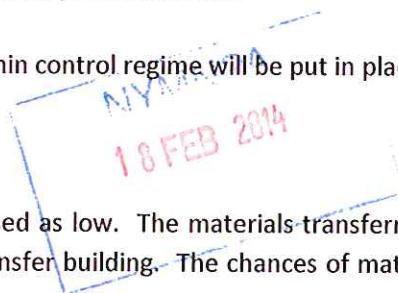
- 3.42 The main source of dust on the site will come from crushing and screening operations. These pieces of machinery/plant are to be housed within a building therefore significantly limiting any dust/small particles of material sent into the air.
- 3.43 The machines themselves will be fitted with dust filters and water sprays where required to dampen down any dust created.

Vermin

- 3.44 Due to the limited variety of waste that is to be transferred to the site (no black bag waste, green waste) etc. are to be received. Materials are to be processed quickly and not stored for a long period of time. The risk of any vermin problems is low.
- 3.45 If any issues are identified then a strict vermin control regime will be put in place.

Litter

- 3.46 The risk of litter on the site has been assessed as low. The materials transferred to the site will be deposited directly into the main transfer building. The chances of material escaping from the building are low.



- 3.47 Measures have been put in place externally with full paladin fencing to the perimeter together with tree screening. Any litter escaping from the building itself will be collected against the site fencing.
- 3.48 It is proposed to put in place management procedure for checking any windblown waste and having this removed on a daily basis.
- 3.49 When any materials are transferred to and from the site this will be contained within sheeted or contained vehicles.
- 4.0 **Planning Policy and Assessment**
- 4.1 The development falls within the North York Moors National Park Authority. The relevant Planning document is the Local Development Framework Core Strategy and Development Policies. This was adopted by the North York Moors National Park Authority in 2008.
- 4.2 The industrial area within Ruswarp is not specifically defined within the Local Plan. The area however has a well-established industrial use. There are various commercial uses from Builders Yards, Fuel Filling Stations, Industrial Storage Units, Body Repair Workshops, Joiners Workshops, etc.
- 4.3 It is considered that the value of the application site and the surrounding area is not of any significant merit in terms of ecology or nature conservation. Much of the land to the north and west of the site is already developed. The section of agricultural field to be incorporated within the site is laid to grass and it utilised for grazing sheep. There is no habitat of any specific importance to the general wildlife. Development of the site would not significantly impact upon locally, nationally or internationally designated sites.
- 4.4 Development Policy 1 deals with wider environmental protection within the park. This highlights that development will only be permitted where it will not have an adverse impact on the Park in terms of drainage, noise, light pollution, etc. The previous section of this report has dealt with all these specific elements and how they will be managed onsite to reduce/mitigate their impact to ensure that they are within acceptable levels.
- 4.5 Results of the noise assessment undertaken highlight the proposed activities will not have a significant impact upon the residential amenity or properties that have the potential to be affected. The proposals put forward will need to meet the stringent regulation of Yorkshire Water together with the Scarborough Borough Council in terms of surface water drainage. The drainage scheme put forward is an outline primarily identifying how surface water runoff will be minimised/restricted from the site.
- 4.6 Alongside the Planning Application a submission has been made to the Environment Agency for a Waste Management Licence/Environmental Permit. As part of obtaining this permit stringent management processes and control measures have to be implemented for the site to become operational.

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18 FEB 2014



4.7 The principle policy within the local plan that relates to the proposed use is Core Policy F. Core Policy F deals with the Sustainable Waste Management and states-

'The development of small scale waste facilities will be facilitated where this will

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

4.8 The proposed development is relatively small in scale and is to be utilised for waste transfer and limited processing. The waste to be transferred and processed on the site is primarily that from construction sites rather than any kerbside collection or commercial waste from general businesses. This significantly limits the list of materials that will be accepted on the site. One example is that there is no food waste or green compost therefore the risk of odours that could impact upon residential amenity is severely limited. The application site will make a contribution to the quantity of waste that is recycled within the North York Moors National Park. From a sustainability perspective, the traffic management/vehicle movement plans for the waste to be collected on return journeys from the building supply company will limit any increase in traffic flow and CO2 emissions from journeys.

4.9 It is proposed by the Applicant that targets will be set to recycle approximately 90% of the material transferred to the site. This will either be through direct processing onsite or for collection and delivery to other local processing sites. This approach will contribute significantly to meeting targets for the diversion of waste away from landfill.

