

Joint Minerals and Waste Local Plan: Identification of Potential Locations for Built Waste Management Facilities

Written Report

March 2015

Volume 1



FAIRHURST

CONTROL SHEET

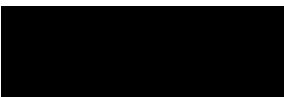
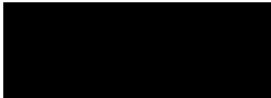
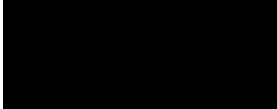
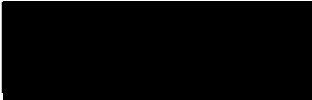
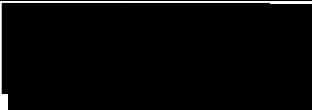
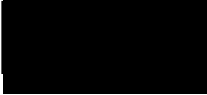
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	Prepared by		Sophie Gooch		16/12/2014	
			Calvin Coxside			
			Mary McCabe			
	Checked by		Miles Walker		16/12/2014	
Approved by		Miles Walker		16/12/2014		
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This document has been prepared in accordance with procedure OP/P02 of the *Fairhurst Quality and Environmental Management System*

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1.0 INTRODUCTION

Background

- 1.1 Fairhurst have been instructed to undertake a review of potential locations for new or enhanced built waste management facilities within the three Local Authority areas of North Yorkshire County Council (NYCC), City of York Council (CYC), and the North York Moors National Park Authority (NYMNP) (the 'Joint Plan Authorities').
- 1.2 The Joint Plan Authorities are in the process of preparing a Joint Minerals and Waste Plan, with an Issues and Options consultation completed in April 2014. To inform the development of the Plan, the evidence base includes work which has been undertaken to help identify the scale of future waste management capacity which the Joint Minerals and Waste Plan will need to provide for.
- 1.3 As part of the process of identifying potential new locations for waste management facilities, the Joint Plan Authorities initially issued a 'call for sites' for any sites or locations that may have the potential for waste management infrastructure. Unfortunately only a limited number of responses were received, with a total of 17 sites being listed in Appendix 1 of the Joint Minerals and Waste Plan Issues and Options document. The Joint Plan Authorities, therefore, consider that there is a need to identify further locations where there is the potential for built waste management facilities to be located, in order to help ensure availability of an adequate range of locations for delivery of capacity requirements, such as those set out in the North Yorkshire Sub Region Waste Arisings and Capacity Evidence Report (Urban Vision, October 2013).
- 1.4 Fairhurst have, therefore, been instructed to undertake a project to identify potential locations which could be suitable and deliverable for new or enhanced built waste management facilities. This Written Report sets out the stages involved in this project and presents the overall findings, including:
 - The methodology for assessing the suitability of locations;
 - The data gathering exercise;
 - The production of a 'long list' of potentially suitable locations;
 - The site assessments undertaken to refine the 'long list'; and
 - The production of a 'short list' of potentially suitable locations, including a description of each of the sites on the short list and commentary as to their suitability and deliverability in terms of new/enhanced built waste management facilities.
- 1.5 Fairhurst notes that, where possible, each site has been attributed with a plan supplied by the Joint Authorities. However, it was not possible in some cases to ascertain plans that are of a suitable standard, meaning that the plans are of a differing quality. In addition, the Written Report will be accompanied by GIS data, this will allow for greater clarity on the location of each site.

Purpose of the Project

- 1.6 It is understood that the main waste capacity types that are expected to be required within the area covered by the Joint Plan Authorities are for the recycling (and potentially transfer) of a range of waste types, but particularly including Construction, Demolition and Excavation (CD&E) waste, Commercial and Industrial (C&I) waste, and Local Authority Collected waste (LACW); and for waste treatment, including for Hazardous waste.
- 1.7 The Joint Plan Authorities have expressed a particular, but not solely, need to examine the potential for such facilities to be provided at existing and proposed industrial and employment locations in the area covered by the Joint Minerals and Waste Plan. It is understood that such locations include large industrial estates, trading estates and business parks, as well as potentially smaller employment areas.
- 1.8 Therefore, 'built waste management facilities' as referred to throughout this document are expected to comprise waste recycling facilities, potentially waste transfer stations, and waste treatment facilities that could deal with LACW, CD&E and C&I waste, including Hazardous waste. In terms of scale, the project focuses on facilities which could be self-contained within a building or could be accommodated on a typical plot within an industrial or employment estate/allocation. This is because the project focuses on the potential for such facilities to be sited at locations which have been allocated for industrial and employment purposes, by the Local Authority the site is located within.
- 1.9 Examples of the types of facilities referred to as 'built waste management facilities' as part of this project, therefore, include the following, which are based on the facilities referred to originally in the PPS10 Companion Guide and are now referenced in the Planning Practice Guidance for Waste, October 2014:

Waste Recycling

- Household Waste Recycling Centre/Civic Amenity sites
- Recycling facilities for Construction, Demolition and Excavation waste
- Metal Recycling sites
- Materials Recovery/Recycling facility

Waste Transfer

- Waste Transfer Station

Waste Treatment

- Anaerobic Digestion plant (including for Hazardous waste)
- In-Vessel Composting facility
- Combined Mechanical, Biological and/or Thermal treatment (including for Hazardous waste)

- Incineration plant (including gasification, pyrolysis and combustion plants)¹

2.0 PROJECT STAGES

- 2.1 This project reviews the potential for locations which could be suitable for new or enhanced built waste management facilities where possible within the boundaries of existing and proposed industrial estates, trading estates, business parks and smaller employment areas, not on land adjacent to them. The project was undertaken in stages, which are summarised below and then explained in detail in subsequent sections of this report.
- 2.2 Stage 1 was to agree the assessment criteria for assessing locations for their suitability and deliverability for new or enhanced built waste management facilities with the Joint Authorities. Criteria was proposed and agreed, then, as set out below and in detail of later sections of this report, refined as the project progressed.
- 2.3 Stage 2 was to undertake a data gathering exercise to collect a list of potential locations, as set out in Section 3.0 of this report.
- 2.4 Having identified locations through the data gathering exercise, Stage 3 was to develop a Long List of locations which may be suitable for built waste management facilities. Assessment criteria were identified, as discussed in Section 4.0 of this report, and scores allocated to each location by the following authority areas:
- Craven;
 - Hambleton;
 - Harrogate;
 - North York Moors National Park;
 - Richmondshire;
 - Ryedale;
 - Scarborough;
 - NYCC;
 - Selby; and
 - York.
- 2.5 The assessment criteria allowed for a desk-based assessment to be undertaken at the Long List stage, to screen out immediately unsuitable sites, and to be refined through on-site assessments during Stage 4 of the project.
- 2.6 Once every location had been scored the Long List was developed which excluded locations that were immediately able to be discounted, i.e. because the assessment

¹ Some of the large-scale waste treatment options available, such as energy from waste incinerators (including gasification, pyrolysis and combustion plants) are unlikely to be proposed at existing industrial/employment locations or allocations due to their size, but in theory some Industrial Estates may be appropriate for this scale of facility. As such it was not considered appropriate to entirely exclude the potential for these types of facilities from consideration.

showed there were 'showstoppers' (e.g. the site is within a functional flood plain) making the locations unsuitable for built waste management facilities, and which excluded locations that received poor overall scores relative to other locations within the same authority area. The subsequent Long List spreadsheets identifying 108 sites are included at Appendix 4.0a (raw data spreadsheets) and 4.0b (weighted scoring spreadsheets).

- 2.7 In developing the assessment criteria for the Long List, it became apparent that some criteria could not be completed using desk-based assessments. These criteria were, therefore, reserved for the next stage, the site assessments of each location on the Long List.
- 2.8 Stage 4 of the project, the site assessments, was undertaken over a period of several weeks. A Site Assessment Form was completed for each location showing the scores assigned during the site visits. The Site Assessment Form Template is included at Appendix 5.0 and the process and results are described in Section 5.0 of this Report.
- 2.9 Based on the data gathered through the site assessments, it was then possible to review the sites on the Long List and provide scores for the additional criteria assessed on site. The Site Assessment spreadsheets showing these scores are included at Appendix 6.0.
- 2.10 Having completed the site assessments of each location in relation to all of the criteria, Fairhurst then moved on to Stage 5 which was to finalise all of the assessment criteria and develop a Short List for each authority, the spreadsheets for which are included at Appendix 7.0. The Short List locations are those presented in Section 6.0 of this report, as potential locations for the development of new or enhanced built waste management facilities.

3.0 DATA GATHERING

3.1 The first step was to gather the most up to date data on existing and proposed industrial estates, trading estates and business parks as well as any smaller employment areas within the area covered by the Joint Plan Authorities. In order to obtain data on potential locations, Fairhurst reviewed information from the following 'call for sites'; employment land reviews; and existing/emerging local plans, including site allocation documents:

- City of York, North York Moors National Park, and North Yorkshire County Council Minerals and Waste Joint Plan: Issues and Options Consultation, February 2014;
- City of York Draft Local Plan, Incorporating 4th Set of Changes, Development Control Local Plan, Approved April 2005;
- City of York Employment Land Review (Stage 2) Main Report, 2009;
- City of York Local Plan Preferred Options Draft and Proposals Map, April 2013;
- Craven District Local Plan, 1999;
- Craven District Council Employment Land Review Update, 2008;
- Craven Local Plan – Consultation Draft, Summer 2014: Preferred sites to be included in a forthcoming consultation draft of the Craven Local Plan;
- Hambleton District Council, Local Development Plan Framework, Development Plan Document, Core Strategy, Adopted 3 April 2007;
- Hambleton District Council, Local Development Plan Framework, Development Plan Document, Allocations, Adopted 21 December 2010;
- Hambleton District Council, Strategic Housing and Employment Land Availability Assessment (SHELAA), 2012;
- Harrogate District Local Plan, including Proposals Map 2001;
- Harrogate District Local Development Framework Core Strategy, Adopted February 2009;
- Harrogate District Council Sites and Policies Development Plan Document, 2013;
- Harrogate District Council Sites and Policies DPD Submission Document, 2013 (NB document now withdrawn);
- North Yorkshire County Council, Minerals and Waste Development Scheme Fourth Review, February 2013: North Yorkshire Minerals and Waste Plan;
- North York Moors National Park Authority, Local Development Framework Core Strategy and Development Policies November, 2008;
- Richmondshire District Council Local Plan, 1999-2006;
- Richmondshire Local Plan Core Strategy, Proposed Submission, August 2012;
- Richmondshire District Council Employment Land Review, 2012;
- Ryedale Local Plan, 2002;
- Ryedale District Council Employment Land Review, 2010;
- Ryedale District Council, Local Plan Strategy with Main Modifications and Additional Modifications, 5 September 2013;

- Scarborough Borough Local Plan, 1999;
 - Scarborough Borough Council Employment Land Review, 2006;
 - Scarborough Borough Council Employment Land Review, 2014;
 - Scarborough Borough Council, Draft Scarborough Borough Local Plan, May 2014;
 - Selby District Council Employment Land Refresh, 2010: Appendix 6 - Existing Employment Sites, Site Assessment Sheets;
 - Selby District Core Strategy Local Plan, Adoption Version, 22 October 2013
 - Whitby Business Park, Area Action Plan Submission Document, February 2014.
- 3.2 Due to the fact that data on potential locations in the North York Moors National Park was provided to Fairhurst directly by that Authority, the National Park input is not totally reflected in the list above.
- 3.3 Having reviewed these data sources, Fairhurst produced a list of either existing or proposed industrial and employment locations within each District and Borough Authority in North Yorkshire, York City Council, and North York Moors National Park.
- 3.4 To ensure the data accurately reflected any existing or proposed industrial and employment locations within the area covered by the Joint Plan Authorities, Fairhurst liaised directly with the relevant District and Borough Authorities in North Yorkshire as well as the Joint Plan Authorities. The responses received are recorded in Appendix 1.0 and summarised below.
- 3.5 A number of Local Authorities identified that additional sites were available: Scarborough, in the 2014 Employment Land Review compared to the 2006 Halcrow Employment Land Review; Hambleton, through a current (at the time) update to their Employment Land Review; and Harrogate, in Policy JB5 of their Sites and Policies DPD Submission Draft (Dec 2013). These were added to the full list of locations, the final version of which is included at Appendix 2.0.
- 3.6 Although some of the Local Authorities indicated that additional locations had been put forward through a 'call for sites' process (Ryedale and Selby), these sites were not taken forward in the list of locations for assessment. This is because, unlike proposed allocations in Employment Land Reviews or actual policy allocations, no assessment had been made by the Authorities of the suitability or deliverability of sites put forward by landowners and developers at the 'call for sites' stage.
- 3.7 A number of Local Authorities referred to additional information relating to the suitability and deliverability of locations (Craven, Ryedale, Harrogate, Richmondshire). These were considered useful in identifying whether any locations on the 'long list' from the data gathering exercise should immediately be discounted, as explained in Section 4.0 regarding the Long List stage for the project. Selby and Hambleton did not provide such comments at that point,

however Fairhurst re-consulted with both authorities prior to finalising the long list to obtain their comments. As set out in Section 4.0, one of the criteria for the Long List was, therefore, developed to represent comments received from District/Borough Authorities, with locations being discounted where a Local Authority indicated they were not suitable for consideration for built waste management facilities.

- 3.8 Where the Local Authorities made comments on potential constraints to development or issues to consider in allocating the locations proposed, Fairhurst have included these in the commentary on the Short List locations set out in Section 7.0 of this report. In addition, Ryedale identified that there is commentary on the suitability of use of some of the sites, as identified in their Employment Land Review, which Fairhurst have also included in the commentary on the Short List locations set out in Section 7.0 of this Report.

4.0 LONG LIST

- 4.1 Having identified locations through the data gathering exercise, Stage 3 was to develop a Long List of locations which may be suitable for built waste management facilities. The data gathering list of sites was broken down into the following authority areas for this stage of the assessment:
- Craven;
 - Hambleton;
 - Harrogate;
 - North York Moors National Park;
 - Richmondshire;
 - Ryedale;
 - Scarborough;
 - NYCC
 - Selby; and
 - York.
- 4.2 Fairhurst then identified a range of assessment criteria against which the suitability of the locations identified as potentially being suitable for new or enhanced built waste management facilities could be assessed, in agreement with the Joint Plan Authorities. The criteria allowed for a desk-based assessment to be undertaken at the Long List stage, to screen out immediately unsuitable sites, and to be refined through on-site assessments during Stage 4 of the project.
- 4.3 The assessment criteria are based on acknowledged constraints to the development of waste facilities of this nature and known issues arising from their operation. They include criteria set out in planning policy such as the National Planning Policy for Waste (published October 2014); and the relationship with options being considered as part of the Preferred Options stage for the Joint Minerals and Waste Plan.
- 4.4 In terms of constraints and issues, these relate to the needs of waste management facilities in terms of infrastructure demands, as well as to the impacts of such facilities on the environment and residential amenity.
- 4.5 As far as policy is concerned, the National Planning Policy for Waste sets out locational criteria in Appendix B to be taken into account when assessing the suitability of locations and areas for new waste facilities, which were informative in the development of assessment criteria for this project. In particular, the National Planning Policy for Waste criteria were useful in helping to identify locational constraints to waste facilities in terms of environmental issues, and the impacts such facilities can have on the environment and residential amenity.
- 4.6 When Fairhurst commenced this survey of potential locations for built waste management facilities, the consultation and redrafting of waste policy and statements was taking place at a national level. However, it was agreed with the

Joint Plan Authorities that until such time as PPS10 was revoked, the criteria in Appendix E would be used to initially inform this project. That approach has been adopted in its conclusion to take account of the new criteria contained in Appendix B of the National Planning Policy for Waste, published in October 2014.

- 4.7 In developing the assessment criteria, regard was also had to the Planning Practice Guidance with particular reference to the guidance on ensuring that new waste facilities are sited in sustainable locations, with regard to the sources of information on waste streams, and forward planning for waste capacity.
- 4.8 As previously set out, the Joint Plan Authorities are preparing a Joint Minerals and Waste Plan which is currently at the Issues and Options Stage. The Joint Plan Authorities expressed an interest in ensuring that the approach taken to this project has regard to the options identified in the Issues and Options document, as there is the potential for this project to help identify the Preferred Options in terms of the overall spatial and locational approach to the delivery of new waste management infrastructure. In this respect, the development of the Joint Minerals and Waste Plan is informed by the Site Identification and Assessment Methodology and Scope (February 2014), which sets out a method for the identification and assessment of potentially suitable locations for waste and minerals facilities. Fairhurst consider that the methodology proposed for this project is compatible with the Site Identification and Assessment Methodology, and the assessment criteria have, therefore, been developed to reflect the terminology and approach used in that document.

Assessment Criteria

- 4.9 The assessment criteria as agreed are set out below. The criteria in the methodology do not exactly mirror the National Planning Policy for Waste Appendix B criteria, as they were re-interpreted for the purposes of this study to form categories against which scores could be allocated, however the relevant National Planning Policy for Waste criteria are outlined next to the assessment criteria below for ease of reference. The assessment criteria are then explained in detail below, including an explanation of why the National Planning Policy for Waste criteria has been re-interpreted.
- 4.10 Defined constraints:
- Flood risk (National Planning Policy for Waste – *protection of water quality and resources and flood risk management*);
 - Proximity to vulnerable surface and groundwater bodies (National Planning Policy for Waste – *protection of water quality and resources and flood risk management*);
 - Land instability (National Planning Policy for Waste – *land instability*);
 - Air Quality Management Areas (AQMA) (National Planning Policy for Waste – *air emissions, including dust*);

- Landscape designations (National Planning Policy for Waste – *landscape and visual impacts*);
- Green Belt;
- Ecological designations (National Planning Policy for Waste – *nature conservation*);
- Cultural heritage designations (National Planning Policy for Waste – *Conserving the historic environment*);
- Known archaeological constraints (National Planning Policy for Waste – *conserving the historic environment*);
- Aerodrome/MOD safeguarding areas; and
- Hazardous substances consents.

4.11 Judgement-based constraints:

- Proximity to sources of arisings (National Planning Policy for Waste – general approach);
- Adequacy of transport links (National Planning Policy for Waste– *traffic and access*);
- Sensitivity and proximity of neighbouring uses (National Planning Policy for Waste– *air emissions, including dust, odours, vermin and birds, noise, light and vibration*);
- Character of the location (National Planning Policy for Waste– *potential land use conflict*);
- Vacancy rates;
- Turnover; and
- Comments from District/Borough Councils.

Explanation of Assessment Criteria and Scoring System

- 4.12 Any assumptions underlining the criteria were based on assumptions set out in the Joint Minerals and Waste Plan Site Identification and Assessment Methodology and Scope (February 2014), as these have previously been reviewed and agreed by the Joint Plan Authorities.
- 4.13 The assessment criteria generally follow a scoring system of 3 - 1, with 3 being the highest score indicating no/minimal constraint associated with a particular criterion. Some of the criteria included categories and designations where the constraint was likely to make a new waste facility undeliverable. These were set out as an 'overriding major constraint', in keeping with the major constraints identified in the Joint Minerals and Waste Plan Site Identification and Assessment Methodology and Scope (February 2014), and scored 0 points, indicating no suitability for a new or enhanced built waste management facility. Only where a constraint was likely to preclude development of a new or enhanced waste facility was it scored 0.
- 4.14 The categories and designations used within each assessment criteria are set out below. Wherever possible these were developed in keeping with the data used to inform the Joint Minerals and Waste Plan Site Identification and Assessment

Methodology and Scope (February 2014). Not all of the same categories were included, as some of those in the Joint Plan Methodology relate clearly to undeveloped locations (e.g. Agricultural Land Quality; Ancient Woodland) and were not, therefore, of relevance to this project, which focuses on existing industrial/employment land and/or allocations where the impacts on such designations would already have been justified.

- 4.15 In developing the assessment criteria for the Long List, it also became apparent that some criteria could not feasibly be completed for the number of locations initially identified (there were over 190 locations identified through the data gathering exercise), or would be better completed through data gathering on site as opposed to desk-based data gathering. In agreement with the Joint Authorities, these criteria were then left without scores on the Long List and completed at the Site Assessment or Short List stage. Any instances where this occurred are explained below and the approach to scoring these criteria is then set out in relation to the Site Assessments in Section 5.0 of this Report or in relation to the Short List in section 6.0 of this Report, as appropriate.

Defined Constraints

- 4.16 'Defined constraints' refer to those constraints that are readily defined, for example by lines on a map or set out in data records. These were generally environmental constraints used to identify environmental impacts of, or limits to, proposed new or enhanced built waste management facilities in the locations identified.

Flood Risk

- 4.17 The National Planning Policy for Waste Appendix B states that "*the suitability of locations subject to flooding will also need particular care*" within criterion a) '*protection of water quality and resources and flood risk management*'. Criterion a) was, therefore, split into 'flood risk and' 'proximity to vulnerable surface and groundwater bodies, as set out below, for the purposes of this assessment. This was to enable scoring against defined criteria, i.e. Flood Zones, as opposed to scoring location against a looser criterion of '*protection of water quality and resources*'.
- 4.18 Flood risk, therefore, directly related to the known flood zones for the location. Where functional flood plain was identified (for example, through a Local Authority's Strategic Flood Risk Assessment) this would be assessed as an overriding major constraint meaning the location was unlikely to be viable. In such cases the location scored 0 points.

Proximity of vulnerable ground and surface water bodies

- 4.19 As set out above, this criterion reflects part of criterion a) '*protection of water quality and resources and flood risk management*' in the National Planning Policy for Waste Appendix B. Proximity to vulnerable groundwater and surface water bodies

can be definitively measured based on distance to these receptors, as opposed to scoring location against a looser criterion of '*protection of water quality and resources and flood risk management*'.

- 4.20 The suitability of the location in terms of potential impacts on water quality and resources was, therefore, assessed based on proximity to designated vulnerable groundwater bodies in the form of Aquifer designations and Source Protection Zones; and proximity to any surface water body that could potentially be affected by contaminated run-off.
- 4.21 Where a Source Protection Zone 1 was identified, this was assessed as an overriding major constraint, meaning the location is unlikely to be viable. In such cases the location scored 0 points.

Land instability

- 4.22 The potential for land instability was assessed using the Coal Mining Authority's Report. In areas which fall within the extent of coal mining activity, the Coal Authority class land as 'low risk' or 'high risk' depending on the potential for instability or a degree of risk to the surface from the legacy of coal mining operations. High risk areas scored the lowest in relation to the suitability of a location for new or enhanced waste management facilities.
- 4.23 Areas which are not within a Reporting Area are not known to fall within an area of coal mining activity; therefore, any locations not covered by a Reporting Area were not considered to be at risk of land instability and scored highly in terms of suitability.

Air Quality Management Areas

- 4.24 This assessment criterion related to the National Planning Policy for Waste Appendix B criterion g) '*air emissions, including dust*', which states that '*considerations will include the proximity of sensitive receptors*'. Based on the nature of the built waste management facilities being reviewed for this project, there is the potential for air emissions, primarily from waste treatment facilities including mechanical and biological treatment. There is also the potential for increased traffic emissions associated with waste inputs to the facilities. It is considered that an Air Quality Management Area (AQMA) is a 'sensitive receptor', which if in close proximity to a built waste management facility could have the potential to be adversely affected.
- 4.25 It was, therefore, considered appropriate to rate a location depending on location within or out with an AQMA, to initially identify whether the increased emissions may be a potential cause for concern. This represents a re-interpretation of criterion g) of the National Planning Policy for Waste, as it provides a definitive criterion against which to score locations, as opposed to reviewing the actual air emissions associated with a facility, which is not possible at this stage as only the

suitability and deliverability of locations for a variety of waste management facilities is being considered.

- 4.26 In addition, if an AQMA was located where vehicles serving the industrial/employment location or allocation would inevitably have to travel through it, a location was scored lower than if this were not the case, to reflect the potential impact emissions associated with development-generated traffic. This was only taken from the location itself up to the point of connection with the motorway network, to provide a reasonable cut-off point for where vehicles may travel from; once on the motorway network it would not be possible to state which direction the vehicles would be travelling from at the level of detail provided in this project. In this respect, where the locations being assessed are in towns within which AQMAs are located (such as the City of York), on the basis that these towns could reasonably be considered to be sources of waste arisings, it was considered inevitable that vehicles collecting and delivering waste to the locations being assessed would have to pass through an AQMA to collect the waste.

Landscape designations

- 4.27 The National Planning Policy for Waste Appendix B criterion c) '*Landscape and visual Impacts*' states that '*(i) acceptable development which respects landscape character....[and] (ii) the need to protect landscapes (designations) of national importance (National Parks, Areas of Outstanding Natural Beauty and Heritage Coasts)*' will need to be considered. The assessment criteria for this project, therefore, included '*landscape designations*', in order to determine whether or not a location falls within an area where visual intrusion may be a constraint.
- 4.28 Locations falling within landscape designations were scored lower than those not falling within any such designated areas. Based on the landscapes identified in criterion c) of the National Planning Policy for Waste Appendix B, locations in '*landscapes of national importance*' comprising National Parks², AONBs or Heritage Coast, it scored 1 point. It is recognised that Heritage Coast is not a nationally 'designated' site like National Parks and AONBs, and, therefore, does not have the same level of protection as them. However, Heritage Coast was included with these national designations for the purposes of this project due to the fact that it is explicitly mentioned in the National Planning Policy for Waste.
- 4.29 Locations in other less sensitive district-level designations were scored 2. Included within this was the specific sensitivity of York Minster, as the City of York Council has an adopted Local Plan policy which protects views of the Minster and its dominance on the York skyline. Where any existing or allocated

² While National Parks are included in the 'landscape designation' criterion, it should be noted that National Parks are not just landscape designations, and the project did consider the implications on National Park designation in terms of the two National Park purposes – '*conserve and enhance the natural beauty, wildlife and cultural heritage of the Park, and promote opportunities for the understanding and enjoyment of the special qualities of the Park by the public.*'

industrial/employment estates could potentially impact on views of York Minster, the location would also score 2.

Green Belt

- 4.30 Although this project looked at existing or allocated industrial and employment locations, there is the potential for such locations to be washed over by the Green Belt. This would present a constraint to development; therefore, if this was the case the location only scored 1. If locations were not within the Green Belt, or they were surrounded by Green Belt, but excluded from it by virtue of a 'major sites' policy designation or similar, the designation was unlikely to be a constraint and the location was scored 3.

Ecological designations

- 4.31 Criterion d) '*nature conservation*' in the National Planning Policy for Waste Appendix B states that '*Considerations will include any adverse effect on a site of international importance for nature conservation (Special Protection Areas, Special Areas of Conservation and RAMSAR Sites) or a site with a nationally recognised designation (Sites of Special Scientific Interest, National Nature Reserves)*' and the rest. To provide a definitive assessment criterion for this project, locations were scored against the presence of ecological designations, covering both international and national designations as set out in the National Planning Policy for Waste, and other ecological designations that may also be a consideration in the development of new or enhanced built waste management facilities.
- 4.32 The suitability of the locations in terms of ecology was, therefore, assessed based on proximity to ecological designations, as opposed to a scoring system based on '*nature conservation*' values. Where a location fell within an area of international significance (i.e. SPA, SAC or Ramsar site) this was assessed as an overriding major constraint meaning the development is unlikely to be suitable. In such cases the location scored 0 points.
- 4.33 Other ecological designations that were included in the assessment are SSSIs; National Nature Reserves; and SINCs.

Cultural heritage designations

- 4.34 The National Planning Policy for Waste Appendix B criteria includes criterion e) '*conserving the historic environment*'. The guidance states that '*heritage assets, whether designated or not*', will need to be considered in relation to the location of waste development. As '*historic environment*' is a loose term not lending itself readily to any scoring system, locations were instead scored in relation to the proximity of cultural heritage designations.
- 4.35 Cultural heritage designations included Listed Buildings, and Conservation Areas. Whether or not proximity is an issue was scored based not only on distance, but

also intervening land uses. However, for the purposes of the long list and initial assessment, locations were just assessed in relation to distance from Listed Buildings and Conservation Areas. Where such designations existed within 250m of a location, they were scored 1 as a precaution that cultural heritage might be affected. When the long list stage was complete and the list of locations to be taken forward for site assessment identified, these locations were re-assessed through the site visit to take account of the presence of screening provided by buildings and vegetation, when reaching a view as to whether cultural heritage designations were likely to be affected. This is explained in more detail in Section 5.0.

Known archaeological constraints

- 4.36 As mentioned previously, criterion e) of the National Planning Policy for Waste Appendix B states that, '*Considerations will include the potential effects on the significance of heritage assets, whether designated or not*'. The presence or absence of archaeological constraints such as these is considered to be a relevant assessment criterion for the purposes of this project, and to reflect this as well as cover all of the considerations in criterion e) of the National Planning Policy for Waste Appendix B; locations were scored against the presence of known archaeological constraints.
- 4.37 For the purposes of the Long List, and in discussion with the Joint Plan Authority, it was determined (at a meeting on the 3 December 2014) that it would be too time consuming to assess every location simply for 'archaeological potential'. This was decided as it would require specialist input from the County Archaeologist to confirm what archaeological constraints existed on or near each site, their relative importance, and whether they would be impact by new or enhanced built waste management facilities. Therefore, this criterion was refined during the methodology discussions with the Joint Authorities to look at the presence or absence of the following archaeological constraints: Scheduled Monuments, Registered Parks and Gardens, and Registered Battlefields.

Aerodrome/MOD safeguarding areas

- 4.38 This criterion is straightforward: locations either did or did not fall within the safeguarded areas, and scores were awarded accordingly.

