11 February 2018

Elizabeth Ord LLB (Hons), LLM, MA, DipTUS
Planning Inspector
c/o Carmel Edwards
Programme Officer
c/o North Yorkshire County Council
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Northallerton
North Yorkshire DL7 8HA

Carmel.edwards@northyorks.gov.uk

Dear Ms Ord

Examination of the City of York, North York Moors National Park, and North Yorkshire County Minerals & Waste Joint Plan

This letter is further to the submissions made at Consultation Stage of 14 January 2016 and supporting Appendices, and to the Publication Stage Response Stage on 21 December 2016 which referred to the Consultation Stage submission, and which requested that that documentation be made available to you in full. I understand that this did not happen, because the three submitted proposals for Whitewall Quarry (MJP12, MJP13 and WJP09), had in the meantime become Discounted. 3 paper copy sets of the earlier Consultation and Publication Stage submissions are therefore enclosed, since Whitewall Quarry has been raised in your questions relating to crushed rock/Jurassic Limestone, and CD&E Waste, and we hope they will be helpful. As the Consultation Stage submission was 2 years ago, and the Publication Stage a year ago, I would like to include some updated comments in this Statement which relate to those questions and issues.

Whitewall House and Stables has been a thoroughbred racing yard for over 200 years and has a colourful and illustrious history. It is at the heart of the Whitewall settlement around 200m north of the north end of Whitewall Quarry, and are Grade 2 Listed, and it is ideally placed for access to/from the gallops at Langton Wold gallops via Bazleys Lane which is a bridleway and horsewalk back from Langton Wold Gallops along Langton Road. Several hundred thoroughbred racehorses are stabled and trained in Norton and Malton (see map of racehorse training yards in the Consultation pack), and in Norton the majority are around the west, southern and south west perimeter of Norton, close to both sets of gallops at Highfield and Langton Wold. Racing contributes over £20m annually to the local economy and employs hundreds of people directly and indirectly in the area. It is a popular place for stable staff to work because compared with other racing centres in the south, property is affordable and as staff are paid on a national pay scale, racing provides a good standard of living in Norton.

Since we moved to Whitewall in 2001, Whitewall Quarry and its "ancillary" concrete batching operation has expanded aggressively, and we (and others) have had ongoing issues with the operator regarding blasting, noise from the quarrying and concrete batching, volumes of HGVs and other issues such as sheeting, speeding, breaching weight restrictions in Bazleys Lane/Whitewall,

and failing to wash their wheels meaning Whitewall Hill is often thick with dust. Wider issues relate to the AQMZ in Malton which has meant that the Councils have tried to direct HGV traffic from crossing the level crossing and County Bridge between the two towns, through Norton to Brambling Fields, again which presents a whole range of problems not least related to safety.

These submissions were with reference to:
Jurassic Limestone (extension of existing quarry): MJP12 (Whitewall Quarry) – Discounted Site
Recycling for construction, demolition and soil waste for secondary aggregates: MJP13 (Whitewall Quarry) – Discounted Site
Materials Recycling: WJP09 (Whitewall Quarry) – Discounted Site