4.10 Development Policy 3 entitled Design, within the Local Plan sets out that development will only be permitted in certain circumstances where it is to maintain and enhance the distinctive character of the Park. The information put forward within this statement clearly sets out that the development is in an existing industrial area and will have no adverse impact on the landscape or special qualities of the park. The site is part set within a large hillside to the south with existing large industrial buildings to the north. Extensive tree planting has been proposed also.

4.11 Development Policy 3 also stipulates that provision is made for adequate storage and waste management facilities. The site provides such a facility and given the restricted type of waste that is to be accepted, will maintain the character of the National Park.

4.12 Core policy H within the Local Plan deals with supporting the rural economy stating that-

1. *The rural economy will be strengthened and supported by providing local communities with a range of opportunities with a range of entrepreneurship, education and training. This will be achieved through "new employment development in local service centre of Helmsley, Whitby Business Park, Service Villages and Local Service Villages".*

- 4.13 The industrial estate at Ruswarp has not been defined in the Local Plan but is well established and made up of a variety of different uses. The proposals will provide employment for up to a total of 9 people and supplement the existing Building Supply operation/Plant Hire of Wilf Nobles.

National Planning Policy Framework

- 4.14 Within the Ministerial Foreword attached to the National Planning Policy Framework there are a number of summary paragraphs. There is a strong emphasis on sustainable development. Sustainable means that ensuring that better lives for ourselves doesn't mean worse lives for our future generations. The Minister for Planning, Greg Clarke wrote the following foreword that-

"Sustainable development is about positive growth-making economical, environmental and social progress for this and future generations."

- 4.15 It is concluded that the proposal put forward meets all these criteria.
- 4.16 The national Planning Policy Framework must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions. Under the- Delivering Sustainable Development section item 1.0 deals with building a strong competitive economy. The Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths to meet the twin challenges of global competition of a low carbon future. It also sets out that the Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. The applicant is prepared to make a significant financial investment in the business and by doing so create a sustainable development that provides local employment, will contribute significantly to economic growth in the area whilst recycling waste products.

5.0 SUSTAINABILITY

- 5.1 Core Policy D of the NYM Local Development Framework states that where development proposes over 200 square meters of non residential floor space, details are to be provided to demonstrate how it is intended to displace 10% of predicted CO2 emissions.



- 5.2 Given the nature of the proposal the applicant proposed to include a number of sustainable sources of power to offset the CO2 emissions by more than the required 10%.
- 5.3 SBEM (Simplified Building Energy Model) calculations have been conducted on the proposed buildings. The conclusion of the calculations is as follows:
- If the development was to have electric heaters with no renewable technologies. CO2 emissions of 39.4kgCO2/yr
 - Reduced CO2 emissions for inclusion of Bio mass boiler to heat offices 34.2kgCO2/yr
 - Reduced CO2 emissions for inclusion of Bio mass boiler & 32m2 of Photovoltaic cells 32.4 kgCO2/yr
 - The reduction for inclusion of the renewable technologies is 7 kgCO2/yr
- 5.4 The applicant proposed to use a woodchip biomass boiler to heat the offices and satisfy the hot water demand. In addition a Solar PV array with an area of at least 32m2 is proposed. This is shown on the drawings to the south facing slope of the plant shed roof. Biomass fuel in the form of chipped wood (having the correct moisture content of less than 25%) will be self processed. Waste timber will be processed onsite to fuel the boiler.
- 5.5 The reduction in CO2 emissions based on the SBEM calculations undertaken is approximately 21%. This exceeds the 10% target figure by a significant amount.
- 5.6 The office areas and staff amenity sections are the only areas to be heated. These will be designed to exceed the basic requirements of Building regulations in terms of thermal resistance and heat loss. This has been taken into account in the SBEM assessments.

6.0 CONCLUSION

- 6.1 It is considered that the proposed application applies with National, Regional and Local Planning Policy in respect of provision of waste management facilities.
- 6.2 The proposed development supports economic growth, sustainability whilst maintaining the special characteristics of the North York Moors National Park. The proposed use is a slight diversification on an existing use on the site and will help a well-established locally owned business compete in a national market place.