Hazardous substances consents

- 4.39 Where Hazardous substances consents exist, this could be taken as a good indicator that a location is likely to be suitable for other activities involving Hazardous substances. As one of the capacity types required in the Joint Plan Authorities' area is Hazardous waste facilities, it was intended that locations with existing Hazardous substances consents would be scored 3, as they are likely to be suitable for such new or enhanced waste facilities, including those dealing with Hazardous waste.

- 4.40 However, having pulled together the list of locations, it was apparent that significant work would be required to ascertain whether Hazardous substances consents exist. An individual request would need to be made for each site relative to the brief outlined in paragraph 1.7 of this report using the Health and Safety Executive's PADHI website, which the Joint Plan Authorities agreed would be too time consuming at a meeting on the 3 December 2014.

Judgement-based constraints

Proximity to sources of waste arisings

- 4.41 Discussions with the Joint Plan Authorities confirmed that there is no specific data on source of waste arisings, although there is some information in the Issues and Options document for the Joint Minerals and Waste Plan, and data about the amount of arisings in the North Yorkshire Sub Region Waste Arisings and Capacity Evidence Report (Urban Vision, October 2013).
- 4.42 The Joint Minerals and Waste Plan Issues and Options document identifies that LACW arisings are strongly associated with population distribution; more urbanised areas are the key sources of LACW arisings. The Joint Plan notes that C&I waste arisings are also concentrated in more urbanised areas, although it is acknowledged in the Plan that the sources are more widespread as they relate to all business and industrial activity. Similarly, whilst data on CD&E arisings is even more limited, the Joint Plan sets out that a sensible assumption would be that most arisings come from more urban areas, or where there are large scale construction projects. For Hazardous waste, the Joint Plan assumes that arisings would be similar to C&I and LACW arisings, as it is related to a range of domestic, commercial and industrial activities.
- 4.43 Fairhurst, therefore, agreed with the Joint Plan Authorities that the use of population density maps could be used to identify approximate sources of waste. Rather than looking at distances to centres of population or more urbanised areas per se, this approach allows for an element of sustainability to feature in the judgement: more densely populated areas are more likely to provide a constant and more sustainable waste source than less densely populated areas.
- 4.44 Locations were, therefore, assessed in relation to whether they fell within a densely populated, moderately populated or sparsely populated area. The population density maps in Appendices 3 and 4 identify these areas in relation to the following categories:
- > 4 persons per hectare = densely populated;
 - 0.5 – 4 persons per hectare = moderately populated; and
 - < 0.5 persons per hectare = sparsely populated.
- 4.45 Where locations are in close proximity to a source of arisings, there may be the potential for co-location of waste management facilities, and such a location would

therefore score highly in terms of suitability against this criterion. This reflects section 4 of the National Planning Policy for Waste, which states that '*In preparing their plans, waste planning authorities should: consider opportunities for on-site management of waste where it arises; (and) consider a broad range of locations including industrial sites, looking for opportunities to co-locate waste management facilities together and complementary activities.*'

Adequacy of transport links

- 4.46 In the National Planning Policy for Waste Appendix B, criterion f) '*traffic and access*' states that '*Considerations will include the suitability of the road network and the extent to which access would require reliance on local roads*'. Most industrial/employment locations and allocations are expected to have adequate transport links, however the specific need for HGV access will need to be assessed in relation to new or enhanced waste facilities. Criterion f) was, therefore, re-interpreted as 'adequacy of transport links', to enable the specific assessment based on the needs of built waste management facilities.
- 4.47 Because of the nature of the locations under consideration, i.e. industrial/employment locations or allocations, it was anticipated that most of the locations would have an established route to the strategic highway network, although the suitability of this route for HGVs would need to be clarified through a site visit. In addition, it was not known whether the locations would have existing access points, which would be required for a deliverable site.
- 4.48 Therefore, this criterion was not completed for the Long List stage, but was taken forward to the site assessment stage, to enable details of the Road network and site access to be recorded through a site visit and the locations scored on this criterion accordingly. In terms of access to a site, comments were not made on the ability of the site to provide an access, but merely to comment on the current situation.

Sensitivity and proximity of neighbouring uses

- 4.49 To assess whether the locations for new or enhanced built waste management facilities were suitable in terms of impacts on amenity, each location was scored against the proximity of sensitive uses. These were defined as residential uses and non-residential uses susceptible to the impacts of noise and other environmental amenity issues, such as offices, pubs, hotels, schools and visitor attractions (museums, racecourses etc.).
- 4.50 This criterion was also developed from the need to assess locations against a variety of criteria in the National Planning Policy for Waste Appendix B, which states that '*Considerations will include the proximity of sensitive receptors, including ecological as well as human receptors, and the extent to which adverse emissions can be controlled through the use of appropriate and well-maintained and managed equipment and vehicles*'; namely criteria g) '*air emissions, including*

dust; h) *'odours'*; i) *'vermin and birds'*; and j) *'noise, light and vibration'*. Scoring locations in relation to the sensitivity and proximity of neighbouring uses allowed an assessment of the potential impacts in relation to all of these nuisance-generating issues. In addition, criterion l) *'potential land use conflict'* is of relevance where new or enhanced built waste management facilities are proposed, as if there are sensitive uses in proximity this could lead to conflict as a result of the potential environmental impacts associated with the uses. The assessment criterion for this project was, therefore, developed as *'sensitivity and proximity of neighbouring uses'*.

- 4.51 Using a desk-based assessment, where residential uses were recorded directly adjacent to or within 10m of a proposed location, the lowest score of 2 was awarded. Where residential uses were within <200m, or other office, school or non-residential uses were within <200m, i.e. both in close enough proximity to create a potential issue, locations were scored 4 points. The highest score was awarded to locations where no sensitive uses were found within >200m of the location; scoring 6.

Character of the location

- 4.52 Criteria l) *'potential land use conflict'* in the National Planning Policy for Waste Appendix B also relates to the potential for conflict with the existing developments within the industrial/employment locations that are being assessed. The project looks at the suitability of both industrial and employment locations for new or enhanced waste management facilities, and it is expected that most industrial estates will be suitable to host new or enhanced waste management facilities, subject to scoring well against the other assessment criteria. However, *'employment'* locations may vary in nature and may be more business or retail focused, and may, therefore, be less compatible with new or enhanced built waste management facilities.
- 4.53 Therefore, *'character of the location'* was also developed as an assessment criterion to ensure this is taken into consideration. It was agreed with the Joint Plan Authorities that this was best reviewed at the site assessment stage, where data could be gathered about the current uses of the location and scores awarded appropriately.

Vacancy rates

- 4.54 If locations also have vacant units, this would indicate that there is the potential for a waste facility, without the need for additional built development. The availability of vacant plots or buildings could be very important for delivery, indicating that there is space available within an existing industrial/employment location for the development of a new or enhanced built waste management facility, and also appearing more favourable as new or enhanced facilities could make use of existing infrastructure. It was agreed with the Joint Plan Authorities that this

criterion would be assessed during the site assessments, to give a current picture of vacancy rates at each location that was assessed. However, rather than providing a specific score for this criterion it was decided that it would provide a narrative to the study found in the raw data spreadsheets; which gives a 'snap shot' of the site at the time of the site visit stage. As such, there is no score within the weighted scoring spreadsheets, but rather text within the raw data spreadsheets.

Turnover

- 4.55 In agreeing the methodology with the Joint Plan Authorities, it was felt that consideration should also be given to the turnover of vacancies, as simply basing the assessment on whether or not there are vacant units available at the time of the project gives a 'snapshot' of a moment in time. However, this would depend upon the availability of data. Therefore, whilst turnover was initially included as a potentially useful assessment criterion, it was found during the Long List assessment that no suitably up-to-date data which is comparable for locations across the area covered by the Joint Plan Authorities exists. Therefore, the 'snapshot' of vacancy rates at the time of the assessment was used instead to identify whether or not there may be potential deliverable plots within a location.

Comments received from District / Borough Authorities

- 4.56 As identified in Section 2.0, when liaising with the District/Borough Authorities to confirm the locations gathered as part of the data gathering exercise, comments were received in relation to the suitability and deliverability of certain locations.
- 4.57 Therefore, a criterion was developed to identify any showstoppers highlighted by the District/Borough Authorities and ensure these were reflected in the Long List scores. It was not considered necessary to score every site, particularly as the District/Borough Authorities did not have comments to make on every site, but to identify any showstopper issues by awarding a score of 0. In keeping with the methodology for other showstopper issues, this would ensure the overall score for the site would be a 0 and the site would not progress beyond the Long List.

Joint Local Plan Issues and Options and National Planning Policy for Waste

- 4.58 In order to review whether the location of the site would accord with all of the locational options, we reviewed both the Joint Local Plan Issues and Options document and Appendix B within the National Planning Policy for Waste were considered.
- 4.59 Therefore, a paragraph in Section 6.0 was drafted in order to identify which locational options the site falls into. In regards to the Joint Local Plan Issues and Options document (Section 6.0, p.g. 159), overall locational principles for provision of new waste capacity are reflected in 4 options. These options provide categories in which to identify appropriate principles to guide the overall approach to locating

new waste management capacity. This meant that each site was given a score of 1-4; depending on its locational capacity for a new waste management facility. On reviewing Appendix B of the National Planning Policy for Waste each site was assessed; scoring either a 3 or a 2. The site would score a 3 when it matched all of the criterion within Appendix B; scoring a 2 if it did not.

Other issues

- 4.60 In developing the assessment criteria it was recognised that other issues may also arise during the site visits to each potential location, or in discussion with the District/Borough and Joint Plan Authorities. Where this was the case, the issues are discussed in the commentary on each site taken forward for the Short List, in Section 6.0 of this Report.
- 4.61 It should be noted that land ownership has not been included as a criterion in this project, because this project focuses on generalised locations rather than specific plots of land. Should any of the site allocations be taken forward by the Joint Plan Authorities for consideration as part of the Preferred Options review, specific sites may be looked at in more detail at that stage, and land ownership reviewed by the Joint Plan Authorities at that time. However, the need for this will depend on whether, or not the locations are taken forward as site allocations.

Scoring System

- 4.62 Information relating to each criterion above was obtained by Fairhurst from the review of established datasets, such as the Environment Agency’s flood maps; GIS datasets held by each of the Joint Plan Authorities; direct liaison with the District and Borough Authorities within the Joint Plan Authorities’ area; and from site visits. The overall scoring system used is set out in Table 1 below.

Table 1: Assessment Criteria and Scoring System

Defined Constraints	Categories	Score	Source
Flood risk	Low risk.	3	<ul style="list-style-type: none"> • GIS data • EA Flood maps
	Medium risk.	2	
	High risk.	1	<ul style="list-style-type: none"> • GIS data • EA Flood maps • SFRAs
	Functional flood plain (where known).	0	
Proximity to vulnerable surface and groundwater bodies	Not over a Principal or Secondary Aquifer or in close proximity to a surface water	3	<ul style="list-style-type: none"> • GIS data

	body (river/lake).		
	Over a Secondary Aquifer.	2	
	In close proximity to a surface water body (river/lake).	2	
	Over a Principal Aquifer.	1	
	Source Protection Zone 2 or 3.	1	
	Source Protection Zone 1.	0	
Land instability	Not within Coal Mining Reporting Area.	3	<ul style="list-style-type: none"> • GIS data • Coal Mining Authority Reports
	Development Low Risk Area.	2	
	Development High Risk Area.	1	
Air Quality Management Areas	Location is not within an AQMA.	3	<ul style="list-style-type: none"> • GIS data
	Vehicles travelling to the location would inevitably have to pass through an AQMA.	2	
	Location is within an AQMA.	1	
Landscape designations	Not within a landscape designation.	3	<ul style="list-style-type: none"> • GIS data • Natural England database (Magic) • Policy documents
	Within a district-level designated landscape.	2	
	Within a nationally designated landscape.	1	
Green Belt	Not in the Green Belt.	3	<ul style="list-style-type: none"> • GIS data
	In the Green Belt.	1	
Ecological designations	Not within or in close proximity to	3	<ul style="list-style-type: none"> • GIS data • Natural England database (Magic)

	an ecological designation.		
	Within a locally important ecological designation or in close proximity to a national designation.	2	
	Within a nationally important ecological designation or in close proximity to an internationally important ecological designation.	1	
	Within an internationally important ecological designation.	0	
Cultural heritage designations	No cultural heritage designations likely to be affected.	3	<ul style="list-style-type: none"> • GIS data • English Heritage database (Magic)
	Cultural heritage designations likely to be affected.	1	
Known archaeological constraints	Archaeological constraints known not to exist on site.	3	<ul style="list-style-type: none"> • GIS data •
	Potential for archaeological constraints unknown.	2	
	Archaeological constraints known to exist on site.	1	

Aerodrome/MOD safeguarding areas	Not within aerodrome/MOD safeguarding area.	3	<ul style="list-style-type: none"> • GIS data
	Within aerodrome/MOD safeguarding area.	1	
Hazardous substances consent sites	Hazardous substances consent(s) exist(s).	3	<ul style="list-style-type: none"> • HSE PADHI system
	No hazardous substances consent(s) exist(s).	1	
Judgement-based Constraints	Categories	Score	Source
Proximity to source of waste arisings	In close proximity to likely sources of arisings (including possible co-location opportunity).	6	<ul style="list-style-type: none"> • GIS data on population density
	Well-located in relation to sources of arisings.	4	
	Not well located in relation sources of arisings.	2	
Adequacy of transport links	Good links exist.	6	<ul style="list-style-type: none"> • Site visit • Direct liaison with Districts / Boroughs
	Adequate links exist.	4	
	Poor links exist.	2	
Sensitivity and proximity of neighbouring uses	No sensitive neighbouring uses in close proximity.	6	<ul style="list-style-type: none"> • GIS data
	Offices, schools or other non-residential uses in close proximity.	4	

	Residential uses in close proximity.	4	
	Residential uses directly adjacent to site.	2	
Character of the location	Existing/proposed uses are compatible with waste facilities.	6	<ul style="list-style-type: none"> • Site visit
	Existing/proposed uses are mixed, partly compatible with waste facilities.	4	
	Existing/proposed uses are not compatible with waste facilities.	2	
Vacancy rates (providing narrative within the raw data spreadsheets)	Vacant buildings exist.	N/A	<ul style="list-style-type: none"> • Employment Land Reviews • Site visits • Estates Gazette
	Vacant plots exist.	N/A	
	No vacancies exist.	N/A	
Turnover- Not included in study due to insufficient data.	Turnover levels suggest vacant plots/buildings should be available.	3	<ul style="list-style-type: none"> • Employment Land Reviews
	Turnover levels do not suggest vacant plots/buildings should be available.	1	
Development on site	The site is developed	6	<ul style="list-style-type: none"> • Employment land reviews • Google Maps
	The site is not developed	2	
Comments received from District / Borough Authorities	Comments received indicating a showstopper issue which makes the site	0	<ul style="list-style-type: none"> • Direct liaison with Districts / Boroughs

	unsuitable or undeliverable for built waste management facilities.		
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Weighting System

- 4.63 Fairhurst recognise that some criteria are more important than others, particularly in terms of the aspirations of the Joint Plan Authorities and the policy-driven nature of this project. Therefore, it was agreed with the Joint Plan Authorities that some criteria should be weighted to reflect higher levels of importance in terms of suitability and deliverability of the locations. Therefore, all criteria which could be managed through the development management process, which in the main relate to the ‘defined criteria’ such as environmental constraints, were weighted 1. The remaining, more policy-driven criteria, along with the adequacy of transport links and any criteria relating more specifically to deliverability were weighted 2. This approach reflects the background of the project in terms of it supporting a policy document, and ensures consideration is given to National Planning Policy for Waste criteria without over-weighting their importance, as many can often be mitigated through the development management process.
- 4.64 As previously set out, some of the criteria include categories and designations where the constraint is an ‘overriding major constraint’, in keeping with the major constraints identified in the Joint Minerals and Waste Plan Site Identification and Assessment Methodology and Scope (February 2014). Where such constraints exist and are, therefore, likely to preclude development of a new or enhanced waste facility, the location will score 0 points both in the raw and weighted scores.

Table 2: Assessment Criteria Scores and Proposed Weighting

Criterion	Raw Scores	Rating	Weighted Scores
Defined constraints			
Flood risk	3, 2, 1, 0	1	3, 2, 1, 0
Proximity of vulnerable surface and groundwater bodies	3, 2, 1, 0	1	3, 2, 1, 0
Land instability	3, 2, 1	1	3, 2, 1
AQMA	3, 1	1	3, 1
Landscape designations	3, 2, 1	1	3, 2, 1
Green Belt	3, 1	1	3, 1
Ecological designations	3, 2, 1, 0	1	3, 2, 1, 0
Cultural heritage designations	3, 2, 1	1	3, 2, 1

Aerodrome/MOD Safeguarding Areas	3, 2, 1	1	3, 2, 1
Known archaeological constraints	3, 2, 1	1	3, 2, 1
Judgement-based constraints			
Proximity to source of waste arisings	3, 2, 1	2	6, 4, 2
Adequacy of transport links	3, 2, 1	2	6, 4, 2
Sensitivity and proximity of neighbouring uses	3, 2, 1	2	6, 4, 2
Character of the location	3, 2, 1	2	6, 4, 2
Vacancy rates	3, 1	2	N/A
Turnover	3, 1	2	6, 2
Development on site	3, 1	2	6, 2

Long List Scores

- 4.65 Once every location had been scored in accordance with the system set out above, a Long List was developed which excluded locations that were immediately able to be discounted, i.e. because the assessment showed there were 'showstoppers' making the locations unsuitable for built waste management facilities, and which excluded locations that received poor overall scores relative to other locations within the same authority area. The subsequent Long List spreadsheets are included at Appendix 4.0a and 4.0b.
- 4.66 To determine which locations received poor overall scores relative to other locations within the same authority area, a threshold was used which ensured a minimum of 10 sites (where there are 10 to start with) were included per Authority in the Short List. This was to ensure a good geographical spread of sites, in alignment with the approach in the National Planning Policy for Waste, in accordance with the proximity principle, at the nearest appropriate installation.
- 4.67 The result of the Long List exercise was that the following number of sites were taken forward to the site assessment stage, by Authority area:
- NYCC - 11
 - York - 11
 - North York Moors National Park - 3
 - Scarborough - 27
 - Selby - 13
 - Harrogate - 11
 - Hambleton - 7
 - Ryedale - 10
 - Richmondshire - 5

- Craven - 11
- Total - 108

4.68 Immediately, following the Long List stage, the 11 NYCC sites were removed as the Joint Plan Authorities confirmed that they did not need to be subject to a site assessment. This was due to the fact that they already feature in the Joint Waste Local Plan Issues and Options document. Fairhurst then applied the weighting to the scores secured through addressing the raw data, which altered the numbers falling above and below the threshold assessment.

4.69 The site assessment process is explained in the following Section 5.0

5.0 SITE ASSESSMENTS

- 5.1 Stage 4 of the project, the site assessments, was undertaken over a period of several weeks. A Site Assessment Form was completed for each location showing the scores assigned during the site visits. The Site Assessment Form Template is included at Appendix 5.0, and the process and results are described in more detail below.

Assessment Criteria – Site Assessment

Cultural Heritage Designations

- 5.2 As set out in Section 4.0 above, some locations were awarded a precautionary score of 1 point at the Long List stage where there were Conservation Areas and/or Listed Buildings within a 250m radius. The purpose of the site visits was then to ascertain whether the location would realistically affect the setting of the cultural heritage designation in question.
- 5.3 For each location where this criterion applied, the site assessment forms included a map showing the site and closest cultural heritage designation(s). The site assessor then oriented themselves on site and looked towards the designations. In any locations where the designations could not be seen due to distance, intervening buildings, or topography, it was determined that the setting of the cultural heritage designation was in fact not likely to be affected, the score was finalised as a 3 accordingly. Conversely, if there were views of a Listed Building or a Conservation Area, and in the case of Conservation Areas if these were adjacent to the site, a score of 1 was retained as it was considered likely that, depending on the type of built waste management facility, their setting could be affected.

Adequacy of Transport Links

- 5.4 As set out in Section 4.0 above, it was not possible to assess transport links without undertaking a site visit. At this stage, two aspects of the adequacy of transport links were assessed: adequacy of routes to the location and adequacy of access into the location.
- 5.5 In terms of routes, where sites were situated on an A or B road with clear routes to the motorway, the locations were assessed as 'adequate'. Where there were better transport links, for example a location only requiring access from an A road onto the motorway, in close proximity to a motorway junction, or other major route on the strategic highway network, the location was assessed as 'good'. Conversely, if access was via a local or rural network unlikely to be suitable for a number of HGVs, the adequacy of transport links were assessed as 'poor'.

- 5.6 For access, if no access existed locations were assessed as 'poor'. If an access, clearly wide enough for HGVs existed, sites were assessed as 'good', with more doubtful accesses being assessed as 'adequate'.
- 5.7 The worst case in terms of the assessment was then used to score the locations. For example, if the route was 'adequate', but the access was 'poor', the location was scored 2 as being poor overall. This approach was considered to be acceptable as both elements could prevent a location being suitable for built waste management facilities.
- 5.8 In addition, the assessment of the location must reflect considerations such as whether or not the size and scale of current facilities, and the amount of traffic generated by them, would be similar should a new or enhanced waste management facility be introduced into the location. For example, if the current uses do not generate much traffic, or traffic of a different character, then the introduction of waste facilities may not be appropriate to the character. This was considered through the site assessments by recording whether the existing access and the Road network were considered wide enough for HGVs. If not, the scores were lowered accordingly.
- 5.9 It should be noted that this project did not look at highway capacity, but focused on the adequacy of the physical transport links to and from the locations being assessed. This is due to the level of detail required to assess highway capacity and the need to engage with the relevant Highway Authorities.

Character of the location

- 5.10 As discussed in Section 4.0, there was considered to be a need to review the compatibility of existing uses with potential built waste management facilities. The existing and immediately surrounding uses at each location were, therefore, noted during the site assessments, and scores awarded accordingly.
- 5.11 Where the locations were primarily industrial in nature, they were generally scored highly with a 6, as they would be considered to be more compatible with waste facilities. However, some specific industrial uses, such as some food manufacturing businesses, may be less compatible with waste facilities, and in such cases a lower score of 4 was awarded. Where business and/or retail uses dominate an employment location, the location was also awarded a score of 2; and where there were any residential or other uses considered to be not compatible with waste facilities, including pubs, restaurants etc., a score of 2 was awarded. It is important to note that this is a slight change from the proposed methodology. The proposed methodology stated that industrial estates would be a 3, mixed business/industrial would be a 2, and just business would be a 1. However, the site assessments confirmed that a large majority of sites were just business uses, and scoring these a 1 seemed to defeat the point of including employment allocations in the project at all. Also, there were more sensitive uses, i.e. housing, which needed to be scored lower, requiring the scoring system set out above.

- 5.12 In order to reflect the various elements that informed the assessment of the character of the location, the score awarded for each location on the final Short List is accompanied by a short narrative explaining what factors resulted in that score being awarded. Any notes as to whether some types of built waste management facilities may be more suited to some locations than others was also provided.

Vacancy rates

- 5.13 During the site assessment stage it was acknowledged that as the situation may change for each of the sites over time, that the vacancy rates criteria should form the basis of a narrative to site information; rather than contributing to the score. Furthermore, it is important to note that if the Joint Plan Authorities intend to take forward locations in the Preferred Options stage of the Joint Minerals and Waste Plan more detailed investigations into potential vacancy rates will be required.
- 5.14 Fairhurst note that Harrogate Borough Council advised the survey team of the Harrogate Commercial Propertyfinder, which enables a search of all the commercial properties/sites currently available in the Harrogate area. Whilst this could be a useful tool in ascertaining vacancy rates in Harrogate, similarly detailed information is not available for all of the Authority areas. To ensure fairness in the awarding of scores for this criterion, it was considered that site visits alone would be the best method of determining vacancies at the time of the search.

Site Assessment Scores

- 5.15 Based on the data gathered through the site assessments, it was then possible to review the locations on the Long List and provide scores for the additional criteria assessed on site. These Site Assessment spreadsheets showing the scores are included at Appendix 6.0. Once the scores for all of the locations were known, a decision could be made as to which locations were less suitable than others, and these could be excluded from the final Short List. The process for selecting sites to take forward on the Short List, and the final sites on the Short List, are discussed in the following Section 6.0.

6 SHORT LIST

- 6.1 Having completed the site assessments of each location in relation to all of the criteria, Stage 5 was to finalise all of the assessment criteria and develop a Short List for each authority. To determine which locations were less suitable than others, the scores for all of the locations were reviewed and each authority was allocated a threshold relative to the number of sites within the authority area. The spreadsheets setting out the final Short List locations are included at Appendix 7.0. Each location is discussed in turn below.

Craven District Council

CRAV 1

Former Petrol Filling Station, Keighley Road, Snaygill

6.2 Below is a map of the site:



6.3 The final score for this site is 49.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored high with regards to the site being developed (as a car wash) and its proximity to sources of waste arisings, 6 in both. The site scored poorly in terms of the 'Aerodrome/MOD safeguarding areas' and the 'site allocations' criteria, each scoring 1. This was due to the site being located within the Leeds/Bradford Aerodrome/MOD safeguarding area and the site not being allocated for employment use in the Craven District Local Plan (adopted 1999). This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities

in the area. Cumulative impact as a whole was not an issue, due to the sites location within an industrial estate. There are sensitive users in the area, with the ERF offices being located opposite the site.

6.4.4 With regard to the character of the area the site scored 4, with the good location of the site on an industrial estate being tempered by the fact that the ERF offices lie opposite. The site is suitable for development, given its present use and could be used for 'low key' built waste management facilities. In terms of access to the site it scored 4 due to there being access to the site via Keighley Road, which is a B road.

6.4.5 There were no comments made by Craven District Council regarding this site.

6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2, with regard to 'land instability'. This indicated that the site is within a Coal Mining Reporting Area; however, this is an area of low risk.

6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

CRAV 2

Snaygill Adult Training Centre, Keighley Road, Snaygill Industrial Estate

6.2 Below is a map of the site:



6.3 The final score for this site is 52.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to its proximity to sources of waste arisings, scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas' and 'site allocations', each scoring 1. This was due to the site being situated within the Leeds Bradford International Airport safeguarding area and the fact that the site is not allocated for employment development, although it is within an established industrial area. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as an adult training centre and surrounding land uses of the industrial estate. There are, however, sensitive users in the area, with offices located 20 metres from site.
- 6.4.4 With regard to the character of the area the site scored 4, due to the fact that the site is currently used as an adult training centre, and situated north/south/west of the site there are offices, industrial warehouses, and an industrial manufacturing unit. In terms of access the site scored 4, with site access being too small for HGVs and having access to a B road (Keighley Road).
- 6.4.5 There are no comments made by Craven District Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site was a low risk for flooding (scoring 3) but is situated over a secondary aquifer (scoring 2).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

CRAV 3

South of the Sewage Works, within Snaygill Industrial Estate, Keighley Road, Skipton

6.2 Below is a map of the site:



6.3 The final score for this site is 50.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its proximity to sources of waste arisings, scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas' and 'flood risk', each scoring 1. This was due to the site being situated within the Leeds Bradford International Airport safeguarding area and the fact that the site is within an area with high flood risk. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact was not considered as an issue in the survey, due to the sites present use as open green space and surrounding land uses being

sewage works and industrial warehouses. There are no sensitive neighbouring uses in close proximity.

- 6.4.4 With regard to the character of the area the site scored 6, due to the existing uses being compatible with waste facilities and the fact that sewage works and industrial units/warehouses surround the area. Access to the site is considered to be poor scoring 2, with there being no access to the site via road. Although, there is a B road (Keighley Road) that provides access to the industrial estate which is wide enough for HGVs.
- 6.4.5 There are no comments made by Craven District Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site is not developed and is currently open green space (scoring 2). Secondly, the site scored high in terms of 'site allocations' as it is allocated for employment use, scoring 3
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

CRAV 4

West of High Bentham Business Park, South of Ashbank, Ashbank Villas, High Bentham

6.2 Below is a map of the site:



6.3 The final score for this site is 45.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to 'flood risk' and the 'aerodrome/MOD safeguarding areas', with both scoring 3. This was due to the site being situated in an area with low flood risk and not being within an aerodrome/MOD safeguarding area. The site did not score poorly in any constraint. This indicates that 'on plan' may be suitable and/or deliverable for new or enhanced built waste management facilities.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as open green space and surrounding land uses being business units and housing. There are sensitive users in the area, with offices located 100 metres from site and a house located 20 metres to the north.

6.4.4 With regard to the character of the area the site scored 2, due to there being businesses east of the site and housing situated to the north. Access to the site is considered to be poor scoring 2, with there being no access to the site by road. It is important to note, however, that B roads surround the site.

6.4.5 There are no comments made by Craven District Council regarding this site.

6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site is currently not developed as it is open green space (scoring 2). Additionally, this site is located in an area of risk for land instability (scoring 2), but has a high score for site allocations as it is allocated for employment use (scoring 3).

6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

CRAV 5

West of Ings Lane, Skipton

6.2 Below is a map of the site:



6.3 The final score for this site is 46.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its proximity to sources of waste arisings, scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas' and 'flood risk', each scoring 1. This was due to the site being situated within the Leeds Bradford International Airport safeguarding area and the fact that the site is within an area with high flood risk. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as open green space and surrounding land uses being industrial. There are sensitive users in the area, with residential uses located 110 metres from site.