Crushed Rock
26. Settrington Quarry has been an active quarry for many years, and is a source of Jurassic Limestone and agricultural lime. The Jurassic Limestone from Settrington is of higher quality and harder than that from Whitewall Quarry (a couple of miles away). Current planning permission runs to 2019 and there is a covenant within the permission that quarrying will cease in 2042. MJP08 refers to the proposal to extend the existing quarry for the extraction of Jurassic Limestone, and this site would be worked direct from within the existing Settrington Quarry using the same routes. The Plan believes that this site is consistent with the broad geographical approach to the supply of aggregates (Policy M01) and could contribute to the landbank of crushed rock (Policy M06) and a local source of supply of Jurassic Limestone as evidence, including from the adjacent existing quarry, indicates that there is a suitable resource in this location. The statutory consultees have not raised any major issues in respect of local amenity, landscape, biodiversity, historic and water environments which indicate any significant conflict with other strategic policies in the Plan. They recognise that there are development requirements which have been identified through the Site Assessment process which would need to form part of the development proposals for any subsequent planning application, but no overriding constraints have been identified at this stage through the site assessment process to indicate that the site could not be developed and operated in an acceptable manner. Crucially, with regard to HGV movements, it is possible for quarry traffic to reach the A64 without having to go through the centre of either Norton or Malton's AQMZ, or to cross the railway crossing/County Bridge, which is shortly to have a 7.5 tonne weight limit placed on it. There are imminent plans for improved access to the A64 from development planned in the Beverley Road/Norton Grove area, which will facilitate this; there is also alternative access to the B1248 via the C350 road from the existing quarry entrance/exit. Current planning permission was granted in 2015, which raised only 2 objections. The proposed extension of Settrington Quarry south will take it further from the village of Settrington, which is about 1km away. There are two properties near the Quarry, which are about 80m and 350m away from the Quarry. Further extension beyond the current application would take the quarry further away from the nearest property, Sparrow Hall which is close to the entrance of Settrington Quarry (which is not quarried but used as a storage area for this reason).

27. The three types of Limestone referred to are Carboniferous, Magnesian and Jurassic (divided into Lower and Middle/Upper). The oldest limestone tends to be the hardest.

Carboniferous Limestone is the collective term for the oldest of the three limestones deposited between 363-325 million years ago; sedimentary rock made of calcium carbonate, light, grey, hard and permeable. It is highly present in the Yorkshire Dales. Has a limited use as building stone, is quite brittle, can be crushed or burned for lime and some can be used for cement. It is the hardest of the 3 types of Limestone referred to.

Magnesian Limestone is made of magnesium carbonate, deposited from around 299 million years ago, and much is Dolomite (calcium magnesium carbonate). There is a thin band which runs from Nottinghamshire through central Yorkshire to County Durham; it can be used for refractory bricks, road building, construction purposes and agricultural lime; it is resistant to acid. Unimproved Magnesian limestone grassland is nationally scarce and species-rich, a national character area. Claims that Magnesian lime it not suitable for agricultural lime are not applicable in this area; Ian Tiffany, a lime/fertiliser/soil testing specialist who has several decades' experience in the North Yorkshire area, states that in fact Magnesian lime is often imported into the area, whereas a substantial amount of Jurassic lime produced at Whitewall Quarry is actually transported to the north of Scotland. This is illustrated by W C Watts (the operator at Whitewall Quarry), who referred to these long haul lime backfill journeys in their application for an Asphalt Production Plant in 2012/13 (NY/2012/0340) in their Supplementary Supporting Statements, when they refer to proposed backfill journeys from lime delivered to Scotland for 3 different Asphalt components. Sheet 8 refers to proposed backfill journeys from lime being delivered to East Yorkshire.

Scotland Lime deliveries from Whitewall referred to in "backfill" illustration:
Sheet 5: 15% of 224 loads/year of aggregate would be backloaded = 34 loads/year of Lime
Sheet 6: 15% of 196 loads/year of aggregate would be backloaded = 30 loads/year of Lime
Sheet 7: 15% of 140 loads/year of aggregate would be backloaded = 21 loads/year of Lime
Total = 85 loads/year of Lime (at least)

East Yorkshire Lime deliveries from Whitewall referred to in "backfill" illustration:
Sheet 8: 60% of 258 loads/year of aggregate would be backloaded – 155 loads/year of lime

There will of course be other deliveries not accounted for in this backload illustration, but it demonstrates the significant amount of Jurassic agricultural lime that is transported such a long way, and **Appendices 1A and 1B** shows the Limestone resources and quarries nationally and in the NYCC region, showing that there are many limestone resources and quarries nearer to the north of Scotland, and many others in the locality.

Jurassic Limestone, was deposited from 201-145 million years ago, and cuts a swathe from the Cotswolds to the North East coast. See **Appendix 2** – Geological Map of Great Britain, showing Lower Jurassic (coloured royal blue) is harder than Middle/Upper Jurassic (coloured light blue), but it is much softer than the Carboniferous and Magnesian limestones, it is the lowest of grades and in this area is mainly on the southern edge of the North Yorkshire Moors National Park. It is too soft for concrete. The Jurassic Limestone at Whitewall Quarry is Middle/Upper Jurassic, the softest type.