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Noise & Vibration
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INTERIM

NOISE IMPACT ASSESSMENT

of

**PROPOSED WASTE TRANSFER & RECYCLING CENTRE,
LAND AT WILF NOBLES BUILDING SUPPLIES,
SNEATON LANE,
RUSWARP,
WHITBY.
NORTH YORKS YO22.**

Date of measurements: 21st August 2013

Date of report: 30th August 2013

Prepared for: Mr. W. Noble

Consultants: Bell Snoxell



CONTENTS

	Page
1.0 Summary and Conclusions	3
2.0 Planning Requirements on Noise	4
3.0 Sound Levels at Waste Transfer Station	4
3.1 Sound Sources	4
3.2 Sound Levels of Sources	5
4.0 Sound Predictions at Receptors	6
4.1 Receptor Positions	6
4.2 Sound Levels at Receptors	7
4.3 Sound Levels in Absence of Screen & Crusher Noise	7
5.0 Assessment for Planning Purposes	8
5.1 Background Sound	8
5.2 Character of Noise	8
5.3 Ratings to BS 4142	8
5.4 Conclusions on BS 4142 Ratings	9
Appendix - Sound Level Calculations	10 -15



1.0 Summary and Conclusions

It is proposed to develop a waste transfer and recycling centre on land adjacent to Wilf Nobles Building Supplies premises in Sneaton Lane, Ruswarp. The site is near existing dwellings and for this reason the applicant has commissioned this survey and report on the predicted noise impact of the proposal. Sound levels are predicted at the nearest dwellings based on measurements taken at other premises during the operation of similar plant items to those proposed at this site. The sound levels are assessed in accordance with BS 4142.

This interim report is submitted for discussion purposes only, mainly to illustrate the dominance of noise from the proposed screen and crusher. The report will be finalised for submission to the Local Planning Authority when a decision has been reached on the location of the screen and crusher.

- 1.1 It is predicted that the outdoor sound levels from the development as reaching the nearest noise-sensitive dwellings would be 48-58 dB LA_{eq} (1-hour) if a screen and crusher is included, and 38-49 dB LA_{eq} (1-hour) without them.
- 1.2 The existing background sound levels at the dwellings have been measured during a weekday daytime at 39-47 dB LA₉₀.
- 1.3 After adding a correction of 5 dB for the character of the screen and crusher noise, it would be rated up to 18 dB above the background.
- 1.4 In the absence of a screen and crusher, the sound from the development is predicted to be rated below the background levels at all dwellings. The exception to this is at Railway Cottages where it is predicted 2-4 dB above the background but noise mitigation is available if required.
- 1.5 The predicted sound levels are higher than the above summary at two dwellings owned by the applicant and located directly adjacent to the site. Noise predictions at these dwellings are included in the report for completeness but it appears unlikely that they will be considered as sensitive to noise from this development.

2.0 Planning Requirements on Noise

No formal requirements have been received at this stage on the noise acceptance criteria adopted by the Local Planning Authority at this development. As a starting point this report uses the outdoor noise rating method of BS 4142, summarised below for convenience.

BS 4142: 1997

The method of BS 4142 is to measure outdoor sound levels at affected dwellings during the emission of noise from the sources under investigation and measure the background level at the same location in the absence of the industrial noise. A correction factor is applied if appropriate to the measured levels for some specific factors which affect its acceptability, described as "a distinguishable, discrete, continuous note (whine, hiss, screech, hum, etc.) or if there are distinct impulses in the noise (bangs, clicks, clatters, or thumps), or if the noise is irregular enough in character to attract attention". The corrected measured level, the rating level, is compared with the background from which it is concluded that:

- complaints are likely if the rating level exceeds the background by around 10 dBA or more,
- a difference of around 5 dBA is 'of marginal significance',
- if the rating level is more than 10 dB below the background level then this is a positive indication that complaints are unlikely.

3.0 Sound Levels at Waste Transfer Station

3.1 Sound Sources

Incoming materials will be delivered by road vehicles using a site access road which is currently used for access to other premises but will form a new access to these premises. The materials will be unloaded by hand or by tipping inside a new building to be erected at the northeast corner of the premises then segregated inside the building either by hand or by using a wheeled loading shovel for large items. Some segregated materials will be stored in skips inside the building. Materials such as brick, concrete, rubble and soil will be moved by the loader to a screen located outdoors at the southeast corner of the site. Materials needing crushing will be fed into a crusher located adjacent to



the screen. After segregation and processing, the finished materials will be loaded into skips for transport off site by lorries using the new access road.

The sound sources will be:

- the screen and crusher operating outdoors,
- a diesel-powered wheeled loader operating indoors and outdoors,
- movements of road-going vehicles between the site entrance, reception building and outdoor yard,
- minor sound emissions from material segregation activities inside the building.