6.4.4 With regard to the character of the area the site scored 4, as the existing uses are compatible with waste facilities. Situated to the east and south of the site are

industrial uses, with the remaining area being open green space. Part of the site is being used as storage for industrial materials. Additionally, there is vehicle salvage nearby and P.A. Thorpe vehicle components. Although access to the site is considered to be poor scoring 2, with there being no direct access to the site by road. There are multiple B roads to the east and south of the site and the A629 to the west. In addition, situated on the northern boundary is a train line.

6.4.5 There are no comments made by Craven District Council regarding this site.

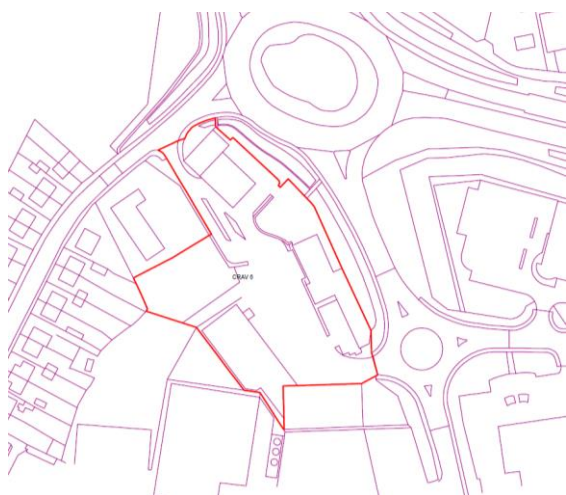
6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site is not developed and is mostly open green space (scoring 2). Additionally, this site is allocated for employment use (scoring 3).

6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

CRAV 6

Corner of Skipton Road and Station Road, Cross Hills

6.2 Below is a map of the site:



6.3 The final score for this site is 50.

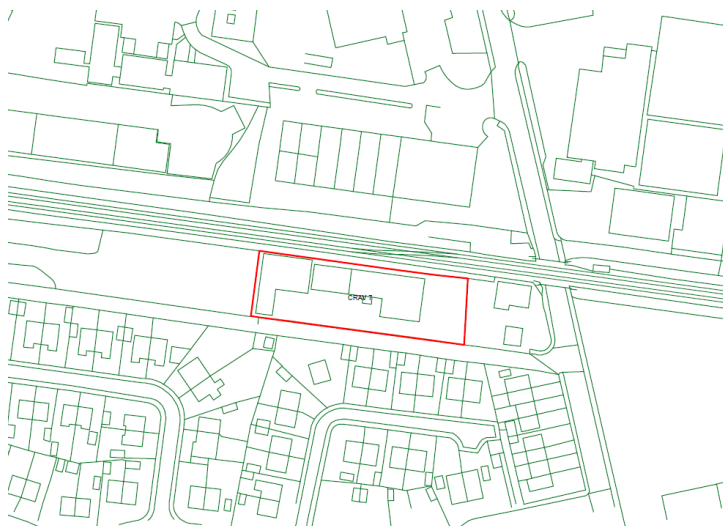
6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to its 'proximity to sources of waste arisings' and 'development on site', each scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas' and the site not being 'allocated' for employment use, each scoring 1. This was due to the site being situated within the Leeds Bradford International Airport safeguarding area. Although the site is not allocated for employment use it is within a partly established industrial area and has existing employment commitment. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as being partly industrial and surrounding land uses being business/industrial units and housing. There are sensitive users in the area; with residential uses located 80 metres and offices 75 metres from site.
- 6.4.4 With regard to the character of the area the site scored 2, as there are general businesses, industrial units, a restaurant (Fish and Chips) and housing on the site. Access to the site is considered to be high scoring 6, with there being access to the site by the A6068 to the east and the B6177 to the west.
- 6.4.5 There are no comments made by Craven District Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site is located within a medium risk flood zone and located in an area of risk for land instability (each scoring 2).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

CRAV 7

Depot West of Station House, off Skipton Road, Cross Hills

6.2 Below is a map of the site:



6.3 The final score for this site is 51.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its 'proximity to sources of waste arisings' and 'development on site', each scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas', scoring 1. This was due to the site being situated within the Leeds Bradford International Airport safeguarding area. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was considered as an issue in the survey, due to the site being accessible by a narrow road, which would cause traffic issues on the A6068 to the east.

6.4.4 With regard to the character of the area the site scored 2, as it is currently occupied by business and industrial uses, including an operating garage. Housing is located

to the south of the site and a train line is situated north. In terms of access, the site scored 4, this is due to there being existing links to the site. There is access via a B road which leads to the A6068.

6.4.5 There are no comments made by Craven District Council regarding this site.

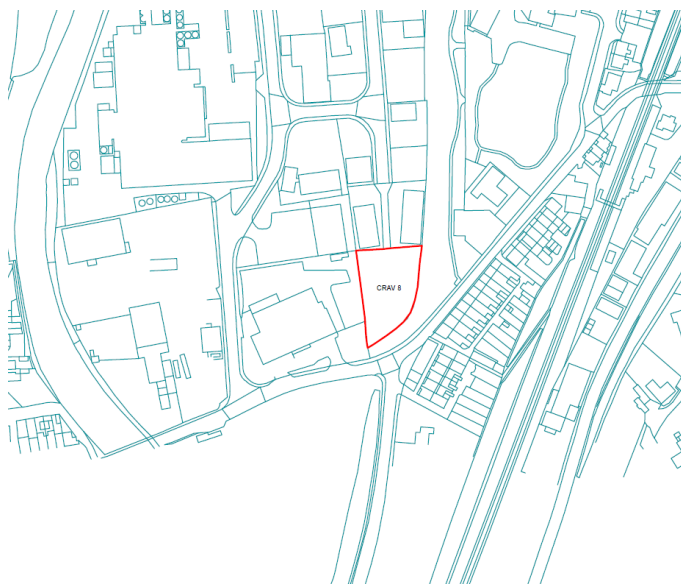
6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site is located in an area of risk for land instability (scoring 2), a low flood risk zone (scoring 3), and allocated for employment use (scoring 3).

6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

CRAV 8

East of garage and South of New Road, Sowarth Field Industrial Estate, Settle

6.2 Below is a map of the site:



6.3 The final score for this site is 50.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to 'development on site', scoring 6, as it is currently used for an industrial storage area. The site, however, scored 1 in terms of 'site allocation' as it is not allocated for employment, although within an existing employment commitment. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites presently being used for industrial storage and surrounding land uses being business/industrial units. There are sensitive users in the area, with residential uses located 15 metres from site.
- 6.4.4 With regard to the character of the area the site scored 4, this was due to the surrounding uses being business and industrial related. These are situated west and north of the site. In terms of access the site scored 4, due to there being direct access onto the site itself and B roads surrounding the site in the form of Station Road and Sowarth Field Road.
- 6.4.5 There are no comments made by Craven District Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site is located in a low flood risk zone (scoring 3), but over a secondary aquifer (scoring 2). Additionally, the site is in a moderately populated location and, therefore, is in proximity to sources of waste arisings (scoring 4).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

CRAV 9

East of Station Road and South West of Pye Busk, Including the Cattle Market Site, High Bentham

6.2 Below is a map of the site:



6.3 The final score for this site is 45.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to 'site development', scoring 6. The site scored poorly in terms of the 'site allocation' criterion, scoring 1. This was due to the site not being allocated for employment use in Craven District Council's Local Plan. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered as an issue in the survey, due to the site presently accommodating open green space and farmland, with the surrounding area accepting housing. There are sensitive users in the area; with residential uses located 40 metres from site to the north east.

6.4.4 With regard to the character of the area the site scored 2 as housing is located to the west, to the north is housing, farmland and farm warehouses; and agricultural

land to the east. Although access to the site is also considered to be poor scoring 2, as there is no direct road access onto the site itself. The site is surrounded by multiple B roads which provide access to the site through the centre of High Bentham.

6.4.5 There are no comments made by Craven District Council regarding this site.

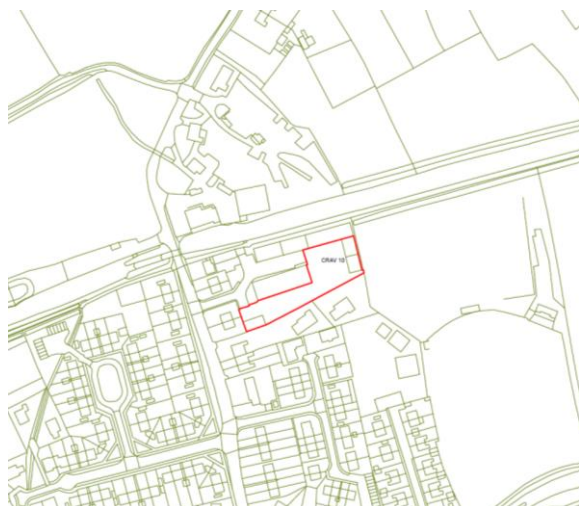
6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site is located in an area of risk for land instability (scoring 2), a low flood risk zone (scoring 3), and likely to affect a cultural heritage designation (scoring 1). This is due to there being four Grade 2 listed buildings adjacent to the site, which are elevated and overlooking the site, as well as a church situated to the south west of the site.

6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

CRAV 10

Former Highways Depot, off Eshton Road, Gargrave

6.2 Below is a map of the site:



6.3 The final score for this site is 50.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to the 'development on site' criterion, scoring 6, as it is a former highways depot. In addition, the site also scored highly with regards to the 'site allocation' criterion, scoring a 3. This is due to the fact that the site has been allocated for employment within the Craven Local Plan. However, the site scored poorly in terms of the 'Proximity to Vulnerable Surface and Groundwater Bodies' criterion, scoring a 2. This is due to the fact that the site is in close proximity to a surface water body (<50m). This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites presently being used for industrial storage and surrounding land uses being business/industrial units and housing. There are sensitive users in the area, with residential uses located 60 metres from site.
- 6.4.4 With regard to the character of the area the site scored 2, due to there being housing to the south of the site and a caravan park situated to the north. In addition, the site boundary crosses a football pitch/recreational park. Access to the site is considered to be poor scoring 2, due to there being no direct access onto the site itself. There are, however, B roads (Skipton Road) leading onto the industrial estate.
- 6.4.5 There are no comments made by Craven District Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site is located in a low flood risk zone (scoring 3).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

CRAV 11

Land North and South of Auction Mart , South of Ling Fields Road, Skipton

6.2 Below is a map of the site:



6.3 The final score for this site is 43.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored high with regards to its proximity to sources of waste arisings criteria scoring a 6. However, the site scored poorly in terms of the 'Aerodrome/MOD safeguarding areas' and 'site allocations' criterion; scoring a 1 in each. Evidently, this was due to the site residing within Leeds Bradford Aerodrome/MOD safeguarding area and the site not being allocated for employment development in the Craven District Local Plan (adopted 1999). This indicates that 'on plan' there might be constraints that may need to be addressd before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in the area. Cumulative impact as a whole was considered an issue, due to the sites present surroundings; in particular the neighbouring Auction Mart. On site visit it was considered that the area is already affected by odour and noise deriving from the Auction Mart; issues that may be more prevalent with the addition of a waste

site. There are sensitive users in the area, with the farmer's Auction Mart being located to the north west of the site.

- 6.4.4 With regard to the character of the area the site scored 2, indicating that the existing/proposed uses are not compatible with waste facilities. The site is currently open green field, scoring poorly due to its close proximity to the farmer's Auction Mart and residential units. It is also important to note the presence of a golf course to the east of the site. In terms of access the site scored 2, as there is no access onto the site. However, to the north west of the site there are two B roads (Lingfield Road and Gargrave Road).
- 6.4.5 There were no comments made by Craven District Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2, with regards to the flood risk criterion. This is due to the fact that the site is also located within a medium risk flood zone 2.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

Hambleton District Council

HAM 1

Land to the South of Thirsk Industrial Park, off the A170, Thirsk (formerly Thircon)

6.2 Below is a map of the site:



6.3 The final score for this site is 45.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored high in the 'sensitivity and proximity of neighbouring uses' criteria scoring 6. However, the site scored poorly in terms of the 'Aerodrome/MOD safeguarding areas' category; scoring 1. Evidently, this was due to the site currently residing within Topcliffe and Dishforth Aerodrome/MOD safeguarding areas. This indicates that 'on plan' there might be constraints that may need to be addressd before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in the area. Cumulative impact as a whole was not an issue, due to the sites present use and surrounding land uses on this industrial estate, as observed on the site visit. There are sensitive users in the area, with a house being located to the

west of the site beyond the A170 and a Travellers site beyond the roundabout to the south west.

- 6.4.4 In regards to the character of the location the site scored 2, due to a residential unit neighbouring the site to the west. It is important to note that no waste sites were found within a close proximity to the site and that the character of the location was primarily that of a general business/industrial use. As such, the site visit revealed multiple industrial units and offices within the site and in close proximity to the boundary of the site. In terms of access the site scored 2, this is due to the fact that there was no site access. However, there is an A road (A170) along the western boundary and the A19 to the east.
- 6.4.5 Hambleton Council made the following comments on the site, *“Allocated Site TE1 in LDF for employment uses. Could be used as expansion land for Thircon (now Tomrods). Suitable for B2, B8 or other non-town centre uses”*.
- 6.4.6 It is important to note that the site visit indicated that the grade II* listed building within 179 metres to the north west of the site would not be visually impacted by a potential waste site on the site. Evidently, this is due to numerous large scale industrial units in between the site and the listed building. As such, the site scored 3 in the ‘cultural heritage designation’ criterion.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 1.

HAM 2

East of Stokesley Business Park, Ellerbeck Way, Stokesley, Middlesbrough

6.2 Below is a map of the site:



6.3 The final score for this site is 46.

6.4 Commentary on the following criteria, has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, Core Strategy, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its 'proximity to sources of waste arisings', scoring 6. The site scored poorly in terms of the 'Aerodrome/MOD safeguarding areas' and the site being located within a high flood risk zone, each scoring 1. This was due to the site being situated within the Durham Tees Valley Airport safeguarding area. The high risk of flooding is with regards to the northern section of the site. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered as an issue in the survey, due to the sites location to the east of an active and large Business Park. There are sensitive users in the area; with offices situated 30 metres from site.

6.4.4 With regard to the character of the area the site scored 2, as, although the site is currently used for industrial purposes, it also has houses within the southern section. Additionally, there are general business/industrial units situated to the west of the site. In terms of access the site scored 4; this is due to there being access to the site itself, and access to the Business Park via the B1257 which is wide enough for HGVs.

6.4.5 Hambleton Council made the following comment on this particular site, "*this site is allocated as SE1 for B1, B2 and B8 uses*".

6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site is not developed (scoring 2) and allocated for employment (scoring 3). But is vulnerable to the effects of surface and groundwater as the northern section is located over a secondary aquifer (scoring 2).

6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational

principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

HAM 3

East of York Trailers, Yafforth Road, Northallerton

6.2 Below is a map of the site:



6.3 The final score for this site is 42.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, Core Strategy, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its 'proximity to sources of waste arisings', scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas' and 'cultural heritage designations', each scoring 1. This was due to the site being situated within Topcliffe Airfield's safeguarding area. Secondly, there are multiple listed buildings located 15 metres away which are likely to be affected. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as open green space and surrounding land

uses being business/industrial related. There are sensitive users in the area; with offices situated 20 metres, and a school 86 metres, away from the site.

- 6.4.4 With regard to the character of the area the site scored 2, as residential development is ongoing to the west of the site, by Barratt Homes. Additionally, there are business units located directly to the east of site and industrial to the south. Access to the site is considered to be poor with a score of 2. This is due to there being no direct access on to the site itself, although there is an A road situated nearby. It is important to note that there is a Household Waste Recycling Centre facility 500m to the west of the site. However, due to the distance along with a trainline, housing estate and agricultural land situated inbetween the site and the facility, it was considered that the score of the character of the location criterion would not change.
- 6.4.5 Hambleton District Council made the following comment on this particular site, *“this is the allocated site NE1 in the LDF for employment. There are access issues relating to its proximity to Low Gates Level Crossing”*.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site is not developed, (scoring 1) and has a low risk of flooding (scoring 3), but is in close proximity to a body of surface water (scoring 2).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

HAM 4

Former Depot, Flawith Road, Tholthorpe, Easingwold

6.2 Below is a map of the site:



6.3 The final score for this site is 46.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, Core Strategy, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to there being mixed use 'developments on site', scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas' and 'site allocations', each scoring 1. This was due to the site being situated within Topcliffe Airfield's, and Dishforth Airfield's safeguarding area. Secondly, the site is not allocated for development under Hambleton District Council's Allocations DPD. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as a storage unit and surrounding land uses

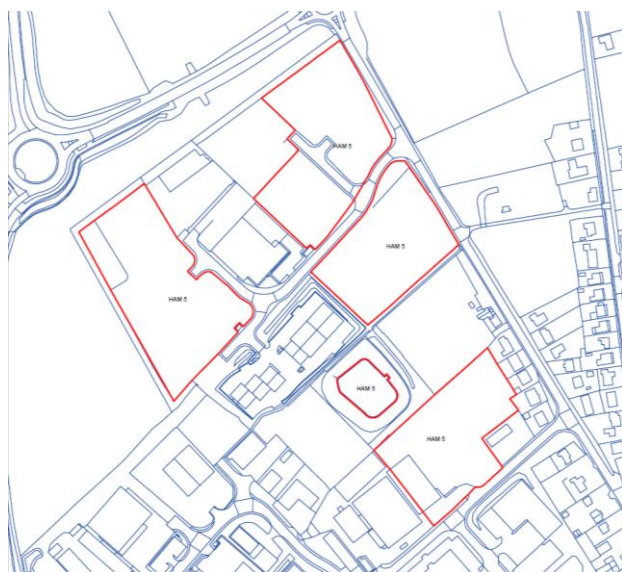
being housing. There are sensitive users in the area; with residential uses situated 73 metres from site.

- 6.4.4 With regard to the character of the area the site scored 2, due to it currently being used for storing farming equipment. Housing is located to the north-west and east of the site, farmland and farm housing is to the east and south. In terms of access the site scored 4. This is due to there being direct access into the site which is wide enough for HGVs and B roads providing access to the site.
- 6.4.5 Hambleton District Council made the following comment on this particular site, "*this site is okay, but a bit remote with A road network poor for access*".
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, as the site is 'a bit' remote, the 'proximity to a source of waste arisings' scored 2. It has a low risk of flooding (scoring 3), but is in close proximity to a body of surface water situated at the southern tip of the site (scoring 2).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

HAM 5

Leeming Bar Business Park

6.2 Below is a map of the site:



6.3 The final score for this site is 43.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

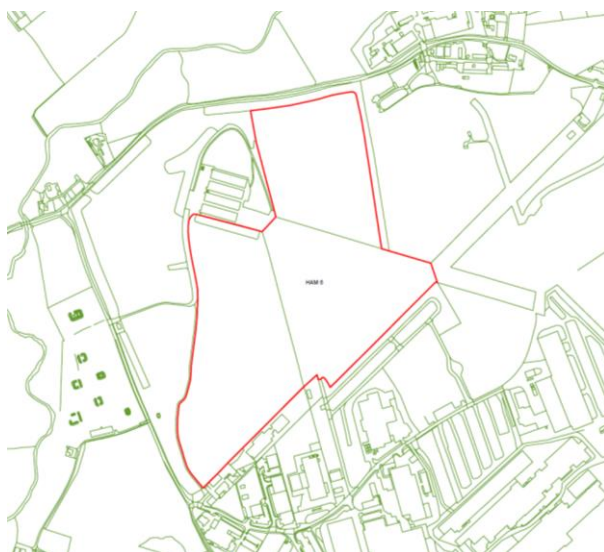
- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, Core Strategy, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site did not score highly in any constraint, but scored 4 with regards to its 'proximity to sources of waste arisings' as the surrounding area is moderately populated. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas', scoring 1. This was due to the site being situated within Durham Tees Valley Airport, and Leeming Airfield's, safeguarding area. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered as an issue in the survey, due to residential uses being directly adjacent to the site and situated 10 metres away.
- 6.4.4 With regard to the character of the area the site scored 2, due to food logistic businesses being an existing use for this site. Only 'clean' waste facilities, therefore, are likely to be acceptable. With regards to each plot; surrounding uses to the west and north of Plot 1 and 2 include general business and industrial buildings/storing areas; to the west of Plot 3 is Yorkshire Provender and Bleikers Smokehouse; Plot 4 is in between the New Quip building to its east and a large industrial warehouse that is under construction; industrial units are located to the south west of Plot 5; and Plot 6 has housing situated to the east and industrial units to the west, therefore, it is prohibitive for development. Access to the site is considered to be poor with a scoring of 2. This is due to there being no direct access into any of the plots via road as they are all currently green spaces. However, there is a B road which leads in to the adjacent business park.
- 6.4.5 Hambleton District Council made the following comment on this particular site, "*they have a focus on food related businesses at Leeming Bar and, therefore, do not believe this is a suitable location for a waste facility*".
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site is allocated for employment (scoring 3). Additionally, it has a low risk of flooding and is not in proximity to vulnerable surface or groundwater bodies (each scoring 3).

6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

HAM 6

Severfield Reeve, South of Dalton Lane, Thirsk, North Yorkshire

6.2 Below is a map of the site:



6.3 The final score for this site is 46.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, Core Strategy, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores the site did not score highly in any constraint, but scored 4 with regards to its 'proximity to sources of waste arisings', due to the surrounding area being moderately populated. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas' and 'site allocations', each scoring 1. This was due to the site being situated within Topcliffe Airfield's, and Dishforth Airfield's, safeguarding area. The site is also not allocated in the Hambleton District Council Local Plan, scoring 1. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.

- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact was not considered an issue in the survey, due to no sensitive neighbouring uses being located in close proximity.
- 6.4.4 With regard to the character of the area the site scored 4, due to a storage area/scrap yard being situated within the site and the north eastern section currently used for agriculture. General business and industrial units are situated to the south and north east of the site and a coach stop with a café to the north east. Although access to the site is considered to be poor with a scoring of 2, due to there being no direct access to the site. There are multiple B roads situated to the west and north of the site.
- 6.4.5 Hambleton District Council made the following comment on this particular site stating, "*there are issues relating to access to the site and the whole area via Dalton / Eldmire Bridge*".
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site has a low risk of flooding (scoring 3), but is situated over a secondary aquifer (scoring 2). Following on from the comments made by Hambleton District Council, it is important to note that Dalton lane to the north of the site (which could be a potential access point) is within flood zone 2 (medium risk of flooding). Additionally, the site is not allocated by Hambleton District's DPD (scoring 2), and is not developed (scoring 2).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

HAM 7

Units 15-18, Shires Bridge Business Park, York Road, Easingwold

6.2 Below is a map of the site:



6.3 The final score for this site is 51.

6.4 Commentary on the following criteria, has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, Core Strategy, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored 6 with regards to 'development on site', due to the site being developed, as a business park. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas' and 'site allocations', each scoring 1. This was due to the site being situated within Topcliffe Airfield's, and Dishforth Airfield's, safeguarding area. The site is also not allocated by Hambleton District's DPD for employment use. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact was not considered an issue in the survey, due to the sites present use as a business park and the surrounding land uses being

businesses, storage containers and housing. There are sensitive users in the area; with offices and housing situated on the site.

- 6.4.4 With regard to the character of the area the site scored 2, due to a house situated within the eastern section of the site boundary and general business and industrial units are situated in the south of the site. Additionally, farmland and farm housing is located to the west of the site. Access to the site is considered to be good with a scoring of 6. This is due to there being access to the site which can accommodate HGV lorries and the A19 being located to the east of the site.
- 6.4.5 Hambleton District Council made the following comment on this particular site stating, "*this site is okay to take forward*".
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site has a low risk of flooding and is situated over a principal/ secondary aquifer or in close proximity to surface water body (each scoring 3).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

Harrogate Borough Council

HAR 1

Cardale Park, Harrogate

6.2 Below is a map of the site:



6.3 The final score for this site is 49.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its proximity to sources of waste arisings and the fact the site is developed, each scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas' and 'cultural heritage designations', each scoring 1. This was due to the site being situated within Leeds Bradford International Airport safeguarding area. Secondly, there is a grade 2 listed building situated 15 metres from site, which is clearly visible. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities

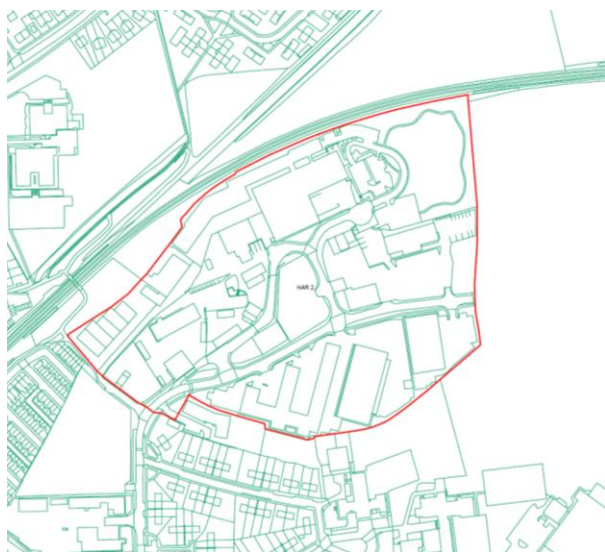
in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as industrial/business units and surrounding land uses being housing and open green space. There are sensitive users in the area; with residential uses located 26.22 metres from site.

- 6.4.4 With regard to the character of the area the site scored 2, due to there being a public house and cricket ground situated on the site, as well as other multiple business and industrial units. Additionally, to the north and east of the site is housing, and open green space to the west and south. In terms of access, the site scored 4. This is due to there being B roads providing access onto the site, these roads being; Beckwith Head Road (B road) to the west and Otley Road (B6162) to the north and Cardale Park Avenue on the site itself (B road).
- 6.4.5 There are no comments made by Harrogate Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site scored 1 for 'site allocation' due to the fact that only parts of the site have been allocated. Furthermore, this site is located in a low risk flood zone.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

HAR 2

Claro Park, Harrogate

6.2 Below is a map of the site:



6.3 The final score for this site is 54.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its 'proximity to sources of waste arisings' and the fact the site is developed, each scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas' and 'site allocation', each scoring 1. This was due to the site being situated within Leeds Bradford International Airport safeguarding area. Secondly, although the site is developed, it is not allocated for employment. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 There is one other waste management facility in the area, however there was no concern as to the cluster of such facilities in this location. Alternatively, this may have a positive impact, where co-location of such facilities could mean infrastructure and technological synergy. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as industrial/business units and surrounding land uses being housing, schools and a recreational field. There are sensitive users in the area; with residential uses located 26 metres from site.

6.4.4 With regard to the character of the area the site scored 6, due to there being a waste facility (occupied by Yorwaste), general businesses and industrial units on site. Situated south of the site is a school and housing, to the east there is a recreational field, a train line and a school is to the north of the site and to the west there is a train line. In terms of access the site scored 4. This is due to there being access on to the site itself via Claro Road and Claro Park (both B roads), which provides the only access to the site; which is wide enough for HGV lorries.

6.4.5 There are no comments made by Harrogate Borough Council regarding this site.

6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site scored 2 with regard to the 'proximity to a surface or groundwater body' criterion; this was due to the fact that the site is located over a secondary aquifer.

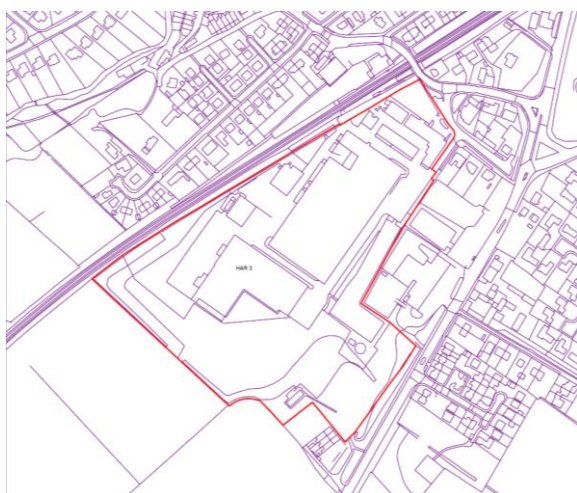
6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the

waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

HAR 3

Dunlopillo Site, Pannal, Harrogate

6.2 Below is a map of the site:



6.3 The final score for this site is 53.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its 'proximity to sources of waste arisings' and the fact the site is developed, each scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas' and 'site allocation', each scoring 1. This was due to the site being situated within the Leeds Bradford International Airport safeguarding area. Secondly, although the site is developed, it is not allocated for employment in the Harrogate District Council Local Plan. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as industrial/business units and open green space, and the surrounding land uses being housing, open green space, a car

dealership and a train station. There are sensitive users in the area; with residential uses located 15 metres from site.