As crushed rock, Jurassic Limestone has fewer applications than Carboniferous and Magnesian Limestones, because of its softness, and the demand for Jurassic limestone is substantially less than for the both Carboniferous and Magnesian. Sales of crushed rock in the NYCC area are 48% Carboniferous; 40% Magnesian and 12% Jurassic. As the Plan states, the generally lower quality of this stone limits its range of uses and it is capable of being substituted by other materials for some end uses.

The Plan for North Yorkshire allows for 3.75 mt/year from 2016-2030 which is well over current annual sales, and the landbank for crushed rock is over 28 years (nearly 3 times the requirement for NPPF of 10 years). The Plan also pointed out that the Reserves figure for crushed rock in North Yorkshire artificially "dropped" when two quarries were moved into West Yorkshire's area.

Whitewall Quarry – Agricultural Lime – MJP12

Ian Tiffany, who is a lime/fertilizer/soil specialist who has worked in the area for several decades, says that there are six other quarries in the area who provide agricultural lime (for putting onto fields where there is a deficiency in calcium) (see **Appendix 3** – Ian Tiffany, Lime, Fertiliser and Soil Specialist). High quality agricultural lime comes from quarries such as Huggate which is 17 miles from Malton in East Yorkshire (east of York just. South of the A166). It is misleading to claim that Whitewall Quarry is the only one that can provide this – carboniferous limestone is also calcium carbonate. Settrington Quarry produces Jurassic limestone, albeit harder quality so this stone also has more applications. There is a certain amount of demand locally, but the main grain producing area of the East Yorkshire Wolds sits on chalk so is not calcium-deficient. WCW stated in their application for an asphalt plant at Whitewall in 2012/13, that the lorries would be returning with hard roadstone for their asphalt manufacture on backload from their significant lime deliveries to Scotland This was the crux of their justification for transporting the roadstone so far as a significant proportion of their agricultural lime sales were in the far north of the UK, which is a significant distance from their destination. Whitewall Quarry's current permission allows for up to 25,000 tonnes of agricultural lime/year.

Whitewall Quarry - Building stone

Drings commented on vernacular (ie local) limestone. Their website states *"Dringstone Ltd provide a great service in Yorkshire and beyond supplying many different types and sizes of walling and masonry. As well as Heads and Cills we supply Quions, Kneelers, Mullions, Jambs, Water Tabling and Coping to name a few."* Drings provide a bespoke service of individual pieces of stone, often for repair of buildings/wall where the stone has dissolved. The irony is that in trying to source pieces of Whitewall stone, it is likely to be to repair older pieces of Whitewall stone that have eroded and dissolved! Presumably their comments relate to concern over colour rather than the quality of the stone they are using for repairs. It is an insignificant amount for this largely decorative purpose.

Whitewall Quarry does not provide "building stone" in the context that is implied, ie a supply of pieces of stone with which to build a house for example. As Drings point out, Whitewall Stone varies in colour depending on where it came from in the quarry. Their comment that "if left unprocessed in a stockpile, natural weathering processes can adversely affect the colour and quality of the stone" – demonstrates the unsuitability of the Whitewall limestone for building purposes in the modern day. It is extremely porous.

Whitewall Quarry – Crushed Rock – MJP12

Whitewall Quarry is now working the southern-most end, and its current permission expires in 2023 – their application in 2007 (approved without consulting neighbours, under delegated authority), stated that they would be quarrying 150k tonnes per annum. Their MWJP proposal though states 250k tonnes per annum – which would be a substantial increase in side effects such as noise, blasting, dust, HGV traffic and collateral damage to Air Quality, congestion etc. The southern-most stone is of poorer quality than it had been further north in the quarry, and it has higher clay and sand content which means it is even softer and quicker to deteriorate. Their business plan is to sell as much as possible, cheaply (about £10 a tonne), and they make their money on the transportation, which clearly has a high cost for the environment, highways, air quality, and traffic congestion issues. Because it deteriorates so quickly, it has to be replaced, and because it is so soft it deteriorates quicker than better quality stone, and then needs replacing again, which obviously increases its ecological impact. It is a good earner in transportation fees for the quarry operator, but bad for road miles, air quality, wear and tear on roads, and traffic congestion especially in Norton and Malton. Attached at **Appendix 4** are the comments made by the professional Panel when assessing MJP12.