Working hours are proposed from 10.00 to 16.00 hours on weekdays only. There will be no operations at weekends or on Bank Holidays.

3.2 Sound Levels of Sources

The exact types and specifications of plant items to be used at the development have not been decided at this stage. Guidance on the noise levels of many types of mobile plant items is given for the specific purpose of noise predictions in BS 5228 :Part 1 :1997 "Noise and vibration control on construction and open sites". This guidance is used in this report for predicting the noise levels of the proposed wheeled loader and road lorries, but BS 5228 gives no information on the noise generated typically by screening and crushing machinery. For this reason we use the results of sound measurements on a screen and crusher taken at other premises.

Screen & Crusher

Sound levels were measured as part of a recent survey during the operation of a Powerscreen Warrior 1400 screen and XR400 crusher at Hopkinson Waste Management, Eckington, near Sheffield. The equipment was in full operation, handling concrete, brick, block and general site rubble as is proposed at Ruswarp. The plant was standing outdoors on a large concrete base area with no screening or other sound mitigation measures. Sound levels were measured at 10m distance from the outline of the plant items at 1.2m above ground level in four directions (front, rear, 2 sides) and as a roving microphone sweep around the operational plant. Sound frequency spectra were



taken at all positions and are used in the calculations of this report. A Bruel & Kjaer type 2260 precision sound analyser was used for which current calibration certificates are available.

Loader and Lorries

The typical sound levels emitted by wheeled loading shovels and road-going lorries arriving at or departing from a site are listed in BS 5228 as shown below.

Plant Item	Sound pressure level @ 10m
From our site measurements:	
Screen & crusher working together	87.4 dBA
From BS 5228:	
Wheeled loader	73-82 dBA
Road lorry on site	70 dBA

The daytime assessment period is one hour. For the purpose of noise predictions it is assumed that the loader operates with 50% utilisation inside the building and 50% outdoors, the screen and crusher operate with 100% utilisation and there is one lorry movement in and one movement out of the site per hour.

4.0 **Sound Predictions at Receptors**

4.1 **Receptor Positions**

The nearest dwellings to the development are listed below with their distances from the proposed building, screen/crusher and access road:

Dwelling	Building	Screen/ Crusher	Access Road
2 dwellings owned by applicant	70m	70m	15m
Railway Cottages, Sneaton Lane	70m	95m	40m
Esk View, Glen Esk Road	90m	100m	150m
Brigmere, Oaklea Bank	280m	280m	210m
The Riggs, unnamed road to SE	240m	230m	300m

18 FEB 2014

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The two houses owned by the applicant and the dwellings at Railway Cottages and Esk View have direct lines of sight to the existing open site. Brigmere and nearby dwellings to the west of the site are shielded by existing buildings. The Riggs to the southeast has its line of sight to the development broken by the natural land profile.

4.2 Sound Levels at Receptors

Sound from sources inside the building will be reduced by the sound insulation of its steel cladding walls and roof. It is assumed that there will be a roller shutter door in the west elevation of the building which will usually be open for the entry and egress of vehicles. After being transmitted outdoors the sound from the building interior will travel over the appropriate outdoor distances to dwellings.

Sound from the screen & crusher, lorries on the access road and the loader when working outdoors will travel directly to dwellings over the appropriate distances. In some cases there will be noise reductions caused by the shielding effect of buildings or the land profile. Calculations are given in the Appendix to this report of the sound levels reaching the nearest dwellings, as summarised below

Dwelling	Sources in Building	Screen/ Crusher	Lorries	Loader Outdoors	Total
Applicant's dwellings	21	60	54	51	61
Railway Cottages	29	57	45	47	58
Esk View	27	57	34	43	57
Brigmere	16	48	33	37	48
The Riggs	8	50	31	37	50

The above values are all dB LA_{eq} (1-hour)

4.3 Sound Levels in Absence of Noise from Screen & Crusher

The previous table shows clearly the predicted dominance of noise caused by the screen and crusher. For this reason the strategy of the screen & crusher and possible alternative sites for them are being considered pending the finalisation of the planning proposal. The following table shows the predicted sound levels at dwellings in the absence of noise from the screen and crusher.