- 6.4.4 With regard to the character of the area the site scored 4, due to there being general business and industrial units on site and it partly being open green space to the west. Situated north, north-east and south-east is housing, also to the north is a train station. In addition, there is a car dealership to the south-east, as well as the housing and directly south is open green space. In terms of access the site scored 4. This is due to there being access on to the site itself via a B road (Station Road), which then leads to another B road (Princess Royal Way).
- 6.4.5 There are no comments made by Harrogate Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site scored 3 with regards to the flood risk criterion; this is due to the fact that the site is in a low risk flood zone.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

HAR 4

Fearby Road, Masham

6.2 Below is a map of the site:



6.3 The final score for this site is 48.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to the fact the site is developed with multiple vacant buildings, scoring 6, and that the site is 'allocated' for employment under the employment land review, scoring 3. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas' and 'flood risk', each scoring 1. This was due to the site being situated within Leeming Airfield's safeguarding area. Secondly, the site is located in a high risk flood zone and situated over a secondary aquifer. This indicates that on plan there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as industrial/business related and housing, and the surrounding land uses being housing and farm/agricultural land. There are sensitive users in the area; with residential uses located 13 metres from site.
- 6.4.4 With regard to the character of the area the site scored 2, due to there being housing located on the north-east corner of the site. Additionally, situated north and south of the site is housing, and farm/agricultural land to the north and east. In terms of access the site scored 4. This is due to there being access on to the site from the north and east, via B roads (Leyburn Road).
- 6.4.5 There are no comments made by Harrogate Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site scored 4 in terms of sources of waste arisings, as the area is moderately populated.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

HAR 5

Junction of Railway Road and Wetherby Road, Harrogate

6.2 Below is a map of the site:



6.3 The final score for this site is 48.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its proximity to sources of waste arisings, scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas' and 'site allocation', each scoring 1. This was due to the site being situated within Leeds Bradford International Airport safeguarding area. Secondly, the site has not been allocated for employment in the Harrogate District Council Local Plan. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as agricultural land and the surrounding land uses being offices, residential, a church, supermarket with petrol station and the

Yorkshire Event Centre. There are sensitive neighbouring users in close proximity to the site, primarily in the form of the residential units, the church and offices.

6.4.4 With regard to the character of the area the site scored 2, due to the site currently being privately owned for agricultural use. To the west of the site is a supermarket and petrol station; to the south west is the Yorkshire Event Centre; to the north is a church with a graveyard; offices and residential are to the north-east; farmland used for agricultural purposes to the south; and to the south-east is a farmhouse, hotel, public house and housing. In terms of access the site scored 4. This is due to there being an A road to the north of the site in Wetherby Road (A661), to the west of the site is Railway Road (B road). Additionally, to the east of the site are Ridding Lane and Crimple Lane (both B road). Access to the site via Railway Road, however only provides access to the southern section of the site.

6.4.5 Harrogate Borough Council made the following comment regarding this site, the *“Site (H31) is at junction of Railway Road and Wetherby Road - not Forest Lane. It’s a green field site and not allocated. This site is occasionally used for parking for events at the Great Yorkshire Showground adjacent”*.

6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site scored 2 with regard to the proximity to a surface or groundwater body criterion; this was due to the fact that the site is located over a secondary aquifer.

6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

HAR 6

Harrogate College, Hornbeam Park Avenue, Hornbeam Park, Harrogate

6.2 Below is a map of the site:



6.3 This site overlaps with HAR 7. The final score for this site is 52.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its 'proximity to sources of waste arisings' and the fact the site is developed, each scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas', scoring 1. This was due to the site being situated within the Leeds Bradford International Airport safeguarding area. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the site already accommodating a college and offices being located in the surrounding area . There are sensitive users in the area; with residential uses located 70 metres from site.

6.4.4 With regard to the character of the area the site scored 2, due to the site currently being used as a college. Surrounding the site to the north, south and east are offices. To the west of the site is a train line. In terms of access the site scored 4. This is due to there being access to the site via Hookstone Road which then leads to a B road (Hornbeam Park Avenue).

6.4.5 Harrogate Borough Council made the following comment regarding this site, "*this site is allocated for industrial / business development in the Sites and Policies DPD Submission Draft (Dec 2013), policy JB5*".

6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site scored 2 with regards to the 'proximity to surface water and groundwater bodies' criterion; this is due to the fact that the site is located over a secondary aquifer.

6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational

principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

HAR 7

Hornbeam Park, South of Hookstone Road, Harrogate

6.2 Below is a map of the site:



6.3 As this site overlaps with HAR 6 the final score for this site was exactly the same, scoring 50.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

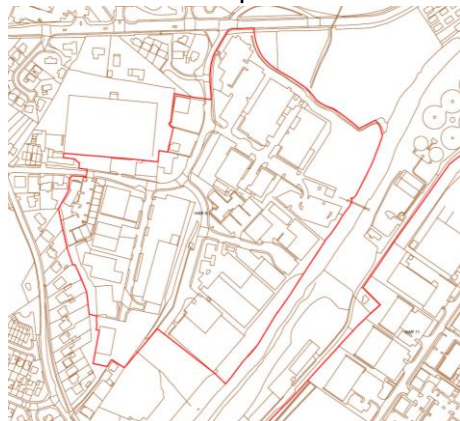
- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to its 'proximity to sources of waste arisings' and the fact the site is developed, each scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas' and 'site allocation', each scoring 1. This was due to the site being situated within Leeds Bradford International Airport safeguarding area. Secondly, the site has not been allocated for employment. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.

- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as a college, restaurant and hotel, as well as general business/industrial, and the surrounding land uses being housing, a train station, offices and a hospice. There are sensitive users in the area; with residential uses located 33 metres from site.
- 6.4.4 With regard to the character of the area the site scored 2, due to the site currently having a college, restaurant and hotel, as well as general business/industrial uses. Surrounding the site to the north-west is housing and a train station, a train line to the west, to the east is open green space and to the south there is housing, a hospice and offices. In terms of access the site scored 4. This is due to there being access to the site via Hookstone Road, which then leads to a B road (Hornbeam Park Avenue).
- 6.4.5 Harrogate Borough Council made the following comment regarding this site, "*this site is not allocated*".
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site scored 2 with regard to the 'proximity to a surface or groundwater body' criterion; this was due to the fact that the site is located over a secondary aquifer.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

HAR 8

Manse Lane, Industrial Estate, Knaresborough

6.2 Below is a map of the site:



6.3 The final score for this site is 48.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its 'proximity to sources of waste arisings' and the fact the site is developed, each scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas', 'site allocation' and 'flood risk', each scoring 1. This was due to the site being situated within Leeds Bradford International Airport safeguarding area. Secondly, the site has not been allocated for employment in the Harrogate District Council Local Plan, and thirdly, the site is at high risk of flooding. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as an industrial estate and the surrounding land uses being housing, a sewage works, unused land, a business park and open green space. There are sensitive neighbouring users in close proximity to the site, with residential uses being 15 metres from site.

6.4.4 With regard to the character of the area the site scored 2, due to the site currently being used for business/industrial units and a nursery. Surrounding the site to the north-west is housing and a football ground; to the west and north is housing; open green space and sewage works are to the north-east, east is the River Nidd and a business park; and to the south of the site is unused land. In terms of access the site scored 4. This is due to there being an A road (York Road) to the north of the site; whilst running throughout the site is a B road (Manse Lane). Additionally, to the south of the site is a B road (Wetherby Road).

6.4.5 There are no comments made by Harrogate Borough Council regarding this site.

6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site scored 2 in terms of the 'Air Quality Management Area' criterion; this was

due to the fact that vehicles travelling to the site would likely pass through an Air Quality Management Area (AQMA).

6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

HAR 9

Melmerby Business Park, Melmerby Green Lane, Nr Melmerby

6.2 Below is a map of the site:



6.3 The final score for this site is 51.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the fact the site is developed, scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas' and 'site allocation', each scoring 1. This was due to the site being situated within Topcliffe Airfield's safeguarding area. Secondly, the site has not been 'allocated' for employment in the Harrogate District Local Plan. This

indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.

- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as an industrial estate and the surrounding land uses being agricultural or farmland, with a cricket club and farmhouse. There are no sensitive neighbouring users in close proximity to the site
- 6.4.4 With regard to the character of the area the site scored 4, due to the site currently being used for business/industrial units. Surrounding the site: to the north is agricultural land; to the west is a cricket club; there is also agricultural land to the south as well as farmhouse; and to the east there is also farmland. In terms of access the site scored 4. This is due to there being a B road (Melmerby Green Lane) to the north of the site, which provides access to the site itself.
- 6.4.5 There are no comments made by Harrogate Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site scored 2 with regard to the 'proximity to a surface or groundwater body' criterion; this was due to the fact that the site is located over a secondary aquifer.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

HAR 10

Plumpton Park, Hookstone Chase, Harrogate

6.2 Below is a map of the site:



6.3 The final score for this site is 50.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its 'proximity to sources of waste arisings' and the fact the site is developed, each scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas' and 'site allocation', each scoring 1. This was due to the site being situated within Leeds Bradford International Airport's safeguarding area. Secondly, the site has not been allocated for employment. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as a depot and the time specific nature relative to traffic generation of surrounding land uses being a school, housing, retail and a public house. There are sensitive neighbouring users in close proximity to the site, with residential uses being 18 metres from site.

- 6.4.4 With regard to the character of the area the site scored 2, due to the site currently being used for business/industrial units. Surrounding the site: to the north is a train line and housing; to the east is a housing estate, to the south east is a public house; housing is also located to the south; and to the west is housing and retail. In terms of access the site scored 4. This is due to there being a B road to the south of the site, which provides access to the site itself.
- 6.4.5 There are no comments made by Harrogate Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site scored 2 with regard to the 'proximity to a surface or groundwater body' criterion; this was due to the fact that the site is located over a secondary aquifer.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

HAR 11

St James Business Park, Grimbald Crag Way, Knaresborough

6.2 Below is a map of the site:



6.3 The final score for this site is 50.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to the site being developed, scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas', scoring 1. This was due to the site being situated within Leeds Bradford International Airport safeguarding area. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as a business park and the surrounding land uses being housing, industrial related, a caravan site, a water treatment facility and a car dealership. There are sensitive neighbouring users in close proximity to the site, with residential uses being 169 metres from site.
- 6.4.4 With regard to the character of the area the site scored 4, due to the site currently being used for business/industrial reasons. Surrounding the site: to the south is housing, industrial units and a water treatment facility; to the north is the River Nidd, a caravan site, housing and a car dealership. In terms of access the site scored 4, this is due the fact that access to the site is provided via a B road (Grimbald Way); which is wide enough for HGV lorries.
- 6.4.5 There are no comments made by Harrogate Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site has been identified as being located in a high flood risk area and is also likely to be situated over a principal aquifer, each criterion scoring 1. In addition, vehicles travelling to the site would likely pass through an Air Quality Management Area (AQMA); this has meant that the site scored 2 with regards to the 'Air Quality Management Area' criterion. Furthermore, the site scored 3 in terms of 'site allocation', as the site is also allocated for employment use in the Harrogate District Council Local Plan.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

North Yorkshire Moors National Park

NYMNP 1

Staites Industrial Estate, Whitegate Close, Staites, Scarborough

6.2 Below is a map of the site:



6.3 The final score for this site is 45.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to development on site, scoring 6. The site scored poorly in terms of 'site allocations' and 'landscape designations', each scoring 1. This was due to the site not being allocated for employment and the fact that the site is located in the North Yorkshire Moors National Park. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was considered an issue in the survey, due to the sites present use as an industrial estate and the road network appearing to be too narrow for HGVs; potentially causing traffic issues. There are

multiple sensitive users in the area, in the form of housing on the site, and to the south of the site.

- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site (which is currently an industrial estate) is currently neighbouring housing to the south and has a single residential unit on site. On site is Whitby Sea Fish, Cleveland Corrosion Control and a residential property. To the north of the site is a bus station and allotments, to the south of the site is housing, to the west of the site is housing and to the east of the site are allotments, beyond which are agricultural fields. The site would have scored more if there were no residential properties within close proximity to the site. Access to the site scored 4, with site access via White Gate Close (B road); with Clift Road (B road) to the south.
- 6.4.5 There were no comments made by North Yorkshire Moors National Park regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2 with regards to 'Air Quality Management Areas (AQMA)'. In terms of this criterion the site scored 2 as vehicles travelling to the location would likely have to pass through an AQMA.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 4. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

NYMNP 2

Whitby Business Park, Stainsacre Lane, Whitby

6.2 Below is a map of the site:



6.3 The final score for this site is 54.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its 'proximity to sources of waste arisings', scoring 6. However, the site scored poorly in terms of its 'landscape designation', scoring 1. This was due to the site being located within the North Yorkshire Moors National Park. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Although there is one other waste management facility in the area, there are no concerns as to the affects a cluster of such facilities would have in the area . Alternatively, this may have a positive impact, where co-location of such facilities could mean infrastructure and technological synergy. Cumulative impact as a whole was not considered as an issue in the survey, due to the sites present use as large scale Business Park and surrounding land uses of open greenfield/agriculture and residential units. However, there are sensitive users in the area, in particular there is housing and a school playing field to the north-west of the site, beyond the A171.

6.4.4 With regard to the character of the area the site scored 4, due to the fact that the site is currently used as agricultural land; however there is a Business Park to the south. This was due to site 1 currently being used for agricultural purposes. To the south of all sites is the Whitby Business Park, beyond which is the A171. To the north of site 1 is a farmhouse, to the west are industrial units and to the east is agricultural land. Site 2 is partially a field used for agricultural purposes and Whitby Sea Foods. To the north and east of site 2 is agricultural land and to the west of the site are industrial units used by Yorwaste Ltd. To the south of site 3 is a Yorwaste Ltd facility, to the north and east of site 3 is agricultural land, and to the east of the site are industrial units run by Yorwaste Ltd. In terms of access the site scored 4, with site 1 gaining access via Enterprise Way (B road). Site 2 has access via Fairfield Way (B road). Site 3 has access via Cholmley Way (B road). The A171 is to the south of the Business Park.

6.4.5 There were no comments made by North Yorkshire Moors National Park regarding this site.

6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2 in terms of its 'proximity to vulnerable surface and groundwater bodies', due to it being located over a secondary aquifer.

6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 4. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

NYMNP 3

Hinderwell Industrial Estate, Station View, Hinderwell

6.2 Below is a map of the site:



6.3 The final score for this site is 46.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to development on site, scoring 6. The site scored poorly in terms of 'site allocations' and 'landscape designations', each scoring 1. This was due to the site not being allocated for employment development and the fact that the site is within the North Yorkshire

Moors National Park This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.

- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was considered an issue in the survey, due to the sites present use as an industrial estate and the current surrounding road network appearing to be too narrow for HGVs; potentially causing traffic issues. There are multiple sensitive users in the area, primarily in the form of housing to the north of the site
- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that although the site is currently used as an industrial estate, situated to the north of the site is housing. The following business and industrial units are located on site; the Cleveland Garage Ltd, Van (distribution), Profound Mining Ltd and Secretary of State (name of business). To the south of the site are allotments. To the west of the site is a children's play area and housing. To the east of the site is Station road, beyond which is agricultural land. Access to the site scored 4, with site access via Station Road (B road) and Station View (B road) providing access throughout the site.
- 6.4.5 No comments were made by North Yorkshire Moors National Park regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2 with regards to 'Air Quality Management Areas (AQMA)'. This is because vehicles travelling to the location would likely have to pass through an AQMA.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 4. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

Richmondshire District Council

RICH 1

Former Water Authority Site, Brompton on Swale, Richmondshire

6.2 Below is a map of the site:



6.3 The final score for this site is 54.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the site being developed, scoring 6. In addition to this, the site is 'allocated for employment'. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas', scoring 1. This was due to the site being situated within the Durham Tees Valley Airport safeguarding area, scoring 1. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to there being no sensitive neighbouring users in close proximity.

6.4.4 With regard to the character of the area the site scored 4, due to the fact that the site is currently used for selling caravans, and situated adjacent to the site are

general business and industrial uses. In terms of access the site scored 4, with the site having access onto a B road, which later leads onto the A6136. The B road, however, is narrow and could cause problems for larger HGV lorries.

- 6.4.5 Richmondshire District Council made the following comment on this particular site, *“the site is still available and cleared. It is currently being used for a caravan sales business. This is a busy junction and access should be reviewed”*.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site is in a low flood risk zone (scoring 3), but is located over a secondary aquifer (scoring 2). Additionally, the site has been allocated for employment use (scoring 3).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

RICH 2

East of Gatherley Road/Former Quarry, Brompton on Swale, Richmondshire

6.2 Below is a map of the site:



6.3 The final score for this site is 42.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps,

local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.

- 6.4.2 In terms of specific scores, the site scored highly with regards to 'flood risk', scoring 3, due to the fact the site is situated in a low flood risk zone. However, the site is located over a secondary aquifer. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas' and 'cultural heritage designation', each scoring 1. This was due to the site being situated within the Durham Tees Valley Airport safeguarding area and a Grade 2 listed building being located 250 metres away. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the site being greenfield land and surrounding land area being the location for housing, food and drinks units, businesses and a farm. There are sensitive users in this area, with offices situated 175 metres away.
- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that situated to the north of the site is housing, a farm and a café, north-west of the site there is a caravan and car sales unit, and to the south there is a public house. Access to the site is also considered to be poor, scoring 2. This is due to the fact that although the road network surrounding the area is good, the site itself does not have an existing route onto it.
- 6.4.5 Richmondshire District Council had the following comment on this particular site, "*the site is still available and the land was resubmitted in the call for sites. This area was affected by earlier gravel extraction*".
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored high in terms of the site being allocated for employment use (scoring 3). However, the site is not developed (scoring 2).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

RICH 3

Gatherley Road – South of Station Road, Brompton on Swale, Richmondshire

6.2 Below is a map of the site:



6.3 The final score for this site is 50.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to the site being developed, scoring 6. In addition, the site has been 'allocated for employment'. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas' and 'cultural heritage designation', each scoring 1. This was due to the site being situated within the Durham Tees Valley Airport safeguarding area and a Grade 2 listed building being located 10 metres from site, which is likely to be seen. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the site presently being unused and the surrounding land uses being business and industrial. There are sensitive users in this area, with residential uses situated 118 metres away.

- 6.4.4 With regard to the character of the area the site scored 4, due to the fact that situated to the north of the site is a car sales business and to the west is a general industrial unit. In terms of access the site scored 4. This is due to the fact that there is access from the site onto a B road which then leads on to an A road.
- 6.4.5 Richmondshire District Council had the following comment on this particular site, "*the site is developed*".
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored highly with regards to 'flood risk', scoring 3, due to the fact the site is situated in a low flood risk zone. However, the site is located over a secondary aquifer (scoring 2).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

RICH 4

Land North East of Gallowfields, Richmond

6.2 Below is a map of the site:



6.3 The final score for this site is 46.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits,

policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.

- 6.4.2 In terms of specific scores, the site scored highly with regards to its 'proximity to sources of waste arisings', scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas' and 'cultural heritage designation', each scoring 1. This was due to the site being situated within the Durham Tees Valley Airport safeguarding area and the fact that there is a conservation area located 5 metres away, which is likely to be affected. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was considered an issue in the survey, due to the site presently being an open green space and the surrounding land uses being business/industrial; with the roads surrounding the site appearing to be too narrow for HGVs. There are sensitive users in this area, with residential uses situated 91 metres away.
- 6.4.4 With regard to the character of the area the site scored 4, due to the fact that situated to the south and west of the site are industrial and business uses. Access to the site is considered to be poor, scoring 2. This is due to the fact that there is no access on to the site itself, but a B road network surrounds it.
- 6.4.5 Richmondshire District Council had the following comment on this particular site, "*the site is undeveloped and constrained by the proximity to racecourse conservation area. In addition, there is limited capacity at Gallowgate junction to the west of the site*". Richmond racecourse conservation area is located 5 metres to the north of the site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored highly with regards to 'flood risk', scoring 3, due to the fact the site is situated in a low flood risk zone. However, the site is not developed and is situated 223 metres from a Site of Special Scientific Interest (SSSI). Additionally, the site scored 3 for site allocation, due to the site being allocated for employment in the Richmondshire District Council Local Plan.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

RICH 5

Land North of Harmby Road, Leyburn

6.2 Below is a map of the site:



6.3 The final score for this site is 51.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the site being developed, scoring 6. The site also scored highly in terms of 'flood risk', as it is situated within a low flood risk site. It is, however, located over a secondary aquifer. The site scored poorly in terms of the 'land instability', scoring 2. This was due to the fact it is in a development low risk area. This indicates that 'on plan' there might be constraints that may need to be addressd before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the site presently being an industrial estate and the surrounding land uses being business and industrial related. There are sensitive users in this area, with offices being situated on site.

6.4.4 With regard to the character of the area the site scored 4, due to the fact that situated to the south there is a health clinic, vet and pottery shop; to the north there is a railway; and to the east is an industrial warehouse. On site presently there is a

chocolate shop, garden machinery shop, utility and storage containers. Additionally, part of the site appears to be under construction. Access to the site is considered to be poor, scoring 2. This is due to the fact that there is no access on to the site itself, but a B road network surrounds it.

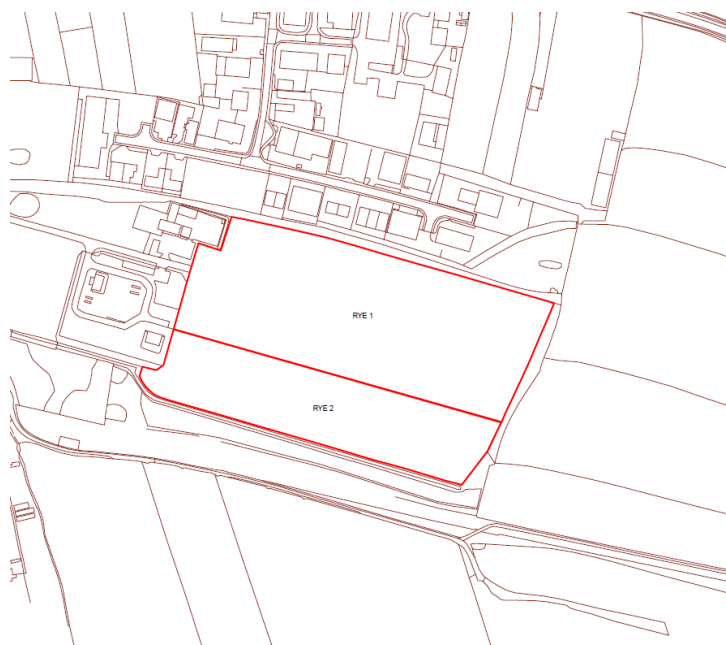
- 6.4.5 Richmondshire District Council had the following comment on this particular site, "*the site is mainly developed as Leyburn Industrial Estate with 1 ha remaining*".
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored highly with regards to the 'aerodrome/MOD safeguarding areas', scoring 3, due to the fact the site is not situated in any safeguarding area. Additionally, the site has been 'allocated' for development (scoring 3).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

Ryedale District Council

RYE 1

Land South of Thornton Road Industrial Estate, Pickering

6.2 Below is a map of the site:



6.3 The final score for this site is 49.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the 'sensitive users' criterion, scoring 6. However, the site scored poorly in terms of the site being 'allocated' for employment, scoring 1. This was due to the site not being allocated for employment development in Ryedale District Council's adopted local plan 2002 (saved policy EMP 5) and the local plan strategy 2013. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the

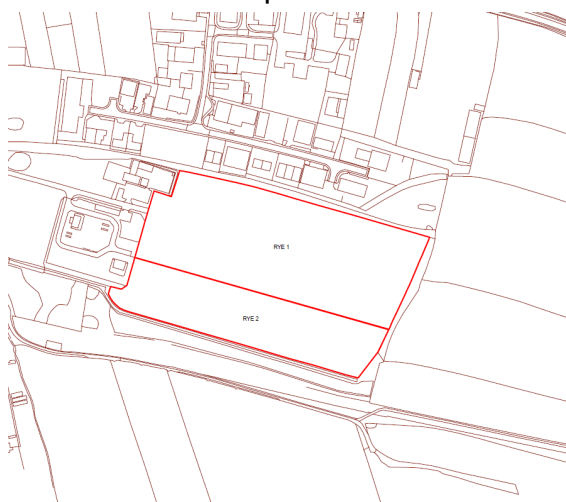
survey, due to the sites present use as agricultural land and surrounding land uses being industrial. There are no sensitive users in the area.

- 6.4.4 With regard to the character of the area the site scored 4, due to the fact that the site is currently in agricultural use. To the west of the site is a vacant office building and a gas storage facility. To the north of the site is Thornton Road Industrial Estate. To the east and south is agricultural land. The site would have scored higher if the site was near another waste facility, as the area would have been viewed to be more compatible with waste facilities. In terms of access the site scored 4, with site access occurring via Outgang Lane (B road). Thornton Road (A road: A170) provides access onto Outgang Lane. However, there is no road on the site itself.
- 6.4.5 Ryedale District Council made the following comment on this particular site, “*Suitable for continued consideration*”.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site is not developed at present (as it is currently agricultural land).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2

RYE 2

Land South of Thornton Road Industrial Estate, Pickering

6.2 Below is a map of the site:



6.3 The final score for this site is 49.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to the 'sensitive users criterion', scoring 6. However, the site scored poorly in terms of the site being 'allocated' for employment, scoring 1. This was due to the site not being allocated for employment development in Ryedale District Council's adopted local plan 2002 (saved policy EMP 5) and the local plan strategy 2013. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as agricultural land and surrounding land uses being industrial. There are no sensitive users in the area.
- 6.4.4 With regard to the character of the area the site scored 4, due to the fact that the site is currently in agricultural use. To the west of the site is a vacant office building and a gas storage facility. To the north of the site is Thornton Road Industrial Estate. To the east and south is agricultural land. The site would have scored higher if the site was near another waste facility, as the area would have been viewed to be more compatible with waste facilities. In terms of access the site scored 4, with site access occurring via Outgang Lane (B road). Thornton Road (A road: A170) provides access onto Outgang Lane. However, there is no road on the site itself.
- 6.4.5 Ryedale District Council made the following comment on this particular site, "*Suitable for continued consideration*".
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site is not developed at present (as it is currently agricultural land).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2

RYE 3

Land to West of Kirkby Mills Industrial Estate, Kirby Mills Road, Kirbymoorside

6.2 Below is a map of the site:



6.3 The final score for this site is 47.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the 'development on site' criterion, scoring 6. However, the site scored poorly in terms of 'flood risk' and 'site allocation', each scoring 1. This was due to the site being located in an area of high flood risk and the fact that the site has not been allocated as an area for employment. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use currently being agricultural land and surrounding land uses of Kirkby Industrial Estate to the east. There are no sensitive users in the area.

- 6.4.4 With regard to the character of the area the site scored 4, due to the fact that the site is currently used as agricultural land and situated to the west of the site is farmland, to the north of the site is a farmhouse (owner of land), to the east of the site is Kirkby Industrial Estate and to the south of the site is farmland. On the industrial estate to the east is Red Squirrel Sheds, W Bumby & Sons, a funeral directory and multiple car garages. Access to the site is considered to be poor scoring 2, with no site access available.
- 6.4.5 Ryedale District Council has made the following comment on this particular site, “*Suitable for continued consideration*”.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored low in the ‘proximity to vulnerable surface and groundwater bodies’ criterion, scoring a 2; this was due to the site being in close proximity to a surface water body (<50m).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

RYE 4

Woolgrowers Site, Park Road, Norton

6.2 Below is a map of the site:



6.3 The final score for this site is 46.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to the sites 'proximity to sources of waste arisings', scoring 6. However, the site scored poorly in terms of 'flood risk' and its 'proximity to vulnerable surface and groundwater bodies', each scoring 1. This was due to the site being situated in an area of high flood risk and the fact that the site is also located over a principal aquifer. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present uses being, agricultural, residential and general business. There are a number of sensitive users in the area, including residential units within the site and south of the site itself.
- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently used for agricultural, residential and general business purposes. Situated in the eastern section of the site are agricultural fields; the middle section contains housing, a bowling green and a car garage and the western section of the site contains large derelict buildings and overgrown land. To the north of the site is a train line that runs along the entire northern boundary of the site, beyond the train line is Malton train station and an ASDA (super market). To the east of the site is housing, to the south of the site is Park Road beyond which is housing and to the west of the site is agricultural land. In terms of access the site scored 4, with site access provided by Park Road (B road).
- 6.4.5 Ryedale District Council has made the following comment on this particular site, "*This is a site that you may want to continue to consider, but need to be aware of significant constraints to development (proximity of SAC, access)*".
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored low in terms of the 'cultural heritage designations' criterion and the 'site allocations' criterion scoring 1 in each. This was due to the site in a location that would affect a cultural designation and the site not being allocated for employment uses.

6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

RYE 5

Beckhouse Farm, A64, Norton

6.2 Below is a map of the site:



6.3 The final score for this site is 51.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its 'sensitivity and proximity of neighbouring uses', scoring 6. The site scored poorly in terms of the site 'allocations criterion', scoring 1. This was due to the site not being allocated for employment development. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the

survey, due to the sites present use as primarily agricultural land and surrounding land uses also being of agricultural land. There are no sensitive users in the area.

6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently used as agricultural land/farm equipment storage. On site is a Greenvale APPLC office (potato farming), along with multiple farm associated units and equipment storage areas. To the north, east and west of the site is agricultural land. To the south is the A64 beyond which is agricultural land. Access to the site is considered to be good scoring 6, with site access to the site via the A64.

6.4.5 Ryedale District Council made the following comment on this particular site, *“Suitable for continued consideration”*.

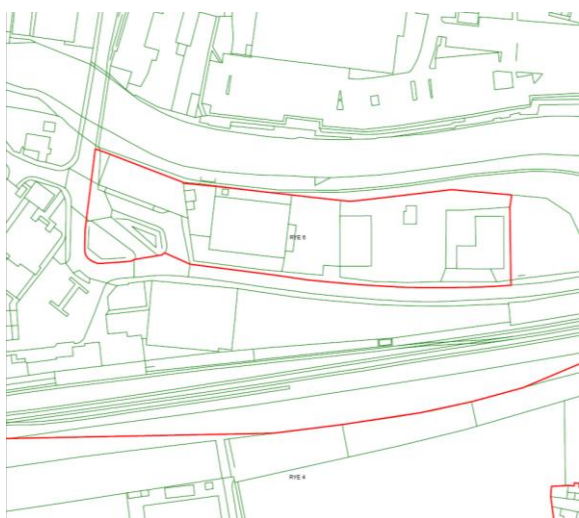
6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored high for the criterion development on site, scoring a 6. This was due to the site currently being developed.