Economic impact of closing Whitewall Quarry

Whitewall Quarry has planning permission to continue all its operations until November 2023 so there are nearly 6 years before it would have to close, should it not be granted further planning permission beyond 2023. There are around a dozen jobs associated with the Quarry, and as W Clifford Watts who operate the Quarry, also operate several other quarries in East Yorkshire & Humberside, many of these roles would be transferrable. In addition, WCW are currently applying for permission to open a new sand and gravel quarry at Seamer. Employees at Whitewall Quarry are divided between the limestone/lime extraction and CD&E recycling, and the concrete batching plant. About half the employees associated with the Quarry/Concrete batching plant are HGV drivers and these roles are transferable to wherever the vehicles are based. The Concrete batching plant, was granted planning permission under delegated authority on the basis that it was an "ancillary operation", using a significant proportion of its component with material mined from the quarry itself. This was untrue – Whitewall stone does not have the requisite hardness to meet concrete BS standards and all the components of their concrete are imported. As an "ancillary operation", the concrete batching plant planning permission expires with the quarry in 2023. Normally, a business such as a concrete batching plant would come under the jurisdiction of the District Council, rather than the County Council, and would be located on an industrial estate with good access to major trunk roads. Indeed there is another concrete batching plan (Cemex) in Malton on Showfield Lane Industrial Estate, in these circumstances. Conveniently for W Clifford Watts, their Whitewall Quarry business rates includes their concrete batching plant and recycling operation within the quarry. The business rates for Whitewall Quarry are surprisingly low, at £30,750 per annum, considering their turnover for the crushed rock alone will be over £1.5m per year (using 150,000 tonnes a year at £10 a tonne, conservative estimate). Clearly, the concrete batching plant operation would be wholly transferable with its employees to a suitable industrial estate. Considering the damage that the quarry vehicles do to the highways alone, never mind the congestion they contribute to, they cannot be described as a major contributor to the local economy, and similar stone can easily be sourced elsewhere locally from quarries which are better positioned for trunk roads. Cemex pay £20,250 in business rates for their concrete batching plant at Showfield Lane, Malton, with minimal disruption of the town centres of Malton or Norton as they can reach the A64 and north without going through the town centres. W Clifford Watts' vehicles and the visiting vehicles contribute considerably to air quality and congestion in both Norton and Malton in order to reach the A64. W Clifford Watts have stated in various planning applications at 80% of their HGV traffic travels through Malton and/or Norton.

Meeting the requirements for CD&E Waste

105. Whitewall Quarry has an insignificant amount of recycled waste, and Safeguarded sites in the near area are at Kirkby Misperton and Knapton Quarry, both just a few miles from Malton. See attached **Appendix 5** – Review of CD&E Transfer Stations and Safeguarded Waste Sites, which shows that the major CD&E Transfer Stations in the locality operate at many times the capacity of Whitewall Quarry. Eg. Wigginton (about 75k tonnes/year); Alne, Easingwold (51k tonnes/year); Kirby Misperton (45k tonnes/year); Seamer Carr (40k tonnes/year); Osbaldwick (25k tonnes/year) and Knapton Quarry (24k tonnes/year). All of these are well positioned with quick access to major trunk roads. Whitewall Quarry features on this review at 8.25k tonnes/year. Its closure would be of insignificant impact in the management of CD&E waste, the capacity for which in 2015 was some 820k tonnes/year. Since 80% of traffic relating to Whitewall Quarry has to pass through either/or both of Malton/Norton town centres, its only benefit is to contribute to the congestion and air quality problems in both towns. Attached at **Appendix 6** are the professional Panel's comments when assessing MJP13.