Dwelling	Sources in Building	Lorries	Loader Outdoors	Total
Applicant's dwellings	21	54	51	56
Railway Cottages	29	45	47	49
Esk View	27	34	43	44
Brigmere	16	33	37	38
The Riggs	8	31	37	38

The above values are all dB LA_{eq} (1-hour)

5.0 **Assessment for Planning Purposes**



5.1 **Background Sound**

Sound measurements were taken during the morning and afternoon of Wednesday 21st August 2013 using a Bruel & Kjaer precision sound level meter type 2260 for which current calibration certificates are held. Weather conditions were dry with no wind.

Background dB LA ₉₀	Morning 0930-1130	Afternoon 1330-1530
Applicant's dwellings	44.8	41.0
Railway Cottages, Sneaton Lane	47.4	45.4
Esk View, Glen Esk Road	44.0	43.6
Brigmere, Oaklea Bank	39.6	39.0
The Riggs, unnamed road to SE	39.6	39.0

5.2 **Character of Noise**

The character of sound from the screen and crusher undeniably includes impact noise. By the rating method of BS 4142 this causes a correction of 5 dB to be added to the predicted sound levels. The rating noise levels including the screen and crusher are 5 dB greater than the "Total" values given in the table of 4.2.



In the absence of noise from the screen and crusher the dominant sound sources will be lorries and the loader moving on the access road and in the outdoor yard. Since the existing background sound is caused entirely by road traffic, the sound from the development will be similar in character to the background and will not attract attention. It will not be impulsive or tonal. For this reason no correction is added to the predicted sound levels in the absence of noise from the screen and crusher. The rating noise levels without the screen and crusher are equal to the "Total" values given in the table of 4.3.

5.3 Ratings to BS 4142

The method of BS 4142 rates the likelihood of complaints by comparing the rating level at dwellings with the background level. Comparisons are given below for the predictions with and without the screen and crusher.

Full Proposal including Screen and Crusher

Receptor	Rating Level dB	Background Level LA ₉₀	Comparison v. Background
Applicant's dwellings	66	41-45	21-25 above
Railway Cottages	63	45-47	16-18 above
Esk View	62	44	18 above
Brigmere	53	39-40	13-14 above
The Riggs	55	39-40	15-16 above

Alternative Proposal without Screen and Crusher

Receptor	Rating Level dB	Background Level LA ₉₀	Comparison v. Background
Applicant's dwellings	56	41-45	11-15 dB above
Railway Cottages	49	45-47	2-4 dB above
Esk View	44	44	equal
Brigmere	38	39-40	1-2 dB below
The Riggs	38	39-40	1-2 dB below

5.4 Conclusions on BS 4142 Ratings

If the screen and crusher are included then the predicted rating levels are 13-25 dB above the measured daytime background sound levels. The BS 4142 conclusion is that "complaints are likely" from the nearest dwellings in all directions.

In the absence of screen and crusher noise the predicted rating levels are below or equal to the measured background levels at all dwellings except:

- Railway Cottages where the rating levels are predicted 2-4 dB above the background. This is without any noise mitigation measures other than the screening effect of existing buildings. The rating levels could be reduced below the background if required by the erection of fences to an acoustical standard along the access road.
- The two dwellings owned by the applicant located directly adjacent to the site. These are included in the predictions for the sake of completeness only.

The conclusion of a BS 4142 assessment is that complaints are unlikely in the absence of sound from the screen and crusher. The most affected dwellings at Railway Cottages could be protected by applied noise mitigation measures if considered necessary.



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18 FEB 2014

APPENDIX TO REPORT

SOUND LEVEL CALCULATIONS

A. Sound Generated Inside Building

The base data on sound levels is taken from BS 5288:

Source	Sound Pressure Level	Sound Power Level
Wheeled loader	73-82 dBA	101-110 dBA
Road lorry on site	70 dBA	98 dBA

The time utilisation of the sources inside the building is assumed to be:

- Loader 50%
- Lorries 2 minutes sound emission per delivery, 1 per hour

Time-averaged value for all sources

In an assessment period of one hour there will be sound inside the building from one loader operating for 30 minutes and a total of 2 minutes sound emission from 1 delivery vehicle. After applying the time utilisations to the sound power levels of the sources and adding their contributions, the overall time-averaged L_{eq} sound power level of the combined sources inside the buildings is:

102.5 dBA L_{eq} (1-hour) sound power level

Reverberant Level in Building

The reverberant sound pressure level inside a building where R_c is the room constant of the interior is given by:

$$SPL_R = SWL - 10 \log R_c + 6$$

The walls and roof of the new building will have a mid-frequency sound absorption coefficient (a) around 0.05 and an area (S) of 1600 square metres, the concrete base will have corresponding values of 0.02 and 600 m² respectively. There will be stockpiles of unsorted material inside the building which will add absorption, assumed for the purpose of

calculation to cover one-third of its floor area and to have an absorption coefficient of 0.5.