6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

RYE 6

Interchange Site, Norton Road, Malton

6.2 Below is a map of the site:



6.3 The final score for this site is 45.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

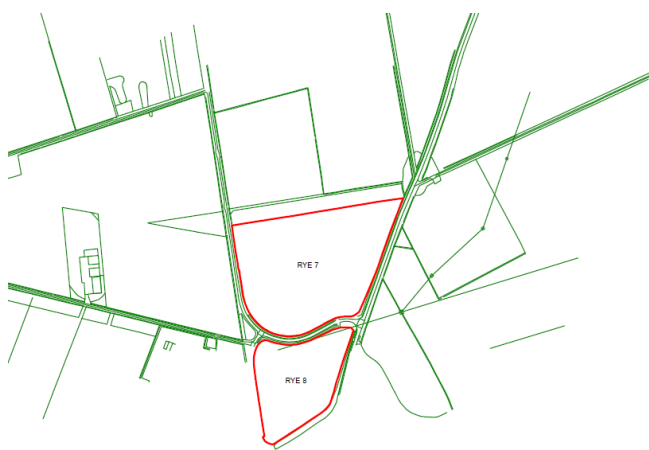
- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to its proximity to source of waste arisings, scoring 6. The site scored poorly in terms of 'flood risk' and the sites 'proximity to vulnerable surface and groundwater bodies', each scoring 1. This was due to the site being located in an area of high risk flood and the fact that the site is located over a principal aquifer. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered as an issue in the survey, due to the site presently accomodating an area of general business there is a pharmacy nearby and housing located to the west. There are sensitive users in the area, particularly in the west.
- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently used as an area of general business. On site is a bus station/depot, an equestrian shop, derelict Northern Electric building, Campbell garden machinery and Bata country store. To the south of the site is a super market and Malton train station. To the east of the site is Welham Road and a skateboarding park. To the north of the site is the River Derwent. To the west of the site is Railway Street beyond which is housing and Beecham pharmacy. The site would have scored higher if there were industrial units or waste units present and no housing present. Access to the site scored 4, with access coming into the site via Norton Road (B road). Railway Street, provides access to the site from the north, whilst Welham Road (B road) provides access from the east.
- 6.4.5 Ryedale District Council have made the following comment on this particular site, "*This is a site that you may want to continue to consider, but need to be aware of significant constraints to development (proximity of SAC, access)*".
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored low with regards to the criterion 'cultural heritage designations', scoring 1. This was due to the grade II listed building Malton train station being in such close proximity to the site and as such clearly visible from the site.

6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

RYE 7

Land Adjacent to Eden Camp, Edenhouse Road, Malton

6.2 Below is a map of the site:



6.3 The final score for this site is 46.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its 'sensitivity and proximity of neighbouring uses', scoring 6. The site scored poorly in terms of 'site allocations', scoring 1. This was due to the site not being allocated for employment development. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as agricultural land and surrounding land uses of agricultural land and the Eden Camp Modern History Theme Museum. There are

sensitive users in the area, with the modern history museum being within close proximity to the site.

- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently used as agricultural land. To the north is a large treeline that runs the length of the northern boundary. Beyond the treeline is agricultural land. To the west is Edenhouse Road/beyond which are agricultural fields. To the south of the site is Edenhouse Road, beyond which is land used for agricultural purposes. To the east of the site is the A169, beyond which are fields used for agriculture. To the south west of the site is Eden Camp Modern Military Museum. Access to the site is considered to be poor, scoring 2; with no access onto the site. To the east of the site is the A169 whilst to the west is Edenhouse Road (B road).
- 6.4.5 Ryedale District Council made the following comment on this particular site, “*This is a site that you may want to continue to consider, but need to be aware of significant constraints to development (planning application submitted)*”.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2 in terms of the sites ‘landscape designation’ as it is within the Pickering Vale local landscape designation. Additionally, as shown above in the comments made by Ryedale District Council, the site is currently subject to a planning application that is pending decision.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

RYE 8

Land Adjacent to Eden Camp, Edenhouse Road – Phase 2 Malton

6.2 Below is a map of the site:



6.3 The final score for this site is 46.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its 'sensitivity and proximity of neighbouring uses', scoring 6. The site scored poorly in terms of 'site allocations', scoring 1. This was due to the site not being allocated for employment development. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as agricultural land and surrounding land uses of agricultural land and the Eden Camp Modern History Theme Museum. There are sensitive users in the area, with the modern history museum being within close proximity to the site.

6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently used as agricultural land. On site are two pylons (one in the north western corner and another in the south eastern corner). To the north of the site is

Edenhouse, beyond which is agricultural land. To the east of the site is the A169, beyond which is agricultural land. To the west of the site is Edenhouse Road, beyond which is Eden Camp Modern Military Museum, and a National Grid station. To the south of the site is the A64. Access to the site is considered to be poor scoring 2, with no access onto the site via road. Edenhouse Road (B road) is to the north and west of the site, whilst the A169 is to the east of the boundary of the site and to the south of the site is the A64.

6.4.5 Ryedale District Council made the following comment on this particular site, *“This is a site that you may want to continue to consider, but need to be aware of significant constraints to development (planning application submitted)”*.

6.4.8 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2 in terms of the sites ‘landscape designation’ as it is within the Pickering Vale local landscape designation. Additionally, as shown above in the comments made by Ryedale District Council, the site is currently subject to a planning application that is pending decision.

6.4.6 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

RYE 9

Land East of Hugden Way, Norton Grove Industrial Estate, Malton

6.2 Below is a map of the site:



6.3 The final score for this site is 52.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its 'proximity to sources of waste arisings', scoring 6. The site scored poorly in terms of 'site allocations', scoring 1. This was due to the fact that the site has not been allocated for employment development. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites presently being used for general business/industrial and surrounding land uses being an industrial estate. There are sensitive users in the area in the form of the Karro Food Group unit, on the land opposite.

6.4.4 With regard to the character of the area the site scored 4, due to the fact that the site is currently used as part of the Norton Grove Industrial Estate. On site is The Yorkshire Baker Store, Robson Motor Services Ltd. To the north of the site is open, overgrown land. To the east of the site is agricultural land. To the south of the site is a large car park for the industrial estate. To the west is Hugden Way Road, beyond which are Norton Grove Industrial Estate units, Karro Food Group building. In terms of access the site scored 4, as there are currently multiple buildings on site, there are multiple forms of access to the site by road. In addition, Hugden Way (B road) provides access throughout the industrial estate.

6.4.5 Ryedale District Council made the following comment on this particular site, "*Suitable for continued consideration*".

6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored high with regards to development on site, scoring a 6. This was due to the already site being developed on by multiple industrial/general business units.

6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational

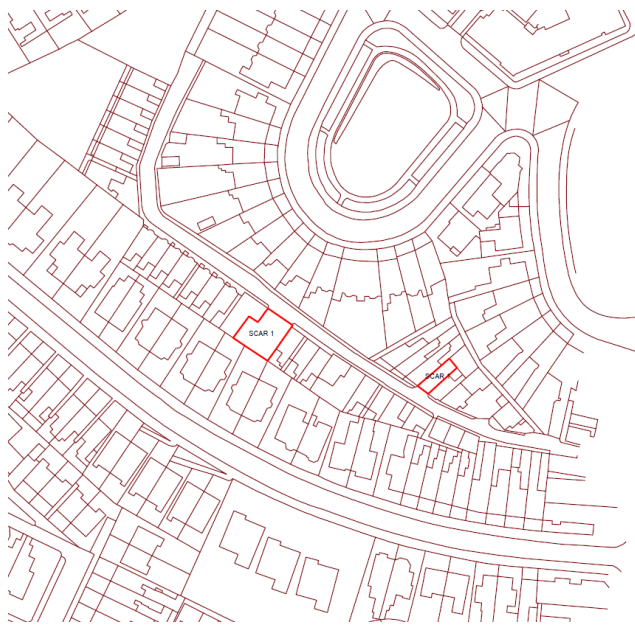
principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

Scarborough Borough Council

SCAR 1

Land Adjacent to Greenfield Road, Scarborough

6.2 Below is a map of the site:



6.3 The final score for this site is 51.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its 'proximity to sources of waste arisings', scoring 6. The site scored poorly in terms of 'site allocations', scoring 1. This was due to the site not being allocated for employment development. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the existing residential units located in the area. There are sensitive users in the area; in particular the neighbouring residential units.

- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently in general industrial use. On site are two industrial garage units. To the north, south, east and west of both buildings is housing. The site would have scored 4 if not for the housing surrounding the site. In terms of access to the site the score is 4; with site access via Greenfield Road (B road). Following on from this, Valley Road (B road) provides access from the east onto Greenfield Road. However, Greenfield Road is very narrow and would not appear suitable for HGVs.
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored highly with regards to the criterion 'development on site', scoring 6. This is due to the site currently being developed.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 2

Hampton Road/Wyekham Street, Scarborough

6.2 Below is a map of the site:



6.3 The final score for this site is 50.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to its 'proximity to sources of waste arisings', scoring 6. The site scored poorly in terms of 'site allocations', scoring 1. This was due to the site not being allocated for employment development. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was considered an issue in the survey, due to the sites present location within a densely organised residential area and very narrow access. The very narrow access, therefore, appeared on the site visit to be too narrow for HGVs; and would potentially have an impact on traffic within the area. There are sensitive users in the area; in particular the neighbouring residential units.
- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the sites current uses are, residential/storage and distribution/general industrial uses. On site are multiple derelict garages, a residential unit and general industrial units. To the north, east, west and south of all units on the site is housing. The site would have scored 4 if there was no housing neighbouring the site. In terms of access the site scored 4. Access to the site is provided by Hampton Road and Wykeham Street (both B roads).
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored highly with regards to the criterion 'development on site', scoring 6. This is due to the site currently being developed.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 3

North Marine Road Area, Scarborough

6.2 Below is a map of the site:



6.3 The final score for this site is 48.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its 'proximity to sources of waste arisings', scoring 6. The site scored poorly in terms of 'site allocations', scoring 1. This was due to the site not being allocated for employment development. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites presently accommodating general business/industrial and residential units. There are sensitive users in the area; in particular the neighbouring residential units.

6.4.4 With regard to the character of the area the site scored 2, due to the fact that the sites current uses are residential and general business/industrial. The north western

section of the site is a mixture of garages and housing, surrounded by housing to the west, east, south and north. In the middle section of the site are two unnamed units to the east of a furniture shop on the B1364; surrounded by residential units. The eastern section of the area is primarily residential in use; however there is an office unit on site. To the south, north (beyond Markborough Road), west and east are residential units surrounding the site. The southern section of the area contains multiple residential units and an office/storage unit. To the east, north, south and west of the southern section is housing. The site would have scored 4 in terms of location, if not for the housing. In terms of access to all areas of the site, the site scored 4. For sites in the northern section, access to the site is provided by the B1364. The eastern area of the site has access provided by Queens Terrace (B road). The sites in the south east have access provided by Castle Road and North Street (B road). Lastly, for the middle section, access is provided by Vincent Street (B road) in the east.

- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored highly with regards to the criterion 'development on site', scoring 6. This is due to the sites currently being developed.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 4

St Nicholas Street, Scarborough

6.2 Below is a map of the site:



6.3 The final score for this site is 50.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to its 'proximity to sources of waste arisings', scoring 6. The site scored poorly in terms of 'site allocations', scoring 1. This was due to the site not being allocated for employment development. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the site presently accommodating the office of Scarborough Borough

Council Customer First Centre and the surrounding area accepting multiple high street retailers. There are sensitive users in the area, in particular the neighbouring businesses and shops, to the west beyond St Nicholas Street and to the north, and Scarborough Borough Council Town Hall (directly to the south of the site).

- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently used as the office of the Scarborough Borough Council Customer First Centre. To the south of the site is the Scarborough Borough Council county hall. To the north of the site is Violet lux and Cometique. To the west of the site is St Nicholas Street, beyond which are multiple shops such as an M & S, Greensmith, Jewellers and Bright & Sons. To the east of the site is a car park beyond which are offices. The site would have scored 4 if not for the multiple shops surrounding the site. In terms of access the site scored 4, access to the site is provided by St Nicholas Street (B road) from the west; the Street is one way access.
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored highly with regards to the criterion 'development on site', scoring 6. This is due to the site currently being developed.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 5

Adjacent to Railway Line, Coates Marine Ltd, Whitby

6.2 Below is a map of the site:



6.3 The final score for this site is 49.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its 'proximity to sources of waste arisings', scoring 6. The site scored poorly in terms of 'flood risk' and site allocations criteria, each scoring 1. This was due to the site being at high risk of flooding and the fact that the site has not been allocated for employment development. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as a boat storage area and surrounding land uses of a train line to the west, car park to the north and the river Esk to the east. There are sensitive users in the area, in particular housing to the west of the site, just beyond the train line.

6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently used as a boat storage area, owned by Coates Marina. To the north of the site is a car park, to the south of the site is a trainline, and the A171 (bridge). To the east of the site is the River Esk, beyond which are residential units. Finally, to the west of the site are train lines, beyond which is housing. The site would have scored 4 if not for the housing to the west beyond the train line. In terms of access, the site scored 4, with access to the site provided via Langborne Road, to the north.

6.4.5 There are no comments made by Scarborough Borough Council regarding this site.

6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored highly with regards to the criterion 'development on site', scoring 6. This is due to the site currently being developed.

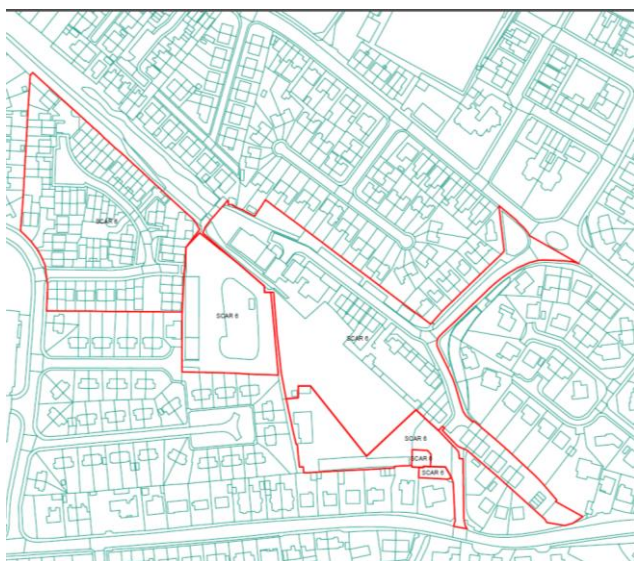
6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the

waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 6

White Leys Road, Whitby

6.2 Below is a map of the site:



6.3 The final score for this site is 52.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its 'proximity to sources of waste arisings', scoring 6. The site scored poorly in terms of 'site allocations', scoring 1. This was due to the site not being allocated for employment development. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the

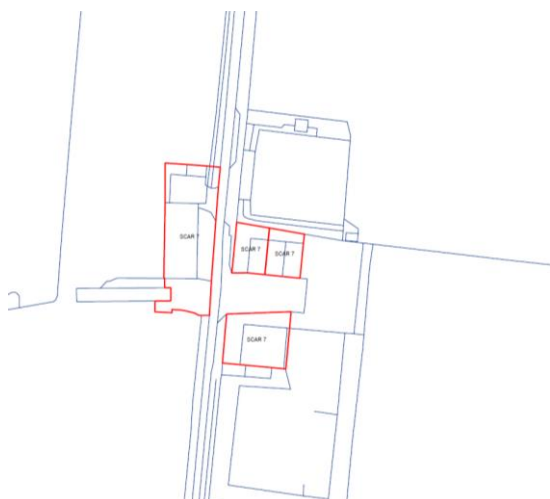
survey, due to the site presently accommodating residential, office and depot units. There are sensitive users in the area, in particular the neighbouring residential units.

- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the sites current uses are residential and general business. On site are multiple residential units and a depot building. To the north of the site is housing, beyond Upgang Lane, and to the south of the site is housing. To the east of the site is housing and Stakesby Road; whilst to the west of the site is housing and a recreational ground. Overall, the site would have scored 4 if not for the housing in and around the site. In terms of access to the site, the site scored 4, as access is provided via Station Avenue (B road); to the north is Springvale Road (B road) and Upgang Lane (B road).
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored highly with regards to the criterion 'development on site', scoring 6. This is due to the site currently being developed.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 7

Barkers Lane, Snainton, Scarborough

6.2 Below is a map of the site:



6.3 The final score for this site is 51.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its 'sensitivity and proximity of neighbouring uses', scoring 6. The site scored poorly in terms of its 'proximity to vulnerable surface and groundwater bodies' and the 'site allocations' criterion, each scoring 1. This was due to the site being located over a principal aquifer and the fact that the site has not been allocated for employment development. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered as an issue in the survey, due to the sites present use as a small industrial estate/agricultural storage area and surrounding land uses of agricultural land. There are no sensitive users in the area.

6.4.4 With regard to the character of the area the site scored 4, due to the fact that the sites current uses as an area of general business/industrial and agriculture. On site are the following; a farmyard/storage area/barn, Elliot Design, Mountain Rescue Team and Shampoooh. To the north, south and east of the site is open green field. To the west of the site is Barkers Lane, beyond which are open green field. The site would have scored higher if there was no farm barn area within the southern section of the site and if there was a waste site within close proximity to the site. In terms of access the site scored 4, access to the site is provided via Barkers Lane (B road) to the west. Additionally, it is important to note that the A70 to the north provides access onto Barkers Lane.

6.4.5 There are no comments made by Scarborough Borough Council regarding this site.

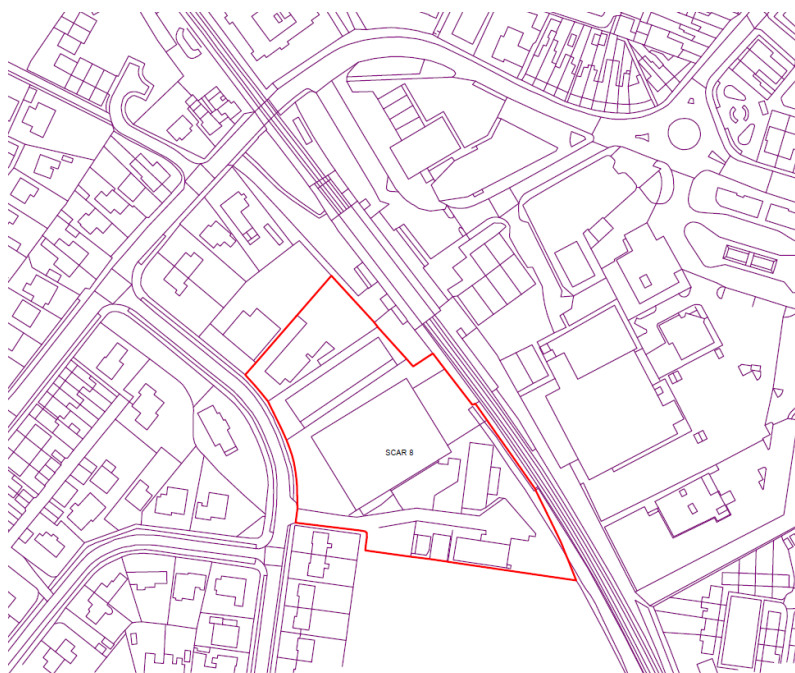
6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored highly with regards to the criterion 'development on site', scoring 6. This is due to the site currently being developed.

6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 8

Clarence Drive, Filey

6.2 Below is a map of the site:



6.3 The final score for this site is 51.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

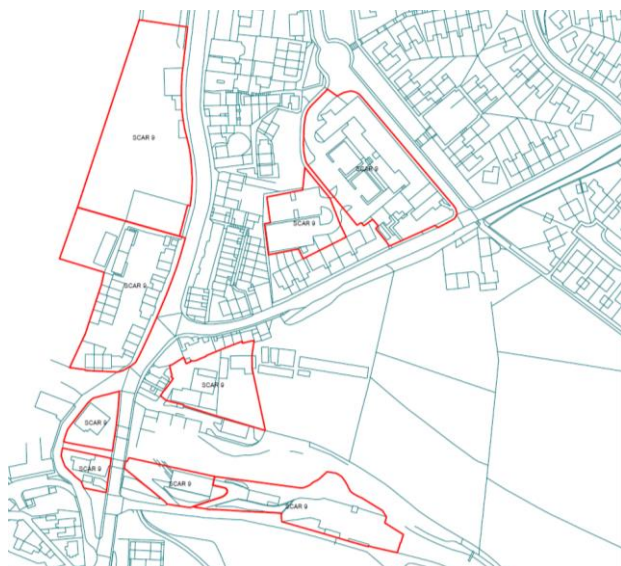
6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

- 6.4.2 In terms of specific scores, the site scored highly with regards to its 'proximity to sources of waste arisings', scoring 6. However, the site scored poorly in terms of the 'site allocations' and the 'cultural heritage designations' criteria, each scoring 1. This was due to the site not being allocated for employment development and the fact that the site is likely to affect a listed building (Filey train station). This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey. This was due to the fact that the sites present use as an industrial area and surrounding land uses of a train station and housing. There are sensitive users in the area, in particular the multiple residential units to the south and west of the site.
- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently neighbouring residential units. On site are the following; EMJ Plastics, Adhesive Systems (PS) and an office/ice cream parlour. To the north of the site is housing and a train line, beyond which is Filey train station. To the east of the site is a train line and to the west of the site is Clarence Drive, beyond which is housing. Lastly, to the south of the site is housing. The site would have scored 4 if there was no housing within close proximity to the site. In terms of access, the site scored 4. Access to the site is provided via Clarence Drive (B road). Following on from this, the A1039 provides access to Clarence Drive from the west.
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored highly with regards to the criterion 'development on site', scoring 6. This is due to the site currently being developed.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 9

St Hilda's Business Centre, The Ropery, Whitby

6.2 Below is a map of the site:



6.3 The final score for this site is 47.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its 'proximity to source of waste arisings', scoring 6. The site scored poorly in terms of the criteria 'site allocations' and 'flood risk', each scoring 1. This was due to the site not being allocated for employment development and the fact that the site is at a high risk of flooding. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as a business centre and surrounding land uses of residential units. There are sensitive users in the area, in particular, the

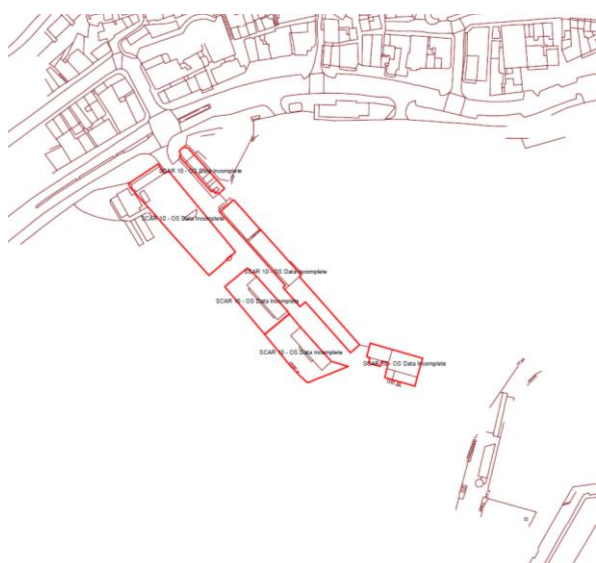
residential units on the site as well as the multiple residential units to the east of the site.

- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the sites current use being a mix of residential and general businesses. On site are multiple residential units and offices. To the north, south, east and west of the site are residential units. This site would have scored 4, if not for the residential units on site. In terms of access, the site scored 4, access to the site is provided via Green Lane (B road) from the south and access from the east via The Ropery (B road).
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored low in terms of the 'cultural heritage designations' criterion, scoring 1. This was due to the there being a listed building on the site, as well as the multiple listed buildings surrounding the site; that are likely to be affected.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 10

West Pier, Fish Market of Sandside Road, Scarborough

6.2 Below is a map of the site:



6.3 The final score for this site is 48.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to its 'proximity to sources of waste arisings', scoring 6. However, the site scored poorly in terms of 'flood risk' and 'site allocations' criteria, each scoring 1. This was due to the site being at a high risk for flooding and the fact that the site is not allocated for employment. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered as an issue in the survey, due to the sites present use as a pier and surrounding land uses of amusements. There are sensitive users in the area, in particular the leisure based stalls such as amusements, ice cream parlours, restaurants and food stalls.
- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently used as a pier. The site is of a general business and leisure use. On site are the following; Alliance Fish, Mich Grime Shellfish Ltd, Curly Fletchers, The Ocean Pantry, Jenkinsons and public toilets. To the north of the site is Sandside Road beyond which are Henry Marshalls Amusements. To the south of the site is the port wall, beyond which is the North Sea. To the west of the site is Scarborough beach. To the east of the site is Scarborough port/harbour beyond which is the North Sea. The site would have scored 4 if not for the primary use of leisure based amusements. In terms of access to the site the site scored 4, access to the site is provided by Sandside Road (B road); from the north.
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored low in terms of the 'cultural heritage designations' criterion, scoring 1. This was due to the sites close proximity to multiple listed buildings, particularly the Scarborough Harbour Light House to the south of the site; that would likely be affected.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the

waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 11

Whitby Business Park, Cholmley Way, Whitby

6.2 Below is a map of the site:



6.3 The final score for this site is 56.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to it's 'proximity to sources of waste arisings', scoring 6. This site did not score poorly in any of the criterion. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there was another waste management facilities in the area there may be concern with regards to the clustering of such facilities in this location.

Alternatively, this may have a positive impact, where co-location of such facilities could mean infrastructure and technological synergy. Cumulative impact as a whole was not considered as an issue in the survey, due to the sites present use as an industrial estate and the surrounding land uses of an industrial nature. However, there are sensitive users in the area, with residential units and a school playing field to the west of the site, beyond the A171.

- 6.4.4 With regard to the character of the area the site scored 4, due to the fact that the sites current general business/industrial uses. On site are the following; Yorkshire Waste Ltd, Sainsburys superstore, multiple car garages and a Homebase. To the north of the site is agricultural land. To the west of the site is the A171, beyond which is housing and a school playing field. To the east of the site is agricultural land, and industrial units. To the south of the site is the A171, beyond which is agricultural land. The site would have scored 6 if not for the housing. It scored 4 as there is a waste site currently present on site. In terms of access the site scored 4, as such, access to the site is provided via Cholmley Way (B road). Additionally, the A171 is to the west of the site; this provides access onto Cholmley Way.
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored highly, scoring 3, with regards to the 'site allocations' criterion. This is due to the site being allocated for employment/industrial development.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 1. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 12

Whitby Business Park, Enterprise Way, Whitby

6.2 Below is a map of the site:



6.3 The final score for this site is 52.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its 'proximity to source of waste arisings', scoring 6. The site scored poorly in terms of 'landscape designations' and 'site allocations' criterion, each scoring 1. This was due to the site being located within the North Yorkshire Moors National Park and the fact that the site has not been allocated for employment development. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there is only one other waste management facilities in the area there was not a concern as to the cluster of such facilities in this location. Alternatively, this may have a positive impact, where co-location of such facilities could mean infrastructure and technological synergy. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as a

business park and surrounding land uses of general business/industrial and open green field/agriculture. There are sensitive users in the area; in particular the houses to the west of the site, beyond the A171.

- 6.4.4 With regard to the character of the area the site scored 4, this was due to the fact that the site is currently used as an area for general business/industrial use. On site are the following; Yorkshire Waste Ltd, Sainsburys superstore, multiple car garages and a Homebase. To the north and east of the site is agricultural land and industrial units, whilst to the west and south of the site is the A171, beyond which is housing and a school playing field. The site would have scored 6 if not for the housing beyond the A171 to the south. However, it scored 4 as there is a waste site currently present on the site. In terms of access the site scored 4, this is due to access to the site being provided via Cholmley Way (B road). Additionally, there is the A171 to the west of the site which provides access onto Cholmley Way.
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored highly in terms of the 'development on site' criterion, scoring 6. This is due to the fact that the site is currently developed on.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 4. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 13

Whitby Business Park, Fairfield Way, Whitby, North Yorkshire

6.2 Below is a map of the site:



6.3 The final score for this site is 50.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to 'development on site', scoring 6. The site scored poorly in terms of the 'landscape designations' and 'site allocations' criteria, each scoring 1. This was due to the site being situated within the North Yorkshire Moors National Park and the fact that the site is allocated for employment development. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there is only one other waste management facility in the Whitby Business Park area, there was no concern as to the cluster of such facilities in this location. Alternatively, this may have a positive impact, where co-location of such facilities could mean infrastructure and technological synergy. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as a business park and surrounding land uses of general business/industrial and agriculture. There are no sensitive users in the area.

- 6.4.4 With regard to the character of the area the site scored 4, due to the fact that the site is currently used as an area of general business and industrial uses. On site is the following; Whitby Seafoods, Fabrication Ltd, Coverdale Whitby and a Howdens. To the north and east of the site is agricultural land. To the west of the site is a large treeline, beyond which are industrial units and a waste disposal facility, and a Sainsburys superstore. Additionally, to the south of the site is Stainsacre Lane and multiple industrial units. In terms of access to the site, the site scored 4. Access to the site is provided by Fairfield Way, whilst the A171 provides access to Fairfield Way from the west.
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2 with regards to the 'proximity to vulnerable surface and groundwater bodies' criterion. This was due to the fact that the site is located in close proximity to a surface water body.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 4. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 14

Burniston Industrial, Willymath Close, Burniston

6.2 Below is a map of the site:



6.3 The final score for this site is 52.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the 'development on site' criterion, scoring 6. The site scored poorly in terms of 'site allocations' and the 'proximity to vulnerable surface and groundwater bodies' criteria, each scoring 1. This was due to the site not being allocated for employment development and the fact that the site is located over a principal aquifer. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as an industrial estate and surrounding land uses of housing. There are sensitive users in the area; in particular the housing to the east of the site.