The total absorption S(a) is:

$$1600 \times 0.05 + 400 \times 0.02 + 200 \times 0.5 = 188$$

The room constant R_c is $S(a) / (1 - a) = 188/0.91 = 207$

Substituting in the equation for SWL and R_c :

$$SPL_{R} = 102.5 - 10 \log (207) + 6 = 85.3 \text{ dBA (indoors)}$$

Indoors-to-outdoors

The equation is:

$$SPL_{\text{outdoors}} = SPL_{\text{indoors}} - R - 6 \text{ dB}$$

The average sound reduction index of a single skin profiled steel cladding building is $R = 23 \text{ dB}$. With one open roller door in the western elevation the sound reduction index of this elevation will be $R = 14 \text{ dB}$.

In the western direction:

$$\begin{aligned} SPL_{\text{outdoors}} &= SPL_{\text{indoors}} - R - 6 \text{ dB} \\ &= 85.3 - 14 - 6 \\ &= 65 \text{ dBA at 1m outdoors} \end{aligned}$$

In all other directions:

$$\begin{aligned} SPL_{\text{outdoors}} &= SPL_{\text{indoors}} - R - 6 \text{ dB} \\ &= 85.3 - 23 - 6 \\ &= 56 \text{ dBA at 1m outdoors} \end{aligned}$$

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16 FEB 2014

Distance calculation

The formula for outdoor sound decay with distance way from the building is:

$$SPL_1 - SPL_2 = 10 \log (r_2/r_1) \text{ dB}$$

for distances from 3m to 10m to the east and west
and for distances from 3m to 7m to the north and south,
where the building is a line source,

$$SPL_1 - SPL_2 = 20 \log (r_2/r_1) \text{ dB}$$

for greater distances where the building is a point source.

Barrier Attenuation

18 FEB 2013

NYM / 2013 / 0763 / FL - 41

The sound reduction caused by the shielding effect of buildings or the land profile can be predicted from basic acoustical theory but a more convenient and well proven estimate is given in BS 5228 which predicts a sound reduction of at least 10 dBA if the sound source is completely hidden from view. For convenience in this application we assume a 10 dBA reduction in sound from any of the sources which are hidden from view at any of the receptors.

The distances, sound decays and shielding attenuations to the receptors will be:

Predicted Sound Levels from Building Interior

Dwelling	Distance	Decay	Shield Atten.	Sound Level
Applicant's dwellings (W)	70m	24	10	21
Railway Cottages (N)	70m	27	nil	29
Esk View (NE)	90m	29	nil	27
Brigmere (W)	280m	39	10	16
The Riggs (SE)	240m	38	10	8

The above sound level values are all dB LA_{eq} (1-hour)

B. Screen & Crusher

The base data for sound generated by the screen and crusher is taken from outdoor measurements at 10m distance from similar plant items at other premises. The combined sound level from the screen & crusher working together was 87.4 dBA at 10m distance.

The plant items formed point sources of sound at the measurement distance such that the outdoor sound decay is given by:

$$SPL_1 - SPL_2 = 20 \log (r_2/r_1) \text{ dB}$$

The distances, sound decays and shielding attenuations to the receptors will be as shown overleaf.

Predicted Sound Levels from Screen and Crusher

Dwelling	Distance	Decay	Shield Atten.	Sound Level
Applicant's dwellings (W)	70m	17	10	60
Railway Cottages (N)	95m	20	10	57
Esk View (NE)	100m	20	10	57
Brigmere (W)	280m	29	10	48
The Riggs (SE)	230m	27	10	50

The above sound level values are all dB LA_{eq} (1-hour)

C. Vehicles on Access Road

After leaving the highway vehicles will pass along the site road to the outdoor yard then to the building, discharge their load, then depart along the site access road. In the assessment period of one hour there will be no more than one vehicle in and out of the site. The sound emissions from manoeuvring and discharging inside the building have been taken into account in (A) above. Added to this are the sound emissions whilst each vehicle is on the site road and crossing the yard, which is calculated in this section.

The sound from movements along the access road is predicted by the haul road formula given in BS 5228:

$$LA_{eq} = L_{WA} - 33 + 10 \log Q - 10 \log V - 10 \log d$$

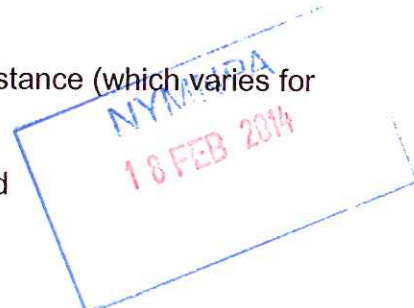
An average speed (V) of 15 mph (24 kph) is assumed on the site road. The distance (d) of the site road from the receptors is shown in the table below. The hourly vehicle rate (Q) is 2 consisting of 1 movement in and 1 out. The sound power level of a typical road lorry on site is given in BS 5228 as 98 dB (L_{WA})

Substituting all values in the equation except distance (which varies for the receptors) gives:

$$\begin{aligned} LA_{eq} &= 98 - 33 + 10 \log 2 - 10 \log 24 - 10 \log d \\ &= 110 - 33 + 3 - 13.8 - 10 \log d \\ &= 66.2 - 10 \log d \end{aligned}$$

The distances, values of 10 log d and shielding attenuations to the receptors will be as shown overleaf.

Predicted Sound Levels from Lorries Moving Outdoors



Dwelling	Distance d	10 log d	Shield Atten.	Sound Level
Applicant's dwellings (W)	15m	12	nil	54
Railway Cottages (N)	40m	16	5	45
Esk View (NE)	150m	22	10	34
Brigmere (W)	210m	23	10	33
The Riggs (SE)	300m	25	10	31

The above sound level values are all dB LA_{eq} (1-hour)

D. Loader Operating Outdoors

The loader will operate with 50% utilisation in the outdoor yard. The typical sound level given in BS 5228 is 77.5 dB LA_{eq} at 10m. The decays from 10m to the receptors are given by 20 log (distance / 10) since the loader is a point source of sound. It will be screened from all dwellings.

Predicted Sound Levels from Loader Operating Outdoors

Dwelling	Distance	Decay	Shield Atten.	Sound Level
Applicant's dwellings (W)	50m	14	10	51
Railway Cottages (N)	80m	18	10	47
Esk View (NE)	120m	22	10	43
Brigmere (W)	250m	28	10	37
The Riggs (SE)	240m	28	10	37

The above sound level values are all dB LA_{eq} (1-hour)

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18 FEB 2014

DESIGN AND ACCESS STATEMENT

PROJECT: WILF NOBLES TRANSFER STATION
SNEATON LANE
RUSWARP
WHITBY
NORTH YORKSHIRE
YO22 5HL

APPLICANTS: WILF NOBLES LIMITED

DATE: 23rd October 2013

OUR REF: 5333 Rev A



1.0 INTRODUCTION

- 1.1 This report has been commissioned by Wilf Nobles Limited of Sneaton lane, Ruswarp, Whitby, North Yorkshire YO22 5HL.
- 1.2 This Report has been prepared by Mr Louis Stainthorpe. Louis Stainthorpe is a Chartered Building Surveyor. He holds a Honours Degree in Building Surveying and is a professional Member of the Royal Institution of Chartered Surveyors.

2.0 THE PROPOSED DEVELOPMENT

- 2.1 This application is for the construction of a waste transfer station with limited processing together with small industrial unit, covered plant shed and new access roadway.

3.0 AMOUNT

- 3.1 Specifically, the following is proposed:
- Construction of new waste management building that will incorporate 3 elements. This includes office/staff amenity, comingle/materials reception area, waste sorting area together with a dedicated element for skips/storage containers. Shed 20x30m with offices/undercroft on two levels 8.5x10m.
 - An attached covered plant storage shed. This is to be part utilised by Wilf Noble Plant together with the waste transfer use for parking vehicles overnight. Dimensions 18x12m.
 - Small industrial unit with attached yard. Dimensions 12x12m.
 - Detached building to house crusher and soil screener. Dimensions 20x10m.
 - Associated landscaping to form the site together with new access roadway from the highway plus yard, fencing and extensive tree planting/screening.

4.0 USE

- 4.1 Waste Transfer station with limited materials processing together with plant shed and small industrial unit. A large percentage of the proposed site is currently used for materials storage.
- 4.2 The proposed access road is in the garden of Mill View. There is currently a roadway in position used to access the industrial/agricultural buildings.

5.0 LAYOUT

- 5.1 The proposed development is immediately adjacent Wilf Noble Building Supplies. The area is industrial with a variety of different uses.