6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is surrounded by housing to the east, south, north and west. On site are the following businesses; Control and Power Systems Ltd, RGT Welding Engineers, GPS Tyres, Fabra Weld and Home Ltd. To the north of the site is a tree line that runs along the northern boundary of the site; (as mentioned previously) beyond which are houses. Following on from this, to the south of the site is housing and to the east of the site is the A165, beyond which is housing and agricultural land. Finally, to the west of the site is a tree line beyond which is Kendall Close and housing. The site would have scored 4, if not for the housing surrounding the site. In terms of access the site scored highly, scoring 6. This was due to the fact that access to the site is provided by the A165 from the north-east.

6.4.5 There are no comments made by Scarborough Borough Council regarding this site.

6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored highly with regards to 'flood risk', scoring 3. This is due to the fact that the site is in a low risk flooding area.

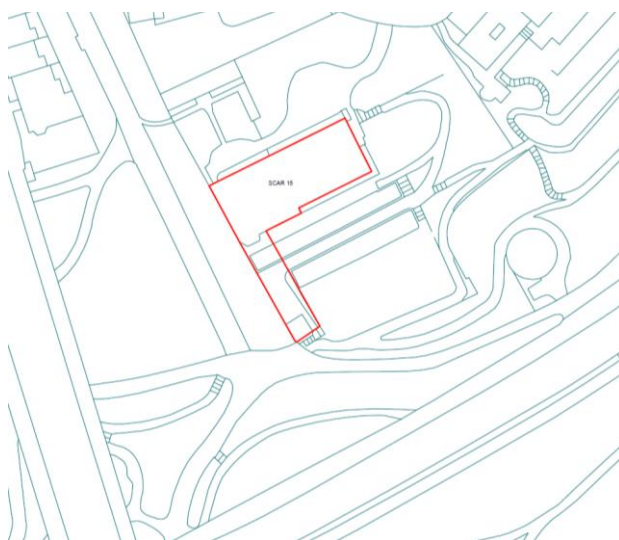
6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational

principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 15

Woodend Creative Industries Centre, Scarborough

6.2 Below is a map of the site:



6.3 The final score for this site is 50.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its 'proximity to source of waste arisings', scoring 6. The site scored poorly in terms of the 'cultural heritage designations' and 'site allocations' criteria, each scoring 1. This was due to the fact that the site is a listed building and that the site has not been allocated for employment development. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities

in this location. Cumulative impact as a whole was considered an issue in the survey, due to the density of housing, the central location of the site and the width of the roads providing access to the site. The access onto the site, therefore, appeared (on the site visit) to be too narrow for HGVs, meaning that any potential development of a waste site may have a negative impact on traffic in the area. Furthermore, there are multiple sensitive users in the area, in the form of an art gallery to the east and housing to the north.

- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently neighbouring housing. The site is of a general business and industrial use, currently being used as the Woodend Creative Centre. To the north of the site are multiple residential units, whilst to the south of the site is open green space, beyond which is Valley Road. Following on from this, to the east of the site is an art gallery and to the west of the site is the A165. It is important to note that the site would have scored 4 if not for the residential units neighbouring the northern boundary. In terms of access the site scored 4, access to the site is provided via The Crescent (B road). Neighbouring road networks include the A165 to the west, to the south is Valley Road (B road) and to the north is the roundabout for Vernon Road, Falconers Road and Somerset Terrace (all B roads).
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site, scored 2 with regard to the 'proximity to vulnerable surface and groundwater bodies' criterion. This is due to the site being located on a secondary aquifer.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 16

Barrys Lane Industrial Estate, Scarborough

6.2 Below is a map of the site:



6.3 The final score for this site is 51.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the 'development on site' criterion, scoring 6. The site scored poorly in terms of the 'site allocations' criteria, scoring 1. This was due to the site not being allocated for employment development. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as a large industrial estate. Additionally, there are sensitive users in the area, in particular a residential unit on site, and residential units and a school to the east of the site.

6.4.4 With regard to the character of the area the site scored 2, due to the fact that, although the site is used as an industrial estate, there is a residential unit on site. Residential units and a school border the site to the east. There are also offices,

and multiple industrial units to the east. To the south of the site is a large tree line, beyond which is housing and the McCain stadium (Scarborough FC). Finally, to the west of the site is a green open field and to the north of the site is a farm house, housing and a large tree line. At the present time the following businesses are on site; Electrical Network, P & L , Grey Refrigeration Ltd, Mylockup.com, CFSE, Premier Engineering and Parts Centre, a Gymnastic Centre along with a residential unit. It is important to note that the site would have score a 4, if not for the residential units on site and surrounding it. In terms of access the site scored 4, this is due to the fact that access to the site is provided by Barry Lane (B road) from the A64 to the east.

- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2 in terms of the 'proximity to vulnerable surface and groundwater bodies' criterion. This is due to the fact that the site is within close proximity to a surface water body (<50m).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 17

Hunmanby Industrial Estate, Bridlington Road, Filey

6.2 Below is a map of the site:



6.3 The final score for this site is 50.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to the 'development on site' criterion, scoring 6. There were no poor scoring criteria for this site. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as an industrial estate. However, there are sensitive users in the area, in the form of neighbouring residential units.
- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that although the site is currently used as an industrial estate, there are residential units neighbouring the site, along with a Public House (Piebald Inn) and a recreational area (belonging to the Hunmanby Playing Field Association) to the north. In terms of what is on the site there are multiple industrial units and offices, a scrap yard and a lake. To the south of the site is Bridlington Lane, beyond which is farmland. To the west of the site is a train line and housing; whilst to the east of the site is farmland. It is important to note that the site would have scored 4 if not for the housing to the north and west. In terms of access the site scored 4, this was due to the fact that access to the site is provided via Sands Lane in the north and Bridlington Lane in the south (both roads are B roads).
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored highly in terms of the 'site allocations' criterion, scoring 3. This is due to the fact that the site has been allocated for employment development; specifically for industrial and business related development.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 18

Council Depot, Dean Road, Scarborough

6.2 Below is a map of the site:



6.3 The final score for this site is 50.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the 'development on site' and the 'proximity to sources of waste arisings' criteria, each scoring 6. The site scored poorly in terms of the 'cultural heritage designations' and 'site allocations' criteria, each scoring 1. In terms of the former criteria (cultural heritage designations), this was due to the fact that the site is surrounded by multiple listed buildings and that the site is 15m from a conservation area. As such, the sites can be seen from the listed buildings and vice versa. With regard to the latter criteria (site allocations) this scored 1 due to the site not being allocated for employment development. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was considered as an issue in the survey, due to the site presently accommodating housing, general

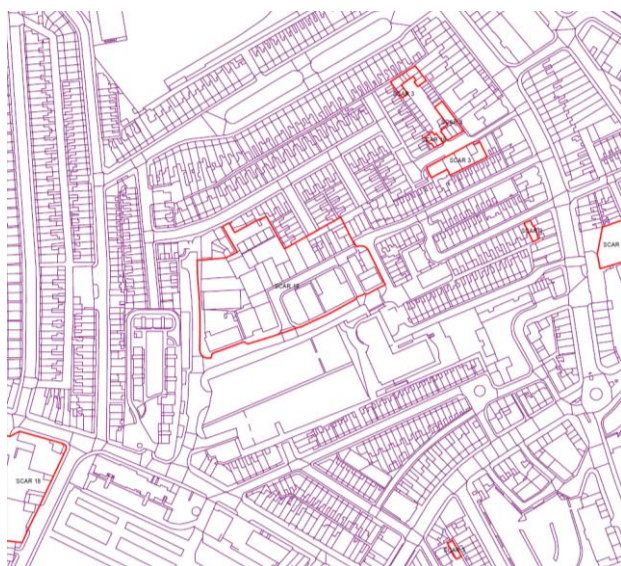
business/industrial units and a large depot. As the large depot requires the use of a large number of HGVs, it was felt on site visit that this may have an impact on traffic congestion within the area. There are multiple sensitive users in the area, in particular the multiple residential units within the site area.

- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently surrounded by residential units. The site area is of a residential and general business/industrial use. On site are multiple car garages, residential units, shops, offices and storage depots. To the north, east, south and west of all plots and buildings on site are residential units. The site would have scored 4 if it was not surrounded by housing. In terms of access, the site scored 4; this is due to the fact that all buildings on site are accessible via B roads.
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2, in terms of the 'proximity to vulnerable surface and groundwater bodies' criterion. This is due to the site being located over a secondary aquifer.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 19

Lower Clarke Street/ Durham Place, Scarborough

6.2 Below is a map of the site:



6.3 The final score for this site is 50.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the development on site and the 'proximity to sources of waste arisings' criteria, each scoring 6. The site scored poorly in terms of the 'cultural heritage designations' and 'site allocations' criteria, each scoring 1. This was due to the fact that the site is surrounded by multiple listed buildings and the fact that the site has not been allocated for employment development. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was considered an issue in the survey, due to the sites present location within an area of dense housing and narrow road networks; meaning that any development of a waste site in this location would potentially cause traffic issues. There are multiple sensitive users in the area, in the form of residential units surrounding the site.

6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently surrounded by multiple residential units. The north eastern section of the site area is a mix of garages and housing; as well as a workshop (industrial) and Ace Cars Ltd (car hire). To the north of this site area is housing as well as to the south, east and west. The south eastern section of the site is of a general business use; with what appears to be an office/storage facility on Clarke Street and Hope Street. To the north, south, west and east of this section of the site is housing. Finally, with regard to the western section of the site area there are the following; Royal Mail depot, multiple car garages, two dancing studios and an office. To the south, north, east and west of the western area of the site is housing. The overall site area would have scored 4 if there was not any housing neighbouring the site and within it. In terms of access, the site scored 4; this was due to all buildings being accessible via B roads. With regards to the north eastern section of the site, access is provided via Durham Place, off the B1364. The south eastern section of the site also has access provided via B roads (Hope Street and Clarke Street). Finally, the western section of the site area has access via Durham Street, Lower Clark Street and Wea Lane.

6.4.5 There are no comments made by Scarborough Borough Council regarding this site.

6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2, in terms of the proximity to 'vulnerable surface and groundwater bodies' criterion. This is due to the site being located over a secondary aquifer.

6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 20

Filey Workshop Units, Station Avenue, Scarborough

6.2 Below is a map of the site:



6.3 The final score for this site is 53.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the 'development on site' and 'proximity to sources of waste arisings' criteria, each scoring 6. The site scored poorly in terms of the 'cultural heritage designations' criterion, scoring 1. This was due to the fact that there is a grade II listed building 25m from site; which

is clearly visible. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered as an issue in the survey, due to the sites present use as an industrial workshop and neighbouring uses such as the Tesco superstore to the south and Filey train station to the west. There are sensitive users in the area, in the form of residential units to the east, beyond the A1039.
- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently used as an area of general business/industrial. On site are the following; Tesco superstore, Cura, The Carpet Station, Simplicity Holidays, Filey Vehicle Testing Centre, UAD Ltd, SBC and Morley Wood. In addition, there is an open green space in the north east corner of the site. In terms of the sites context within the local area; to the west of the site is Filey train station. To the east of the site is the A1039, beyond which are residential units and to the south of the site are residential units. Additionally, to the north of the site is Filey Snooker Centre. The site would have scored 4 if not for the Tesco's superstore on site and the residential units to the south and east. In terms of access the site scored 4, as access to the site is provided via Station Approach (B road), whilst the A1039 to the east provides access to the Station Approach.
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored highly with regard to the 'site allocations' criterion, scoring 3. This is due to the fact that the site has been allocated for employment development.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 21

Fish Market, Pier Road, Whitby

6.2 Below is a map of the site:



6.3 The final score for this site is 47.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to the 'development on site' criterion, scoring 6. The site scored poorly in terms of the 'flood risk' and 'site allocations' criterion, each scoring 1. This was due to the site being at a high risk of flooding and the fact that the site has not been allocated for employment. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was considered as an issue in the survey, due to the site presently, accommodating a fish market and leisure pier, as well as the surrounding area being used for leisure activities. There are multiple

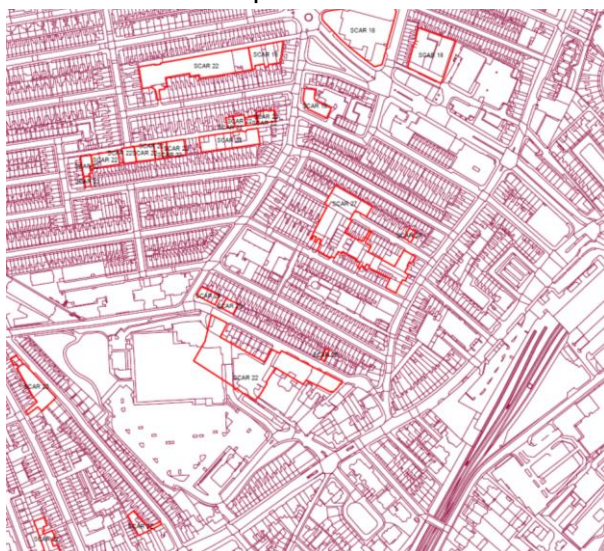
sensitive users in the area, particularly to the west beyond Pier Road in the form of amusements, cafes, restaurants and shops.

- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently used as a fish market and area of leisure. In terms of providing locational context for the site, to the west of the site is Pier Road, beyond which are multiple public houses, cafes, restaurants, bars and amusements. To the north of the site is Whitby Harbour, to the east of the site is the River Esk and to the south of the site are multiple public houses and ice cream stalls. The site would have scored higher if the site wasn't surrounded by leisure based uses. In terms of access the site scored 4, as access to the site is provided via Pier Road (B road) from the west.
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored low in terms of the 'cultural heritage designation' criteria, scoring 1. This is due to the fact that the site is within close proximity to multiple listed buildings; primarily in the west. Additionally, the site is within a conservation area. As such, the site can be seen from multiple listed buildings and vice versa.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 22

Gladstone Lane, Scarborough

6.2 Below is a map of the site:



6.3 The final score for this site is 48.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to 'development on site criterion', scoring 6. The site scored poorly in terms of the 'cultural heritage designations' and 'site allocations' criteria, each scoring 1. This was due to the site being in close proximity to multiple listed buildings and the fact that the site has not been allocated for employment development. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was considered an issue in the survey, due to the sites present location within an area of high residential density and narrow B roads. Due to the fact that the road networks surrounding each unit on site are narrow, it was felt on the site visit that there is the potential for traffic to be affected. There are multiple sensitive users in the area; in particular the residential units within and surrounding the site.

- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently surrounded by residential units. Following on from this, it is important to note that the site is primarily residential and general business in use. On site are multiple car garages, an ice cream innovation store, offices, housing, apartments and Andy Hire. All the units and buildings in the Roscoe area are surrounded by housing; however, to the south of Roscoe Street is a Sainsburys superstore. The area would have scored higher if the sites were not all within close proximity to housing. In terms of access to the site, the site scored 4, this is due to access to the site being provided by B roads surrounding each individual unit; such as Cleveland Road, Roscoe Street and Gladstone Lane.
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2 with regards to the 'proximity to vulnerable surface and groundwater bodies' criterion. This is due to the fact that the site is located over a secondary aquifer.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 23

Larpool Industrial Estate, Larpool Lane, Scarborough

6.2 Below is a map of the site:



6.3 The final score for this site is 50.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to the 'development on site' and the 'proximity to sources of waste arisings' criteria, each scoring 6. The site scored poorly in terms of the 'site allocations' and 'cultural heritage designations' criteria, each scoring 1. This was due to the site not being allocated for employment development and the fact that the site is 83metres from a Grade II* listed building and 60metres, away from a conservation area. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as an industrial estate and surrounding land uses of housing. There are sensitive users in the area, in particular the neighbouring residential uses.
- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently adjacent to residential units. The site is of a general business/industrial use. On site are the following businesses; Plumb Centre, Whitby Laundry, City of Electrical Factors, Drapers Carpets, Whitby Laundret and Yorkshire Coast Homes. In terms of the sites locational context, to the north of the site is the A171, and to the south of the site is housing. Following on from this, to the west of the site is open green space beyond which is the River Esk and to the east of the site is Larpool Lane, beyond which is housing. The site would have scored a 4 if not for the housing beyond Larpool Lane. In terms of access the site scored 4. This is due to the fact that the access to the site is provided via Larpool Lane (B road).
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site, scored 2, in terms of the 'proximity to vulnerable surface and groundwater bodies' criterion. This is due to the site being located over a secondary aquifer.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the

waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 24

Londesborough Business Park, Londesborough Road, Scarborough

6.2 Below is a map of the site:



6.3 The final score for this site is 48.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the 'development on site' and the 'proximity to source of waste arisings' criteria, each scoring 6. The site scored poorly in terms of the 'site allocations' and the 'cultural heritage designations' criteria, each scoring 1. This was due to the site not being allocated for employment development and the fact that there are multiple listed buildings surrounding the site as well as a conservation area 15metres from the site. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities

in this location. Cumulative impact as a whole was considered as an issue in the survey, due to the sites present surrounding land uses of housing and the narrow 'one way' B roads that provide access to the site. There are sensitive users in the area, in particular the multiple residential units to the north and west of the site.

- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently situated in an area of high residential density. The site currently has a general business/industrial use. On site are the following businesses; Londesborough Motor Services, Dial a Ride, and C K Ink Direct Ltd. In between Londesborough Motor Services and C K Ink Direct are multiple residential units. To the north of the site was Londesborough Road, beyond which is housing and to the south of the site is a tree line (on a large slope), beyond which is a train line. To the west of the site is a tree line beyond which is Londesborough Road and to the east of the site is housing. The site would have scored 4 if not for the housing surrounding the site. In terms of access to the site the site scored 4, this is due to Londesborough Road (B road) providing access to the site from the west.
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2, in terms of the 'proximity to vulnerable surface' and 'groundwater bodies' criterion. This is due to the site being located over a secondary aquifer.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 25

Queen Margaret's Road, Scarborough

6.2 Below is a map of the site:



6.3 The final score for this site is 56.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the 'development on site', 'sensitivity and proximity of neighbouring uses' and 'proximity to source of waste arisings' criteria, all scoring 6. The site scored poorly in terms of the 'site allocations' criterion, scoring 1. This was due to the fact that the site has not been allocated for employment development. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities

in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as an industrial estate and surrounding land uses of a general business/industrial nature. There are no sensitive users in the area.

- 6.4.4 With regard to the character of the area the site scored 4, due to the fact that the site is of a general business/industrial use. On site were the following; Odos, Adverset, Trans Tools, HSS, Graham, Electric Centre, an Ambulance Station, National Grid, CEF and Shorline Suncruiser. In terms of locational context, to the north of the site is open green field and Parnell's Wood. To the west of the site is a train line beyond which is Seamer Road Industrial Estate and to the south of the site is Queen Margaret's Road, beyond which is a lake. Finally, to the east of the site is an open green field. In terms of access the site scored 4, this is due to the fact that the access to the site is provided via Queen Margaret's Road (B road).
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2 with regards to the 'proximity to vulnerable surface and groundwater bodies' criterion. This is due to the fact that the site is located over a secondary aquifer.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 26

Roscoe Street, Scarborough, North Yorkshire

6.2 Below is a map of the site:



6.3 The final score for this site is 48.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to the 'development on site' and its 'proximity to sources of waste arisings', each scoring 6. The site scored poorly in terms of the 'site allocations' and 'cultural heritage designations' criteria, each scoring 1. This was due to the site not being allocated for employment and the fact that there are multiple listed buildings surrounding the site; the closest of which is a building, 25metres away from the site. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was considered as an issue in the survey, due to the sites being located within a densely populated residential area. There are sensitive users in the area, in particular the residential units surrounding the site, and the Sainsburys superstore to the south of the site.
- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently neighbouring residential units to the north, west, south and east. The site is of a general business/industrial use. The following businesses were on site; Scarborough Horticulture and Dobson Garden Machinery. Following on from this, to the south of Dobson Garden Machinery is a Sainsburys superstore. The site would have scored 4 if it wasn't for the housing. In terms of access the site scored 4, this is due to the fact that the access to the site is provided via Roscoe Street (B road). The B1364 is to the east of the site; whilst Gladstone Lane is to the west.
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2 in terms of the criterion 'proximity to vulnerable surface and groundwater bodies'. This was due to the fact that the site is situated over a secondary aquifer.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 27

Sherwood Street and Belle Vue Street, Scarborough

6.2 Below is a map of the site:



6.3 The final score for this site is 48.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the 'development on site' and 'proximity to sources of waste arisings', each scoring 6. The site scored poorly in terms of the 'site allocations' and 'cultural heritage designations' criteria, each scoring 1. This was due to the site not being allocated for employment development, and the fact that there are multiple listed buildings surrounding the site; as well as there being a conservation area 35metres away from the site. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was considered as an issue in the survey, due to the sites present neighbouring uses of densely populated residential units and narrow one way road networks. On site visit it was felt that the roads appeared too narrow for the introduction of a waste facility; that would potentially

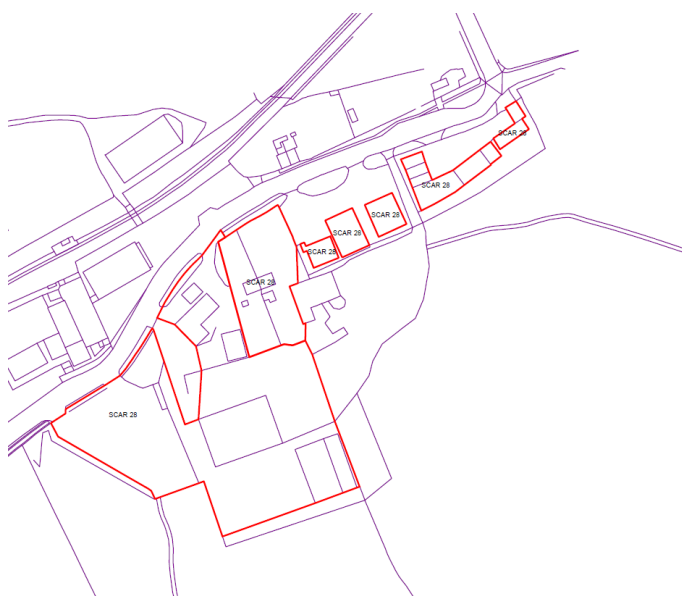
cause traffic issues. There are multiple sensitive users in the area, in particular the residential units surrounding the site.

- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently surrounded by residential units. The site is of a general business/industrial and residential use. On site are the following; Graton car sales services & repairs, residential units and Sunset Health Club. To the north, west, south and east of the site are residential units. The site would have scored 4 if not for the residential units within the site and surrounding area. In terms of access the site scored 4, this is due to the fact that the access to the site is provided by Belle Vue Street to the south and Sherwood Street from the north and east; both roads are B roads.
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2, with regards to the 'proximity to vulnerable surface and groundwater bodies' criteria. This was due to the fact that the site is situated over a secondary aquifer.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 28

Sneaton Lane, Ruswarp, Whitby

6.2 Below is a map of the site:



6.3 The final score for this site is 46.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the 'proximity to sources of waste arising' and 'development on site' criteria, each scoring 6. The site scored poorly in terms of the 'landscape designations', 'cultural heritage designations' and 'site allocations' criteria, all scoring 1. This was due to site being located within the North Yorkshire Moors National Park, the site being located 130metres from a Grade II* Listed building and the fact that the site has not been allocated for employment development. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered as an issue in the survey, due to the sites present use as an area for industrial units. There are sensitive users in the area, in particular the residential units to the east.
- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently neighbouring residential units to the east; and there being residential units on site. The site is of a general business/industrial and residential use. On site are residential units, a storage depot, a car garage, a car wash/petrol station, two houses and various industrial units. To the north of the site is Sneaton Lane, beyond which is a BATA Country Store. To the south of the site is agricultural land/open field and to the west of the site is open field/agricultural land. Finally, to the east of the site are multiple residential units. The site would have scored 4 if there was no housing on site. In terms of access the site scored 4, this was due to the fact that Sneaton Lane (B road) to the north of the site provides access.
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2 with regards to the 'proximity to vulnerable surface and groundwater bodies' criterion. This was due to the fact that the site is within close proximity to a surface water body (<50m).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 4. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 29

Spring Bank, Scarborough

6.2 Below is a map of the site:



6.3 The final score for this site is 50.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the 'development on site' and 'proximity to sources of waste' arising criteria, each scoring 6. The site scored poorly in terms of the 'site allocation' criteria, scoring 1. This was due to the fact that the site wasn't allocated for employment development. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

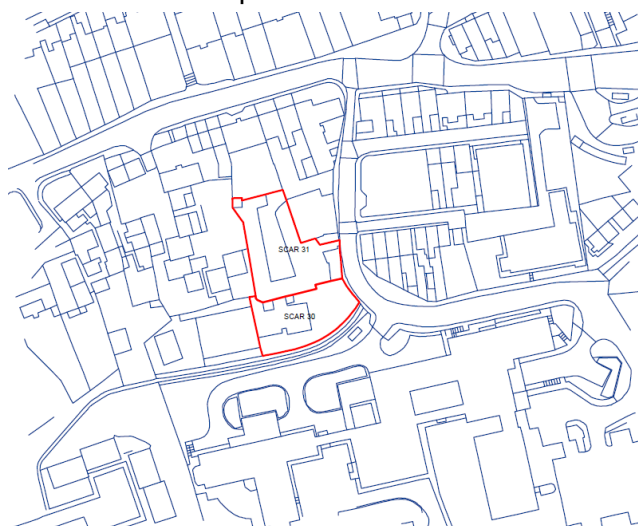
6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was considered as an issue in the survey, due to the sites present use as residential units and surrounding land uses of housing. There are multiple sensitive users in the area, in particular the residential units surrounding the site.

- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently used for housing. To the west of the site is housing beyond which is Falgrave Park, and to the south is Spring Bank Road, beyond which is housing. To the east of the site is housing and finally, to the north are residential units. The site would have scored higher if not for the residential units in close proximity to the site. In terms of access the site scored 4, due to the fact that the access to the site is provided via Spring Bank from the south; whilst to the east of the site is the A64 or Seamer Road.
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2 with regards to the 'proximity to vulnerable surface and groundwater bodies' criteria. This is due to the fact that the site is located over a secondary aquifer.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 30

Spring Hill (East), Whitby

6.2 Below is a map of the site:



6.3 The final score for this site is 50.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to the 'proximity to sources of waste arisings' and the 'development on site' criteria, each scoring 6. The site scored poorly in terms of the 'cultural heritage designations' and 'site allocations criteria', each scoring 1. The 'cultural heritage designations' criteria scored poorly due to there being multiple listed buildings surrounding the site and the site being within a conservation area. Whilst the site allocations criteria for this site scored 1 due to the site not being allocated for employment development. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was considered as an issue in the survey, due to the sites present neighbouring uses in the form of Whitby Hospital to the south, and residential units to the west. There are multiple sensitive users in the area, in particular in the form of the hospital to the south of the site.
- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently neighbouring residential units and a hospital. As such, on site is a food storage business - Trillo Ltd. To the west of the site is a hotel, beyond which is Whitby Hospital. To the south of the site is Station Avenue, beyond which is Whitby Police Station and hospital, as well as multiple residential units. To the east and north of the site is housing. The site would have scored 4 if not for the housing surrounding the site. In terms of access the site scored 4, this is due to the fact that there is access to the site via Spring Hill (B road); whilst to the north of the site is Victoria Square (B road).
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2 in regard to the 'proximity to vulnerable surface and groundwater bodies' criteria. This is due to the fact that the site is located over a secondary aquifer.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational

principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 31

Spring Hill (West), Whitby

6.2 Below is a map of the site:



6.3 The final score for this site is 48.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

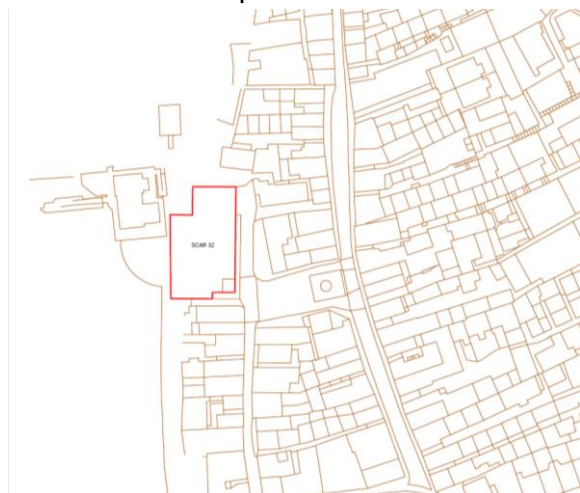
6.4.2 In terms of specific scores, the site scored highly with regards to the 'proximity to sources of waste arisings' and 'development on site' criteria, each scoring 6. The site scored poorly in terms of the 'flood risk', 'site allocations' and 'cultural heritage designations' criteria, each scoring 1. This was due to the site being of a high flooding risk and the fact that the site has not been allocated for employment development. Additionally, in terms of the 'cultural heritage designations' the site is surrounded by multiple listed buildings and is within a conservation area. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in the area. Cumulative impact as a whole was considered as an issue in the survey, due to the sites present neighbouring uses, such as Whitby Hospital to the south of the site and residential units to the west. There are sensitive users in the area, in particular the hospital to the south of the site.
- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently neighbouring a hospital and multiple residential units. Currently occupying the site is a hotel. To the south of the site is Whitby Hospital. To the east of the site is Station Avenue beyond which is Whitby Police Station; as well as multiple residential units. To the north of the site is a Trillo Ltd food storage, and housing. Lastly, to the west of the site is housing. The site would have scored 4 if not for the housing surrounding the site. In terms of access the site scored 4, this is due to the fact that there is access to the site via Spring Hill (B road); whilst to the north of the site is Victoria Square (B road).
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2 in regards to the 'proximity to vulnerable surface and groundwater bodies' criteria. This is due to the fact that the site located within close proximity to a surface water body (<50m).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 32

Shambles Market, Sandgate, Whitby

6.2 Below is a map of the site:



6.3 The final score for this site is 46.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the 'proximity to sources of waste arisings' and 'development on site' criteria, each scoring 6. However, the site scored poorly in terms of the 'flood risk', 'site allocations' and 'cultural heritage designations' criteria, each scoring 1. This was due to the site being of a high flood risk and the fact that the site was not allocated for employment development. Additionally, in terms of the cultural heritage designations criterion the site scored 1, due to the fact the site is located within close proximity to multiple listed buildings that surround the site. As well as this, the site is located within a conservation area. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was considered as an issue in the survey, due to the sites location within central Whitby and surrounding road network being too narrow for HGVs to access. There are sensitive users in the area, in

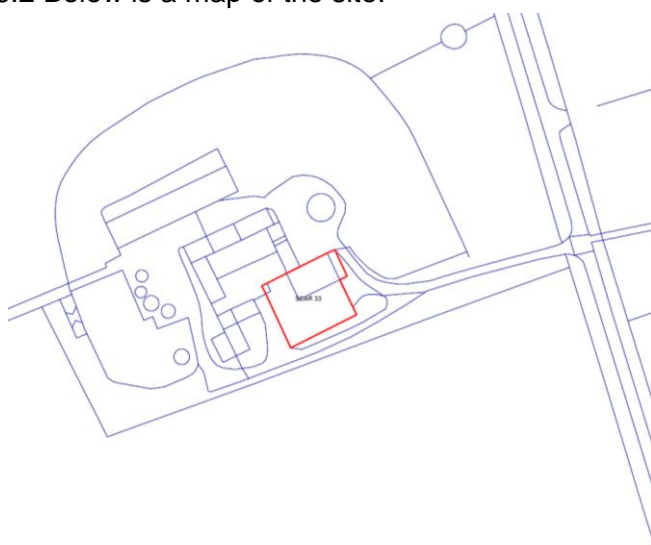
particular the multiple shops and leisure facilities that are within close proximity to the site.

- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently used as a market (Shambles Market). To the north of the site is Whitby Fisherman's Amateur Rowing Club and Whitby Friendship Rowing Club. To the south of the site are shops. To the west of the site is the River Esk. To the east of the site is Market Square Clock Tower. The site would have scored higher if not for the neighbouring market place and shops. In terms of access the site scored 4 due to the fact that the Church Street (B road) provides access to the site. It is, however, too narrow for HGVs to access the site.
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2 in regards to the proximity to vulnerable surface and groundwater bodies criterion. This is due to the fact the site is located close to a surface water body (<50m).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SCAR 33

Dale Farm, Bartindale Road, Hunmanby, Filey, North Yorkshire

6.2 Below is a map of the site:



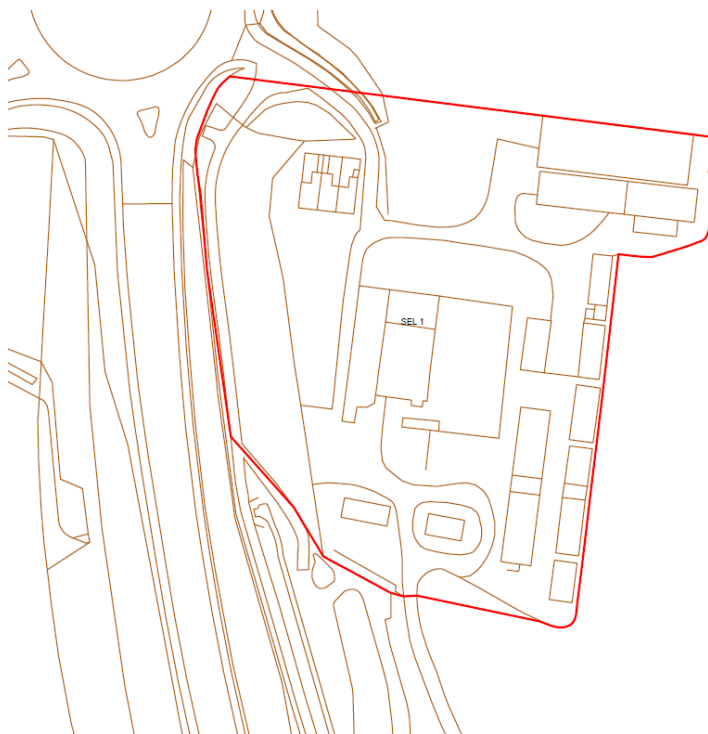
- 6.3 The final score for this site is 47.
- 6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:
- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to 'development on site', scoring 6. However, the site scored poorly in terms of the 'site allocations' and 'proximity to vulnerable surface and groundwater bodies' criteria, each scoring 1. This was due to the site not being allocated for employment development and the fact that the site is over a principal aquifer. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered as an issue in the survey, due to the sites present use as a farm storage area and surrounding land uses of farmland, residential unit and a farm warehouse. There are sensitive users in the area, in particular the residential unit to the north of the site.
- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently neighbouring a residential unit to the north, and situated north/south/west/east of the site is agricultural land. In terms of access the site scored 4 due to the fact that the access to the site is provided via Bartindale Road (B road); however the road is considered too narrow for HGVs.
- 6.4.5 There are no comments made by Scarborough Borough Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 3 with regard to 'flood risk' due the fact that the site is at a low risk of flooding.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

Selby District Council

SEL 1

Magazine Farm, A19, Barlby

6.2 Below is a map of the site:



6.3 The final score for this site is 53.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

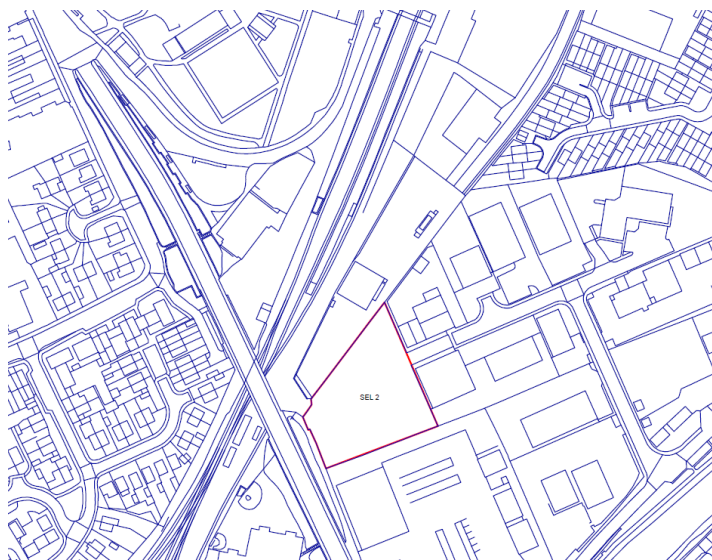
6.4.2 In terms of specific scores, the site scored highly with regards to the 'proximity to sources of waste arisings', 'development on site', and 'sensitivity and proximity of neighbouring uses' criteria, all scoring 6. The site scored poorly in terms of the 'site allocations' and 'aerodrome/MOD safeguarding areas' criteria, each scoring 1. This was due to the site not being allocated for employment development and the fact that the site is within the Church Fenton aerodrome area. This indicates that 'on plan' there might be constraints that may need to be addressed before the site could be considered for development.

- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered as an issue in the survey, due to the sites present use as a farm and surrounding land uses of agricultural land and general business/industrial. There are no sensitive users in the area.
- 6.4.4 With regard to the character of the area the site scored 4, due to the fact that the site is currently used as a functioning farm; with multiple derelict buildings on site and the western area of the site is overgrown with vegetation. To the west of the site is the A19, beyond which is green core grocery and industrial units. Finally, to the south, east and north of the site is agricultural land. The site would have scored 6 if any waste facilities were in close proximity and if there were no agricultural uses on site. In terms of access the site scored highly, scoring 6. This was due to the fact that the access to the site is provided by the A19 (A road), with the entrance considered wide enough for HGVs.
- 6.4.5 There were no comments made by Selby District Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2 in terms of the 'proximity to vulnerable surface and groundwater bodies' criterion. This is due to the fact that the site is located over a secondary aquifer.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SEL 2

Vivars Way Canal Road, Selby

6.2 Below is a map of the site:



6.3 The final score for this site is 48.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the 'proximity to source of waste arisings' and 'development on site' criteria, each scoring 6. The site scored poorly in terms of the 'site allocations' and 'aerodrome/MOD safeguarding areas' criteria, each scoring 1. This was due to the site not being allocated for employment development and the fact that the site is within the Church Fenton aerodrome area. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered as an issue in the survey, due to the sites present location within an active industrial area. There are no sensitive users in the area.

6.4.4 With regard to the character of the area the site scored 4, due to the fact that the site is unused green space, overgrown with vegetation. To the east of the site are multiple industrial/office units including; the Plumb Centre, Howdens, Autoserv, Keith France, Haycock and Haigh and Harplanet. To the west of the site is the A1041, beyond which is Home Bargains retail store. To the north of the site is a train line and an office/industrial unit. To the south of the site is an industrial/office unit. The site would have scored 6 if the site was in close proximity to a waste facility. In terms of access the site scored 2, due to the fact that the site has no access point. However, the A1041 is to the west of the site; whilst Vivars Way (B road) is to the east of the site.

6.4.5 There were no comments made by Selby District Council regarding this site.

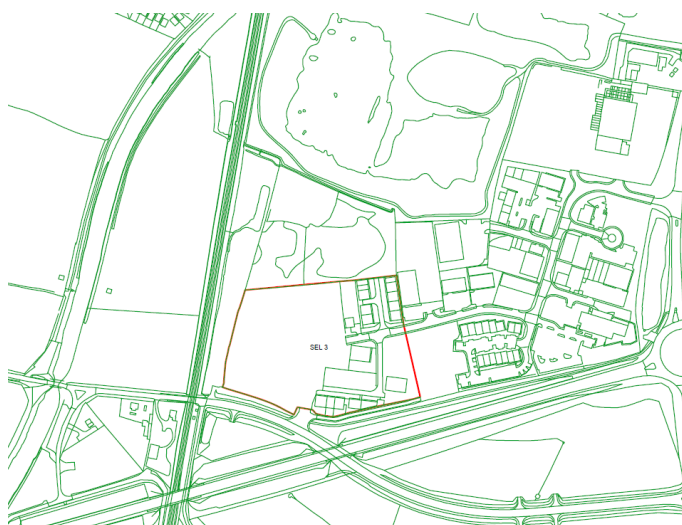
6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2 with regards to the 'proximity to vulnerable surface and groundwater bodies' criterion. This is due to the fact that the site is located over a secondary aquifer.

6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SEL 3

West of Selby Business Park, Oakney Wood Road, Selby

6.2 Below is a map of the site:



6.3 The final score for this site is 47.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to the 'proximity to source of waste arisings' and 'sensitivity and proximity of neighbouring uses' criteria, each scoring 6. The site scored poorly in terms of 'flood risk' and the 'aerodrome/MOD safeguarding areas' criteria, each scoring 1. This was due to the site having a high vulnerability to flooding, and the fact that the site is within the Church Fenton aerodrome area. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present location within close proximity to the Selby Business Park. There are sensitive users in the area, in particular the office in the southern section of the site.
- 6.4.4 With regard to the character of the area the site scored 4, due to the fact that although the site is currently overgrown with vegetation; it does in fact have an industrial unit/ office owned by Prime Lubricants in the southern section. As there is no access onto the site, the access criterion scored 2. However, Oakney Wood Drive (B road) to the east provides access throughout the Business Park; whilst the A63 is to the south of the site.
- 6.4.5 There were no comments made by Selby District Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2 in regards to the 'proximity to vulnerable surface and groundwater bodies' criterion. This is due to the fact that the site is located over a secondary aquifer.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SEL 4

Civic Centre, Portholme Road, Selby

6.2 Below is a map of the site:



6.3 The final score for this site is 47.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to the 'proximity to sources of waste arisings' and 'development on site' criteria, each scoring 6. The site scored poorly in terms of the 'flood risk', 'site allocations' and 'aerodrome/MOD safeguarding areas' criteria, each scoring 1. This was due to the site being at a high risk of flooding, and the fact that the site has not been allocated for employment development. In addition, in terms of the 'aerodrome/MOD safeguarding areas' criterion, this scored 1, due to the site residing within the Church Fenton aerodrome area. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered as an issue in the survey, due to the sites present surroundings being a Tesco superstore to the west, a police station as well as residential units to the east and a church to the

north. There are sensitive users in the area, in particular the Tesco superstore to the west of the site and the housing to the east of the site.

- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently adjacent to residential units to the east. As such, the site is currently occupied by an empty civic centre, long stay parking spaces and a radio tower. To the north of the site is Portholme Road beyond which a community house, a Morrison's superstore and a church. To the east of the site is housing and a police station; whilst to the west of the site is a Tesco superstore. Finally, to the south of the site is a tree line, beyond the tree line is a train line. The site would have scored 4 if not for the housing to the east of the site. In terms of access the site scored 4, this is due to the fact that the access to the site is provided via Portholme Road (B road) to the north.
- 6.4.5 Selby District Council made the following comment on this particular site, "*Site partially sold to Tesco for supermarket expansion*".
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2 with regards to the 'proximity to vulnerable surface and groundwater bodies' criterion. This is due to the fact that the site is located over a secondary aquifer.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SEL 5

Depot and Silos, A19, Barlby

6.2 Below is a map of the site:



6.3 The final score for this site is 55.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the 'proximity to sources of waste arisings' criterion, scoring 6. The site scored poorly in terms of the 'flood risk' and 'aerodrome/MOD safeguarding areas' criteria, each scoring 1. This was due to the site being vulnerable to high risk of flooding and the fact that the site is within the Church Fenton aerodrome area. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the existing presence of industrial units on the site. There are sensitive users in the area, in particular the residential units beyond a prominent tree line to the east of the site.

- 6.4.4 With regard to the character of the area the site scored 4, due to the fact that the site itself is currently being used as a waste water pumping station and a vehicle maintenance depot run by Selby District Council. The character of the location is, therefore, of a general business/industrial use. To the south of the site is Barlby Road beyond which is the Farmers Total Free Business land. To the north of the site is the River Ouse. To the east of the site is a large tree line, beyond which is housing. To the west of the site is Barlby Road. Large parts of the site are overgrown with vegetation. The site scored highly because of the industrial nature of the locality and the waste use of the current site; it would have scored 6 if not for the housing in the east. In terms of the access the site scored 6, this is due to Barlby Road (A road) providing access to the site via two access points to the south of the site; both access points are considered wide enough for a HGV.
- 6.4.5 There were no comments made by Selby District Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored highly in terms of the 'site allocations' criterion, scoring 3. This is due to the fact that the site has been allocated for employment development.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SEL 6

Former Gas Holders, Prospect Way, Selby

6.2 Below is a map of the site:



6.3 The final score for this site is 47.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to the 'proximity to source of waste arisings', and the 'sensitivity and proximity of neighbouring uses' criteria, each scoring 6. The site scored poorly in terms of the 'flood risk', 'site allocation', and 'aerodrome/MOD safeguarding areas' criteria, all scoring 1. This was due to the site being of a high flood risk and the fact that the site has not been allocated for employment development. Additionally, the site scored 1 with regards to the aerodrome/MOD safeguarding areas criterion due to the site residing within the Church Fenton aerodrome area. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present industrial surroundings. However, there are sensitive users in the area, in the form of the Home Bargains retail outlet to the east of the site.
- 6.4.4 With regard to the character of the area the site scored 4, due to the fact that the site is currently used as a gas installation facility for Northern Gas Networks. To the west of the site is a train line; whilst to the north of the site is a car park for Home Bargains. To the south of the site is Selby District Council municipal services depot. Finally, to the east of the site is Prospect Way (B road), Home Bargains, and Selby Prospect Centre (garden machinery). In terms of access to the site, it scored 4. This was due to the fact that access to the site is provided via Prospect Way (B road); whilst access on to Prospect Way is provided via the A1041.
- 6.4.5 There were no comments made by Selby District Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2, with regards to the 'proximity to vulnerable surface and groundwater bodies' criterion. This is due to the fact that the site is located over a secondary aquifer.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational

principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SEL 7

Former Tate & Lyle Depot, Selby

6.2 Below is a map of the site:



6.3 The final score for this site is 51.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

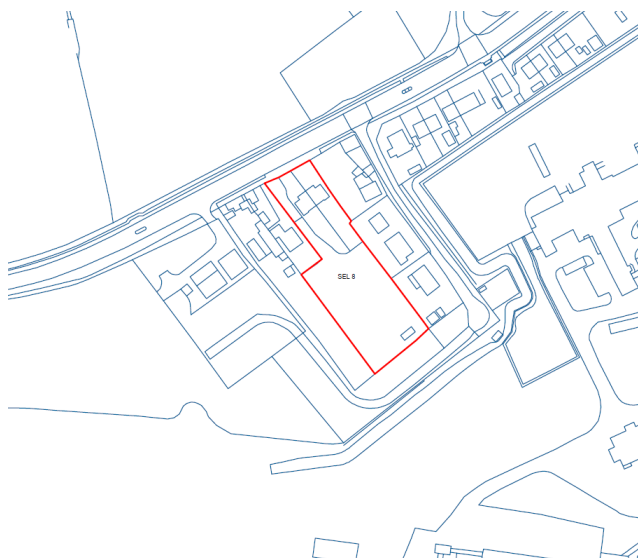
6.4.2 In terms of specific scores, the site scored highly with regards to the sites proximity to sources of waste arisings and the fact the site is developed, each scoring 6. The site scored poorly in terms of 'aerodrome/MOD safeguarding areas', 'site allocation' and 'flood risk', all scoring 1. This is due to the fact that the site is situated within Church Fenton's airfield safeguarding area. Additionally, the site is not allocated for employment. Furthermore, the site is situated within a high flood risk zone. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the site presently being a vacant industrial warehouse, and surrounding land uses being, offices, a recreational playing field, industrial units/warehouse and open green space. There are no neighbouring sensitive users in close proximity to the site.
- 6.4.4 With regard to the character of the area the site scored 4, due to the fact that the site is presently a vacant industrial unit/warehouse owned by Sedalcol. Additionally, situated to the east is a warehouse/office unit, to the west is a recreational playing field, south is open green space and north is an office/industrial unit. In terms of access the site scored 4, due to there being access to the site via the B road east of Common Lane, which is considered wide enough for HGV vehicles.
- 6.4.5 Selby District Council made the following comment regarding this site; *need to check availability at short listed stage.*
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site is situated over a principal aquifer and is located within an area with low risk land instability (each scoring 2).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SEL 8

Land at 211, Weeland Road, Kellingley

6.2 Below is a map of the site:



6.3 The final score for this site is 45.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the development on site criterion, scoring 6. The site scored poorly in terms of the green belt, 'site allocations' and 'aerodrome/MOD safeguarding areas' criteria, each scoring 1. This was due to the site being situated within the green belt and the fact that the site has not been allocated for employment. In addition to this, the site scored 1 in terms of the 'aerodrome/MOD safeguarding areas' criteria due to the site residing in the Church Fenton aerodrome area. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was considered as an issue in the survey, due to the sites present use as a residential unit and surrounding land uses

of Kellingley Colliery. There are sensitive users in the area, in particular the residential units being built on site and the residential units to the north-east.

- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently used for residential units. To the west of the site are residential units currently being constructed, whilst to the east of the site are also residential units. To the north of the site is Weeland Road, beyond which is agricultural land. Finally, to the south of the site is Kellingley Colliery. The site would have scored 4 if the site did not currently have residential units under construction. In terms of access the site scored 6, this was due to the site having access via Weeland Road (A645) to the north of the site.
- 6.4.5 There were no comments made by Selby District Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored, 2 in terms of the 'proximity to vulnerable surface and groundwater bodies' criterion. This is due to the fact that the site is located over a secondary aquifer.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SEL 9

Land at Cliffe Common, Lowmoor Road, Cliffe

6.2 Below is a map of the site:



6.3 The final score for this site is 51.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to the site being 'developed', scoring 6. The site did not score poorly in any category although it scored 2 for 'land instability' as the site is located in a low risk area. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the site presently being open green space and agricultural land, and surrounding land uses being agricultural land, offices, a retail unit, an industrial unit and a residential unit. There are sensitive users in the area with residential uses located 15 metres away.
- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is presently used for open green space, agricultural land and has a derelict industrial unit on site. Additionally, situated east is an industrial unit, offices and agricultural land, to the west and north is also agricultural land, south is a residential unit, a specialist retail unit with horse riding facilities and agricultural land. In terms of access the site scored 4, due to the fact that there is access to the west of the site via a B road (Lowmoor Road).
- 6.4.5 There are no comments made by Selby District Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site is within a low flood risk zone (scoring 3), but is situated over a secondary aquifer (scoring 2). Additionally, the site is not located within an 'aerodrome/MOD safeguarding area' and is allocated for employment (each scoring 3).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SEL 10

Land at London Road, Tadcaster

6.2 Below is a map of the site:



6.3 The final score for this site is 43.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the sites 'proximity to sources of waste arisings', scoring 6. The site scored poorly in terms of 'aerodrome/MOD safeguarding areas', scoring 1. This is due to the land being situated in the Rufforth Airfield, Church Fenton Airfield and Leeds Bradford International Airport safeguarding areas. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the site presently being used for agricultural land, and surrounding

land uses being agricultural land, farmland, residential units, and a social club. There are sensitive users in the area with residential uses located 10 metres away.

- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is presently used for agriculture. Additionally, situated west are residential units behind a prominent tree line, to the east is farmland, and north is agricultural land, a football ground and a social club. In terms of access the site scored 2, due to the fact that there is no access on to the site itself. There is, however, the A162 to the east of the site, and the A64 to the south.
- 6.4.5 Selby District Council made the following comments regarding this site; *check the availability at short list stage as land owner is unknown. This site is unlikely to come forward.*
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site is within a low flood risk zone (scoring 3), but is situated over a secondary aquifer (scoring 2). Additionally, the site is allocated for employment (which scored 3), but is not developed (scoring 2). Furthermore, this site is within the locally important landscape area ENV15, and therefore, it scored 2 for landscape designation.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SEL 11

Land at Riccall Common, Market Weighton Road, North Duffield

6.2 Below is a map of the site:



6.3 The final score for this site is 47.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the site having no 'sensitive neighbouring uses' in close proximity, scoring 6. The site scored poorly in terms of 'aerodrome/MOD safeguarding areas' and the 'site allocation', each scoring 1. This is due to the fact that the site is situated within Church Fenton's and Elvington's airfield safeguarding area. Additionally, this site has not been allocated for employment. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the site presently being an industrial estate, and surrounding land uses being agricultural land, and industrial units. There are no sensitive neighbouring users in close proximity to the site.

6.4.4 With regard to the character of the area the site scored 4, due to the fact that the site is presently used as an industrial estate. Additionally, situated to the north, west and south is agricultural land. To the east there are industrial units. In terms of access the site scored 4, due to the fact that there is access on to the site via a B road (Market Weighton Road).

6.4.5 Selby District Council made the following comments regarding this site; "*this site is possibly a Special Protected Area (SPA), open countryside*"

6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site is within a low flood risk zone (scoring 3), but situated over a secondary aquifer (scoring 2). Additionally, the site is not developed and is in a low risk area for land instability (each scoring 2).

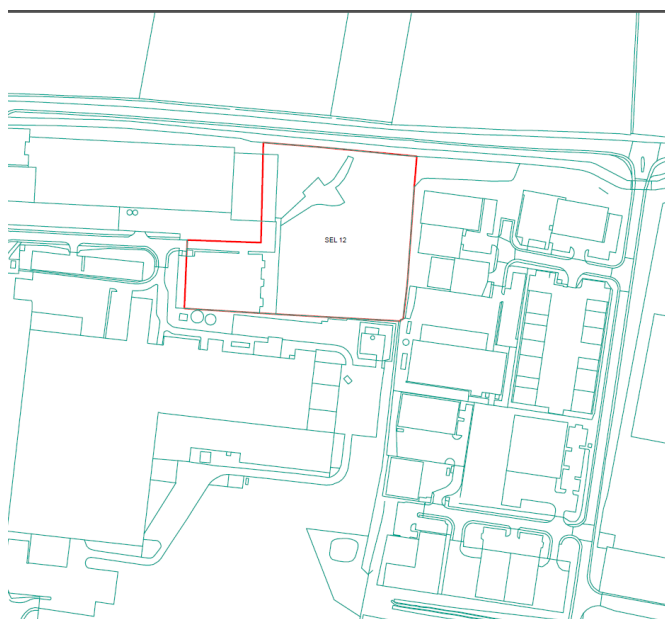
6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the

waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SEL 12

Land at Sherburn Enterprise Park, Sherburn Elmet

6.2 Below is a map of the site:



6.3 The final score for this site is 50.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the site being 'developed', scoring 6. The site scored poorly in terms of 'aerodrome/MOD safeguarding areas', scoring 1. This is due to the fact that the site is situated within Church Fenton's airfield and Leeds Bradford International Airport's safeguarding area. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the site presently being open green land with a storage area, and

surrounding land uses being agricultural land, offices, and industrial warehouses/units. There are sensitive users in the area with offices located on the site.

- 6.4.4 With regard to the character of the area the site scored 4, due to the fact that the site is presently open green land with a storage area to the west of the site. Additionally, situated to the east, west and south are industrial units/warehouses and offices. To the north is agricultural land. In terms of access the site scored 2, due to the fact that there is no access on to the site itself. There is, however, the B1222 to the north of the site.
- 6.4.5 There were no comments made by Selby District Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site is within a 'low flood risk zone' and is not situated in close proximity to vulnerable surface or groundwater bodies (each scoring 3). Additionally, the site is within a low risk area for land instability (scoring 2). Finally, this site is allocated for employment (also scoring 3).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SEL 13

East of A63 Roundabout, junction of Leeds Road and the A63, Thorpe Willoughby

6.2 Below is a map of the site:



6.3 The final score for this site is 43.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the site being 'developed', scoring 6. The site scored poorly in terms of 'aerodrome/MOD safeguarding areas' and 'site allocation', each scoring 1. This is due to the fact that the site is situated within Church Fenton's airfield safeguarding area. Additionally, the site is not allocated for employment use. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the site presently being housing and agricultural land, and surrounding land uses being agricultural land, housing and open green space. There are sensitive users in the area, with residential uses 5 metres from site.

6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is presently occupied by housing, a farmhouse and the remainder is used for agricultural land. Additionally, situated to the east is housing, north is housing and agricultural land, and south is open green space. In terms of access the site scored 2, due to the fact that there is no access on to the site itself. There is, however, the A63 to the north and south of the site.

6.4.5 There were no comments made by Selby District Council regarding this site.

6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site is within a low flood risk zone (scoring 3), but is situated over a principal aquifer (scoring 2). Additionally, the site is within a low risk area for land instability (scoring 2).

6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the

waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SEL 14

Land to East of SEL4, Common Lane, Selby

6.2 Below is a map of the site:



6.3 The final score for this site is 47.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to the sites 'proximity to sources of waste arisings', scoring 6. The site scored poorly in terms of 'aerodrome/MOD safeguarding areas' and 'flood risk', each scoring 1. This is due to the fact that the site is situated within Church Fenton's airfield safeguarding area. Additionally, the site is situated within a high flood risk zone. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities

in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the site presently being used for open green space and general business/industrial, and surrounding land uses being industrial offices/units. There are no sensitive neighbouring users in close proximity.

- 6.4.4 With regard to the character of the area the site scored 4, due to the fact that the site is presently open green space with general business/industrial uses. Additionally, situated to the south, north and west one are industrial offices/units. In terms of access the site scored 2, due to the fact that there is no direct access on to the site itself. There is, however, the A643 to the east of the site and the B road East Common Lane to the north.
- 6.4.5 There were no comments made by Selby District Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site is situated over a principal aquifer, within a low risk area for land instability, and the site is not developed (all scoring 2).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SEL 15

Land West of SEL4, Common Lane, Selby

6.2 Below is a map of the site:



6.3 The final score for this site is 47.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to the sites 'proximity to sources of waste arisings', scoring 6. The site scored poorly in terms of 'aerodrome/MOD safeguarding areas' and 'flood risk', each scoring 1. This is due to the fact that the site is situated within Church Fenton's airfield safeguarding area. Additionally, the site is situated within a high flood risk zone. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the site presently being open green space and general business/industrial, and surrounding land uses being industrial offices/units, car parking, agricultural fields, a football pitch and a derelict building. There are no sensitive neighbouring users in close proximity.
- 6.4.4 With regard to the character of the area the site scored 4, due to the fact that the site is presently open green space with general business/industrial uses. Additionally, situated north of the site is a derelict building, west is a football pitch, the east has industrial units, offices and car parking, and south there are agricultural fields. In terms of access the site scored 2, due to the fact that there is no direct access on to the site itself. There is, however, a B road (East Common Lane) situated to the north of the site.
- 6.4.5 There were no comments made by Selby District Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site is situated over a principal aquifer, within a low risk area for land instability, and the site is not developed (all scoring 2).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

SEL 16

Robin Hoods Yard, Westgate, Tadcaster

6.2 Below is a map of the site:



6.3 The final score for this site is 48.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Strategic Flood Risk assessments, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the sites 'proximity to sources of waste arisings' and the fact the site is 'developed', each scoring 6. The site scored poorly in terms of 'aerodrome/MOD safeguarding areas', 'cultural heritage designation' and 'flood risk', all scoring 1. This is due to the fact that the site is situated within Church Fenton's airfield safeguarding area. Additionally, there are multiple listed buildings surrounding and within the site, as well as the site being within a conservation area. Furthermore, the site is situated within a high flood risk zone. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was considered as an issue in the survey, due to the site presently having residential and leisure uses, and

surrounding land uses being a church, a brewery, housing, and the River Wharfe. Furthermore, there is concern that the development of a waste site in this location could have cumulative impacts with regards to noise (the brewery's are a noise source) and traffic (narrow roads surrounding the site are congested with parked cars). This site is located in the centre of Tadcaster next to a brewery; therefore a waste site here could cause an issue with regard to traffic, noise and odour. There are sensitive users in the area, with residential uses located 15 metres from site.