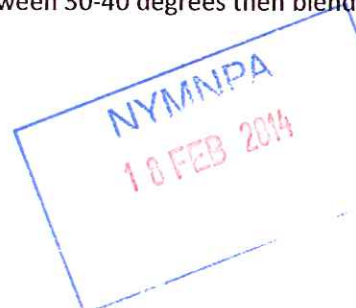
- 5.2 The site layout has been concluded to give maximum screening of the operations. The buildings are at the north and east edges of the site to screen the yard and operations area.
- 5.3 To achieve a usable level site, parts of the field section need to be reduced in level. This exercise will create a series of retaining walls/banks and effectively sink the site into the landscape. The north east corner of the site needs the levels raising to the 10.0m datum. These features further screen the main working areas from the wider landscape. The tree planting to the south, east and north will ensure full screening. These design features will significantly limit disturbance to nearby properties whilst encapsulating the site into a clearly defined area.
- 5.4 Improving access onto and around the Building Supply element is a key factor in the provision of the proposed road. The existing arrangement is not suitable to serve the proposed transfer station and is awkward for larger vehicles that already deliver/use Wilf Noble Building Supplies. The road will ease congestion and create a safer site as a whole.

6.0 SCALE

- 6.1 The proposed development of the site is very much on a similar scale to many of the surrounding industrial building. The use as a transfer/industrial site means there are certain essential operational requirements that will enable effective and safe working. This includes the height and size of the buildings.
- 6.2 The height of the main waste transfer building is 8.8m to the gutter. This scale is required so that machines can operate internally. This internal operating approach is to ensure that the noise created is within acceptable tolerances. The same applies for the crusher and screening shed. On most sites of this type in the NYMNP crusher and screening operations take place externally. The proposed shed will ensure that disturbance from such operations (dust, noise etc) are kept well within permitted levels.
- 6.3 The scale of the proposed roadway is to meet the criteria set out by the Highways Authority. The road width is to be over 7m with some parking provision. Changing the use of the land currently attached to Mill View (owned by the applicant) will still leave the house with a very good sized garden/amenity space.

7.0 LANDSCAPING

- 7.1 Levelling of the site is needed to meet the operational needs of the proposed use. The field section to the south is to be reduced in level to the south and raised in level to the north east. Retaining walls are proposed where the levels need reducing. These will be constructed in large pre-cast concrete blocks and concrete pre-cast 'L' panels. To reduce the size of these structures the earth behind is to be graded to between 30-40 degrees then blended in to the surrounding field.



- 7.2 Tree planting to give robust screening is proposed along the south, north and east sides of the site. The trees are to be planted to give stability to the graded earth, screen the site and act as a sound barrier. With the retaining structure and tree planting the site is nestled well in to the land reducing its impact on the wider landscape.
- 7.3 Along the northern boundary there is currently a change in levels up from the adjacent units. This is to be increased and the existing weak arrangements renewed. The boundary area is currently untidy and will benefit from the works proposed. This area will be landscaped to a gradient with a tree planting screen.

8.0 APPEARANCE

- 8.1 The proposed buildings are of steel portal frame design finished to the exterior in:-
- Walls- Profiled brown cladding to upper sections with pre-cast concrete 'L' panels beneath. Office walls to be part brickwork.
 - Roof- Profiled brown sheeting GRP rooflights.
 - Doors- Galvanised roller shutter doors.
- 8.2 The proposed materials are to match the existing buildings on the site as a whole. The brown cladding is unobtrusive in the wider landscape and will combine well with the tree planting screen.

9.0 ACCESS

- 9.1 Access to the site is vital. The improvements set out with a new road from the highway together with revised entrance position (on the existing access to Wilf Noble Building Supplies) will give a long term solution.
- 9.2 Arrangements at present on the site are difficult and require improvement. The proposals will give increased parking for customers of Wilf Noble Building Supplies, safer parking, staff parking and increased storage space. By constructing the new road, a through way is created that will enable large vehicles (HGV's delivering materials), to safely drive through the site. At present one large delivery vehicle can block part of the site making it difficult for customers to park and use the store.
- 9.3 The yard is to be primarily concrete with the roadway in tarmac. This approach is key to obtaining the necessary Environmental Permit for the waste transfer use as it limits the risk of pollution getting into the ground. All hard standings are to be linked to a fully engineered drainage solution to the satisfaction of Yorkshire Water and Building Control.

18 FEB 2013