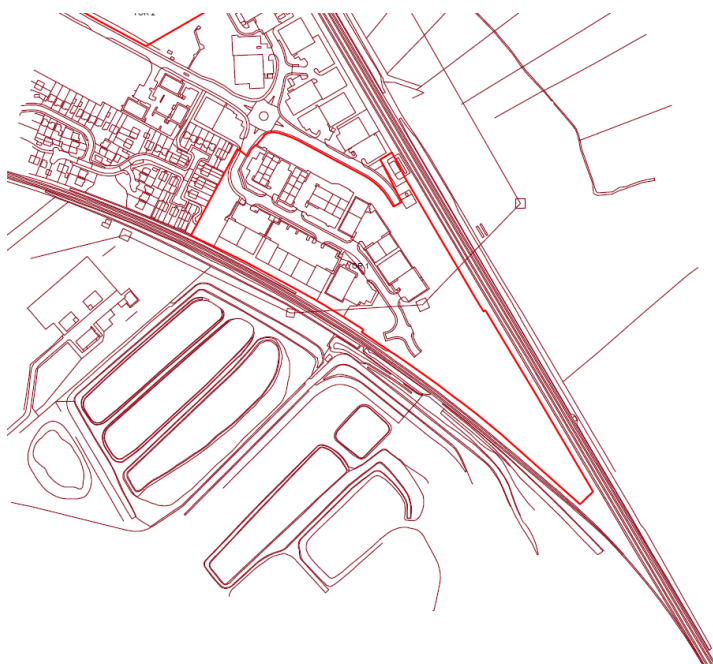
- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is presently residential and leisure uses, as well as a car park. Additionally, situated north of the site is a church, west are residential units, to the east there is the River Wharfe and to south is a brewery. In terms of access the site scored 6, due to the fact that the site has two access roads via the A659 on to the site itself. One of the roads, however, is not considered large enough for HGVs.
- 6.4.5 There were no comments made by Selby District Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site is situated over a principal aquifer (scoring 2).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

City of York Council

YOR 1

Land Forming South East of York Business Park, Great North Way, York

6.2 Below is a map of the site:



6.3 The final score for this site is 51.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the site being 'developed', scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas', scoring 1. This was due to the site being situated within the airfields of Rufforth, Linton on Ouse, and Elvington safeguarding areas. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the

survey, due to the site already accommodating an industrial estate and the surrounding area is the location for an industrial estate, offices and housing. There are sensitive users in the area, with housing located 15 metres from site.

- 6.4.4 With regard to the character of the area the site scored 4, due to the fact that the site is currently used as an industrial estate, and situated north and east are industrial warehouse units, north-west are offices and housing, and east/west/south are train lines. In terms of access the site scored 4, with there being a B road (Great North Way) leading to the site and the A1237 running to the north of the site.
- 6.4.5 There are no comments made by the City of York Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site has a low risk of flooding (scoring 3) and is in close 'proximity to a surface water body' (scoring 2). Finally, vehicles travelling to the site would likely pass through an 'Air Quality Management Area (AQMA)', and therefore it scored 2. Additionally the site scored 3 with regard to the site allocation criterion as it is allocated for employment.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

YOR 2

Land North of Great North Way, York Business Park Standard, York

6.2 Below is a map of the site:



6.3 The final score for this site is 51.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the site being 'developed', scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding' areas, scoring 1. This was due to the site being situated within the airfields of Rufforth, Linton on Ouse, and Elvington safeguarding areas. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as a business and industrial estate and surrounding land uses being industrial units, offices, a hotel, a health club and agricultural land. There are sensitive users in the area, with residential uses located 15 metres from site.

6.4.4 With regard to the character of the area the site scored 4, due to the fact that the site is currently used for general business and industrial activities, with it primarily being offices on site. Situated south-east are industrial units, east is a trainline and agricultural land, north there is a health club and located to the west are a hotel and offices. In terms of access the site scored 4, with there being a B road (Great North Way) leading on to the site. This then leads to the A1237, which runs to the north-west of the site.

6.4.5 There are no comments made by the City of York Council regarding this site.

6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site is within a low flood risk zone (scoring 3) and in close proximity to surface water body (scoring 2). In addition, the site scored 4 in terms of its proximity to sources of waste arisings as the area surrounding is moderately populated. Furthermore, vehicles travelling to the site would likely pass through an 'Air Quality Management Area (AQMA)' (scoring 2). Lastly, the site scored 3 for 'site allocation' as it is allocated for employment.

6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

YOR 3

Land North of Northminster Business Park, North Field Lane, York

6.2 Below is a map of the site:



6.3 The final score for this site is 45.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to its 'proximity to sensitive and neighbouring uses', scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas', scoring 1. This was due to the site being situated within the airfields of Rufforth, Linton on Ouse, and Elvington safeguarding areas. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities

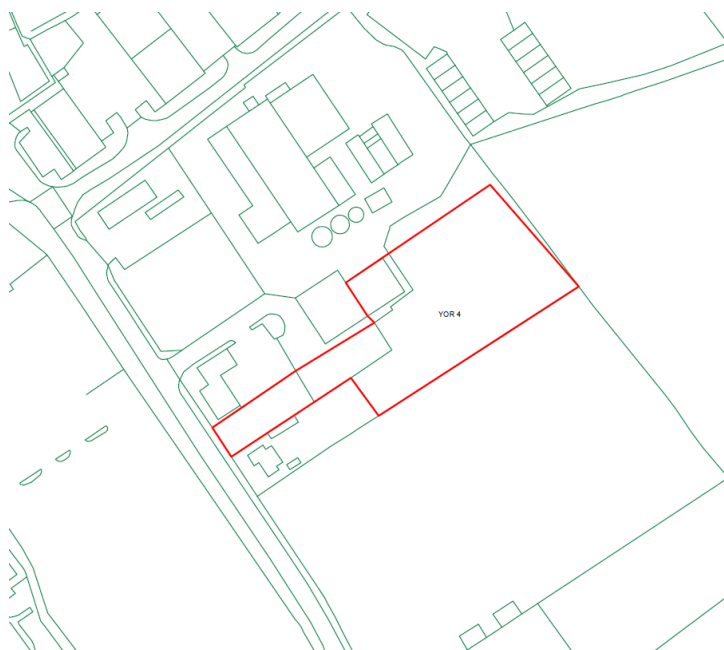
in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use being for agricultural purposes along with housing and surrounding land uses being a business park, park and ride, and open space used for agriculture. There are no neighbouring sensitive users in close proximity.

- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that even though the site is currently being used for agricultural purposes, there are houses in the south-east corner of the site. Additionally, situated north of the site is a park and ride, east and west is agricultural land, and south is a business park. In terms of access the site scored 2, due to the fact that there is no direct access on to the site itself. There is, however, a B road (Northfield Lane) surrounding the east of the site and an A road to the north (A59).
- 6.4.5 There are no comments made by the City of York Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site has a low risk of flooding (scoring 3), and is located over a secondary aquifer (scoring 2). In addition, vehicles travelling to the site would likely pass through an 'Air Quality Management Area (AQMA)', and therefore scored 2. Lastly, the site scored 3 to 'site allocation', as it is allocated for employment.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

YOR 4

Land South East of Murton Industrial Estate, Murton Lane, Murton Standard

6.2 Below is a map of the site:



6.3 The final score for this site is 52.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to the 'sites proximity to sources of waste arisings' and the site being 'developed', each scoring 6. Additionally the site scored 3 with regard to 'site allocation' as it is allocated for employment. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas', scoring 1. This was due to the site being situated within the airfields of Rufforth and Elvington safeguarding areas. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as an industrial unit and storage area, and surrounding land uses being business/industrial, housing, a pet food store and open green fields. There are sensitive users in the area with a museum located 196 metres away.
- 6.4.4 With regard to the character of the area the site scored 4, due to the fact that the site is presently being used as an industrial unit and storage area. Additionally, situated north of the site is a pet food store and industrial unit, east and south is open green space then housing, and west is an auction centre. In terms of access the site scored 2, due to the fact that there is no direct access on to the site itself. There is, however, a B road (Murton Lane) surrounding the west of the site which then leads onto the A166.
- 6.4.5 There are no comments made by the City of York Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site has a low risk of flooding (scoring 3), and vehicles travelling to the site would likely pass through an 'Air Quality Management Area (AQMA)' (scoring 2). Lastly, the site scored 3 with regards to 'site allocation', as it is allocated for employment.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

YOR 5

North of Monks Cross, Huntington Premier, Monks Cross Drive, York

6.2 Below is a map of the site:



6.3 The final score for this site is 50.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the sites 'proximity to sources of waste arisings', scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas', scoring 1. This was due to the site being situated within the airfields of Rufforth and Elvington safeguarding areas. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use for general business uses and surrounding land uses being industrial units, offices, shopping centre, and open green fields. There are sensitive users in the area, with offices and retail located 110 metres away.

- 6.4.4 With regard to the character of the area the site scored 4, due to the fact that the site is presently being used for general business use, as well as there being a public house and fast food store on site. Additionally, offices are situated to the south-east and south-west, to the south is a shopping centre, and to the west is an open green field and industrial units. In terms of access the site scored 4, due to the fact that there is direct access on to the site itself via the B road, Monks Cross Drive. This then leads on to another B road, Monks Cross Link.
- 6.4.5 There are no comments made by the City of York Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site has a low risk of flooding (scoring 3), and vehicles travelling to the site would likely pass through an 'Air Quality Management Area (AQMA)' (scoring 2). Additionally the site scored 3 to 'site allocation', as it is allocated for employment.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

YOR 6

Omega 1, Monks Cross, Monks Cross Drive, Huntington

6.2 Below is a map of the site:



6.3 The final score for this site is 52.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to the sites 'proximity to sources of waste arisings' and the fact the site is developed, each scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas', scoring 1. This was due to the site being situated within the airfields of Rufforth and Elvington safeguarding areas. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the sites present use as a concrete batching plant and surrounding land uses being offices, a shopping centre, and open green fields. There are sensitive users in the area with offices and retail located 110 metres away.
- 6.4.4 With regard to the character of the area the site scored 4, due to the fact that the site is presently being used used as a concrete batching plant. Additionally, situated east is offices, west is a fast food restaurant, south is a shopping centre, and north is open fields. In terms of access the site scored 4, due to the fact that there is direct access on to the site itself via the B road, Monks Cross Drive. This then leads on to another B road, Monks Cross Link.
- 6.4.5 There are no comments made by the City of York Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site has a low risk of flooding (scoring 3), and vehicles travelling to the site would likely pass through an Air Quality Management Area (AQMA) (scoring 2).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

YOR 7

Osboldwick Link Road, Osboldwick

6.2 Below is a map of the site:



6.3 The final score for this site is 52.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the sites proximity to sources of waste arisings and the fact the site is developed, each scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas' and 'flood risk', scoring 1. This was due to the site being situated within the airfields of Rufforth and Elvington safeguarding areas. Additionally, the northern section of the site is situated within a high flood risk zone. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the site presently being used for industrial and general business

purposes, and surrounding land uses being an industrial estate, housing, a farmhouse, an electricity grid, and open green space. There are sensitive users in the area with residential uses located 30 metres away.

- 6.4.4 With regard to the character of the area the site scored 4, due to the fact that the site is presently being for industrial and general business purposes. Additionally, situated east is a farmhouse, west is housing, south is open green space and an electricity grid, and north is an industrial estate. In terms of access the site scored 4, due to the fact that there is direct access on to the site itself via the B road, Osbaldwick Link Road. This then leads on to another B road, Murton Way to the north of the site, and the A1079 to the south.
- 6.4.5 There are no comments made by the City of York Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site has been allocated for employment use (scoring 3), and vehicles travelling to the site would likely pass through an 'Air Quality Management Area (AQMA)' (scoring 2).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

YOR 8

Vangarde, South of Monks Cross, Huntingdon

6.2 Below is a map of the site:



6.3 The final score for this site is 50.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the sites proximity to sources of waste arisings, scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas', scoring 1. This was due to the site being situated within the airfields of Rufforth and Elvington safeguarding areas. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the site presently being used as an extension to Monks Cross Retail Park, and surrounding land uses being a leisure centre, retail park, park and ride, drainage pond area and open green space. There are sensitive users in the area with offices located 200 metres away.

- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is presently an extension of the retail park. Additionally, situated east is open green space, west is a park and ride, south is a drainage pond area, and north is a leisure centre and retail park. In terms of access the site scored 4, due to the fact the A1036 provides access to the site and B road (Jockey Lane) through the site.
- 6.4.5 There are no comments made by the City of York Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site has been allocated for employment use and within a low flood risk zone (each scoring 3), and vehicles travelling to the site would likely pass through an 'Air Quality Management Area (AQMA)' (scoring 2).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

YOR 9

York Central, Leeman Road, York

6.2 Below is a map of the site:



6.3 The final score for this site is 48.

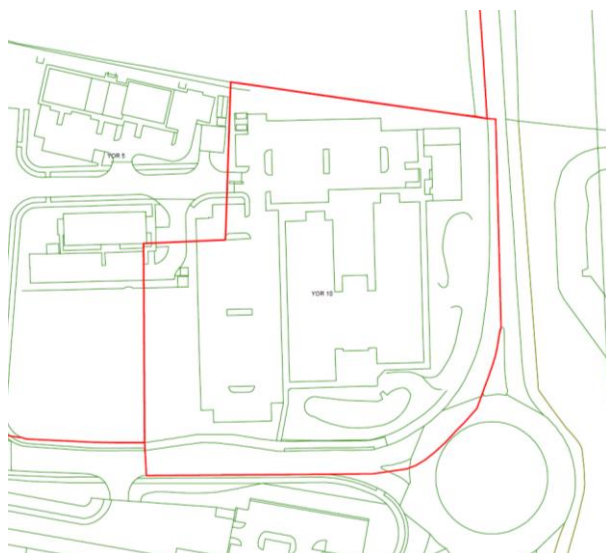
6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to the sites 'proximity to sources of waste arisings' and the fact the site is 'developed', each scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas', site allocation and cultural heritage designation, each scoring 1. This was due to the site being situated within the airfields of Rufforth, Linton on Ouse and Elvington safeguarding areas. In addition, the site is not allocated from employment and is surrounded by Grade 2 and Grade 1 listed buildings due to the fact that the eastern boundary of the site is on the edge of a conservation area. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the site presently having mixed uses, such as general business, industrial and leisure facilities on site, and surrounding land uses being housing, a hotel, an industrial unit, and a train line. There are sensitive users in the area, with residential uses located 20 metres away.
- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is presently used for general business, industrial and leisure uses. Additionally, situated east is a post office distribution centre, to the west is a trainline and housing, south is housing and an industrial unit, north-west is housing and north-east is the River Ouse. In terms of access the site scored 4, due to the fact that Leeman Road (B road) provides access from the east and west, there is a B road running through the site, and the A1036 is located to the east of the site.
- 6.4.5 There are no comments made by the City of York Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site is within a medium flood risk zone and in close proximity to a surface water body (each scoring 2), and vehicles travelling to the site would likely pass through an 'Air Quality Management Area (AQMA)' (also scoring 2).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 2. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

YOR 10

Adjacent to Norwich Union, Monks Cross, Huntington

6.2 Below is a map of the site:



6.3 The final score for this site is 52.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

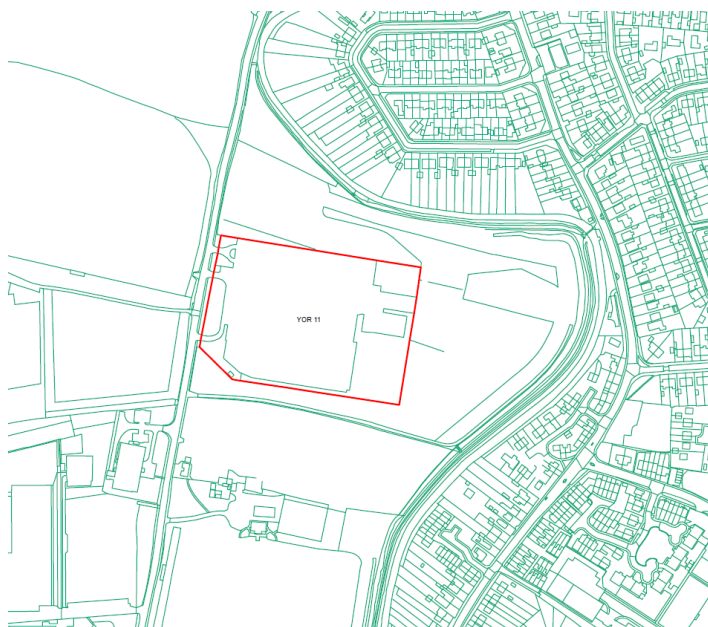
- 6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.
- 6.4.2 In terms of specific scores, the site scored highly with regards to the sites 'proximity to sources of waste arisings' and the fact the site is 'developed', each scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas' and 'site allocation', each scoring 1. This was due to the site being situated within the airfields of Rufforth and Elvington safeguarding areas. In addition, the site has not been allocated for employment. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.
- 6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the site presently being used for general businesses, and surrounding land uses being offices, agricultural land, a retail park and concrete batching plant. There are sensitive users in the area with retail located 112 metres away.

- 6.4.4 With regard to the character of the area the site scored 4, due to the fact that the site is presently used for general business uses. Additionally, situated north and east is agricultural land, to the west is an office and concrete batching plant, and to the south is Monks Cross Retail Park. In terms of access the site scored 4, due to the fact that Monks Cross Drive (B road) on to the south of the site.
- 6.4.5 There are no comments made by the City of York Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, this site is within a low flood risk zone (scoring 3), and vehicles travelling to the site would likely pass through an 'Air Quality Management Area (AQMA)' (scoring 2).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

YOR 11

Former Bio-Rad Premises, Haxby Road, New Earswick

6.2 Below is a map of the site:



6.3 The final score for this site is 50.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the 'proximity to source of waste arisings' and 'development on site' criteria, each scoring 6. The site scored poorly in terms of the 'aerodrome/MOD safeguarding areas' criteria and the 'site allocations' criteria, each scoring 1. This was due to the site being within the Rufforth safeguarding area and the Elvington safeguarding areas. Additionally, in terms of 'site allocations, the site scored 1 because it had not been allocated for employment development. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered as an issue in

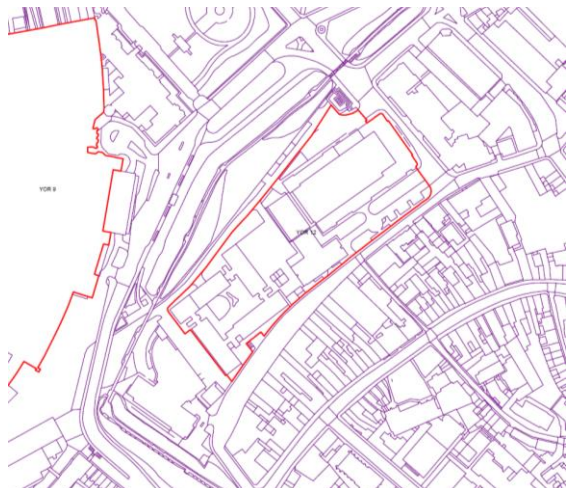
the survey, due to the sites present neighbouring uses being relatively distant. There are sensitive users in the area, in particular the housing to the east and north of the site, beyond the River Foss.

- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently a vacant area of land with no buildings occupying the space; with housing to the north and east. As such, to the north of the site is open field, trees and the River Foss, whilst to the east of the site is also open green space and multiple recreational pitches i.e. football and hockey. To the west of the site is Haxby Road, beyond which to the south west is a Nestle office and factory; directly to the west of the site (beyond Haxby Road) is agricultural land. The site would have scored 4, if it wasn't for the housing and sports facilities being in close proximity to the site. In terms of access the site scored 4, due to the fact that there is a B road (Toft Green Road) providing access throughout the site. Additionally, there are B roads surrounding the north, south and east of the site.
- 6.4.5 There were no comments made by the City of York Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2 in terms of the 'Air Quality Management Areas (AQMA)' criterion. This is due to the fact that vehicles travelling to the location would likely have to pass through an AQMA.
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

YOR 12

Hudson House and Old Station Buildings, Station Rise/Toft Green/Tanner Row, York

6.2 Below is a map of the site:



6.3 The final score for this site is 47.

6.4 Commentary on the following criteria has been highlighted in the methodology agreed with the Joint Plan Authorities and in the preceding sections of this Report:

6.4.1 The data relating to the scores has arisen from the following sources; GIS data, Estates Gazette, direct liaison with Districts/Boroughs, population density maps, local plans, Employment Land Reviews, English Heritage database, site visits, policy documents, Natural England database, EA flood maps, EA consent list, direct liaison with county archaeologist, Google Maps, and Coal Mining Authority reports.

6.4.2 In terms of specific scores, the site scored highly with regards to the 'proximity to sources of waste arisings' criteria and the 'development on site' criteria, each scoring 6. However, the site scored poorly in terms of the 'aerodrome/MOD safeguarding areas' criteria and the 'site allocations' criteria, each scoring 1. This was due to the site being within the Rufforth safeguarding area and the Elvington safeguarding area. Additionally, in terms of 'site allocations', the site scored 1 because it had not been allocated for employment development. This indicates 'on plan' that there might be constraints that may need to be addressed before the site could be considered for development.

6.4.3 Due to the fact that there were no other waste management facilities in the area there was no need to consider the consequences as to the cluster of such facilities in this location. Cumulative impact as a whole was not considered an issue in the survey, due to the site presently accommodating multiple offices, residential units and leisure facilities. There are sensitive users in the area, in particular the residential units on site.

- 6.4.4 With regard to the character of the area the site scored 2, due to the fact that the site is currently used as an area for leisure and residential units. As such, on site are multiple office blocks, an apartment block, a café and a restaurant; along with associated car parking spaces. To the south of the site are two public houses (the York Brewery and the Nagshead), residential apartments, offices, restaurants and cafes. To the east of the site is Station Rise, beyond which is Cedar Court Grand Hotel. To the north of the site is green open space, beyond which are the city walls. Finally, to the west of the site is a house and an office block (George Stephenson House). In terms of access the site scored 4, this is due to the fact that access is provided by Toft Green Road (B road) throughout the site, Bar Lane provides access from the south along with Barker Lane, Station Rise (B road) provides access from the north and Tanner Row (B road) from the east.
- 6.4.5 There are no comments made by City of York Council regarding this site.
- 6.4.6 In terms of noteworthy additional comments in determining the suitability and deliverability of new or enhanced built waste management facilities at this location, the site scored 2 in terms of the 'proximity to vulnerable surface and groundwater bodies' criterion. This is due to the fact that the site is within close proximity to a surface water body (<50m).
- 6.4.7 Relative to the locational options identified in the Joint Local Plan Issues and Options document, this site when considered against the overall locational principles for provision of new waste capacity fell into Option 3. With regard to the waste site identification principles, this site is compatible with Appendix B (National Planning Policy for Waste) as Option 2.

7.0 CONCLUSIONS

- 7.1 In conclusion, this project reviewed the potential for locations which could be suitable for new or enhanced built waste management facilities within the boundaries of existing and proposed industrial estates, trading estates, business parks and smaller employment areas, not on land adjacent to them. The project was undertaken in stages, which are summarised below.
- 7.2 Through stage 1 the assessment criteria was agreed for assessing locations for their suitability and deliverability for new or enhanced built waste management facilities with the Joint Authorities. Criterion were proposed and agreed, then, refined as the project progressed.
- 7.3 Stage 2 was a data gathering exercise to collect a list of potential locations from the Local Authorities, as set out above in Section 3.0 (paragraph 3.1) of this Report.
- 7.4 Having identified locations through the data gathering exercise, Stage 3 was to develop a Long List of locations which may be suitable for built waste management facilities. Assessment criteria was identified, as discussed above in Section 4.0 of this Report.
- 7.5 The Assessment criteria allowed for a desk-based assessment of the 205 sites to be undertaken at the Long List stage, to screen out immediately unsuitable sites, and to be refined through on-site assessments during Stage 4 of the project.
- 7.6 Once every location had been scored a Long List of 108 sites was developed which excluded locations that were immediately able to be discounted, i.e. because the assessment showed there were 'showstoppers' making the locations unsuitable for built waste management facilities, and excluded locations that received poor overall scores relative to other locations within the same authority area. The subsequent 10 Long List spreadsheets are included below at Appendix 4.0a (raw data spreadsheets) and 4.0b (weighted score spreadsheets).
- 7.7 In developing the Assessment criteria for the Long List, it became apparent that some criteria could not be completed using desk-based assessments. These criteria were, therefore, reserved for the next stage, the Site Assessments of each location on the Long List.
- 7.8 Stage 4 of the project, the site assessments, was undertaken over a period of several weeks. A Site Assessment Form was completed for each location showing the scores assigned during the site visits. The Site Assessment Form templates are included at Appendix 5.0 and the process and results are described in Section 5.0 of this Report.
- 7.9 Based on the data gathered through the Site Assessments, it was then possible to review the sites on the Long List and provide scores for the additional criteria

assessed on site. The Site Assessment spreadsheets showing these scores are included at Appendix 6.0.

7.10 Having completed the Site Assessments of each location in relation to all of the criteria, Stage 5 was to finalise all of the assessment criteria and develop a Short List for each authority (below is a list of sites between each authority), the spreadsheets for which are included at Appendix 7.0. The Short List locations are those presented in Section 6.0 of this Report, as potential locations for the development of new or enhanced built waste management facilities.

- Craven - 11
- Hambleton - 7
- Harrogate - 11
- North York Moors National Park - 3
- Richmondshire - 5
- Ryedale - 9
- Scarborough - 33
- Selby - 16
- York - 12
- Total: 107

7.11 As referenced in Section 1 (para 1.3) of this Report, the study developed from the limited response from the Joint Plan Authorities initial 'call for sites'. This 'call for sites' was for any sites or locations that may have the potential for waste management infrastructure to be forwarded to the Joint Authorities for consideration. From this search only 17 sites (in Appendix 1 of the Joint Minerals and Waste Plan Issues and Options document) were submitted.

7.12 This report has been prepared to provide a picture of the possible total number of waste management sites using this approach/process in such locations as identified above. It is important to note that the studies purpose was not to compare individual scores against each other. However, it was developed to use the collected data (found in the raw data spreadsheets) in order to provide a narrative for the sites and their suitability for the location of a waste management facility.

7.13 The overall justification (shown in Section 4.0) for selecting sites to take forward to Site Assessment and short list stages was that for every authority, a threshold was individually selected to achieve a minimum of 10 sites in that authority area (where there was 10 to begin with). This was due to the need to ensure a geographical spread of sites across the Joint Authority area in accordance with the approach in the National Planning Policy for Waste.

7.14 As referred to in paragraph 4.68 of this Report, it is important to note that as discussed with the Joint Plan Authorities, NYCC, sites were cut from the study so as to focus on the districts individually; thus reducing the number of sites by 11. This

was due to the sites already featuring in the Joint Waste Local Plan and Issues and Options document.

- 7.15 Throughout the course of this study the number of sites identified per Authority has marginally changed. Specifically, since the Long List was drafted (shown in Section 4.0), the number of sites in the areas Selby, York and Scarborough areas have gone up. This is due to the fact that a review of the cultural heritage designations criterion identified some sites that needed to be included across the three Authority areas (as shown in Section 4.0, para 4.34). In contrast, the Authority areas of Harrogate and Ryedale have each had a decrease in site numbers, by one each respectively. In the case of Ryedale the number changed due to a site being situated in a functional flood plain scoring 0, (as shown in Section 4.0, para 4.17). The number of sites in the Authority areas of North Yorkshire Moors National Park, Craven, Hambleton and Richmondshire have all stayed the same.
- 7.16 These changes have given the final Short List of sites a total of 107; as shown above (paragraph 7.10).
- 7.17 Overall, it is important to note that the purpose of the Short Listed stage is not to evaluate individual scores of the sites, but rather to identify sites, via a snap shot in time, that have the potential to be waste sites. This potential can then be fed into the drafting exercise, as the Joint Authorities prepare the waste management element of the Joint Minerals and Waste Plan. Obviously the realisation of the potential of each of the sites included in the Short List, should they be included in the Joint Plan, will be further examined against evolving national and local planning policies as the potential sites are looked at in further detail in the pre application and application stages of the planning process.