Whitewall Quarry – Update on Traffic, Rail, Noise, Flooding, Air Quality

Traffic, Rail and Air Quality:
Since the Publication Response stage, further development with regard to traffic congestion and air quality in Malton and Norton, has led to a decision to impose a 7.5 tonne vehicle weight restriction on the level crossing and County Bridge between Norton and Malton. This has yet to come into force but it is expected at any time. A major review of the critical traffic situation in both towns is currently being conducted in conjunction with the Railways.

2019 will see the doubling of train services between York and Scarborough, which means that the level crossing will close twice as often, which is going to put further vehicle traffic pressure in an between the two towns. Since Whitewall Quarry is responsible for 1/3 of the HGV traffic on the Norton side of the level crossing (as demonstrated in the NAG and Highways traffic surveys illustrated Appendixes E-G of Consultation Stage submission), there will be even more need for reducing HGV vehicles. HGVs range from the 25 tonne to low loaders (concrete panels), concrete mixers, 40 tonne aggregate trucks and articulated lorries (lime). HGVs have significantly worse visibility at close quarters for the drivers, and take at least 3 times as long to brake as a car – far from ideal considering there are two pedestrian crossings in Commercial Street, and a high pedestrian footfall not least with schoolchildren, parents with pushchairs etc, relating to the expanding local schools close by. The authorities are anxious to keep as many HGVs out of the centre of the towns as possible for air quality management purposes.

Flooding:
Yorkshire Water and the local councils continue to try and reduce the risks of flooding, however at the time of writing (11 February 2018) St Nicholas Street has been closed to traffic while Yorkshire Water try and resolve flooding problems there, and there are closures planned for other roads in Norton for similar purposes over the coming weeks. Considering this has not been a particularly wet winter so far, this is very concerning. A day's rain sees the river level at County Bridge rise feet at a time rapidly. Continuing excavation of the limestone at Whitewall, continues to increase the speed of flow of water to the River Derwent.

Noise:
Noise continues to be a major, almost daily problem. After years of complaining, as things stand NYCC Planning Enforcement are unable to effectively do anything about it other than write letters and generate site monitoring reports at visits. The planning permission stipulates that noise from the Quarry shall not be more than 10dB above background noise levels but as no background noise levels were set at the time of granting permission, attempts to obtain these when the weather is suitable and the quarry not operational, have proved unsuccessful. Both the quarrying/recycling and concrete batching operations generate significant noise nuisance. The ever increasing size of the quarry contributes to the noise – it is like a huge and growing drum. It is not unusual to be able to hear the operations in there in the middle of Norton. On one occasion in early February 2017, the noise coming from the quarry was so abrasive and bad I went up to see what was causing it. Attached photographs at **Appendix 7** – Concrete Breaking at Whitewall Quarry show a substantial rock-breaker working its way through a massive piece of waste concrete. The first photograph taken from Whitewall Hill shows it is just outside the concrete batching plant (in the middle of the photograph), close to the north end of the quarry. The second photograph shows the size of the machinery and block they were breaking up. The screeching noise was terrible, it went straight through. When I saw what was going on I drove into the quarry. There was no-one in the office so I

tried to attract the attention of the operator of the breaker. He summoned the quarry manager who was very verbally aggressive and tried to block my car from leaving the quarry and it was only because it is an offroad vehicle that I was able to prevent them from detaining me. I reported this to the police but they were unable to do anything about it as it was my word against theirs. Although they knew full well they were seriously breaching any reasonable noise level, they had the cheek to report me to the police as well! After years of eg. keeping noise logs, and reporting incidents of excessive noise, Planning Enforcement are unable to do anything permanent making noise complaints has become a pointless exercise as nothing changes. The only light at the end of the tunnel is the possibility that the operations in the quarry will cease in 2023. It is a completely unacceptable situation though. For example when they load trucks, if they drop the rocks in from a height it makes a huge noise – if you complain they may try and keep the noise down for a few days but then it ramps up again. It is a never ending cycle.

Blasting:
Blasting continues to be a huge concern – a few days ago there was an enormous blast that made the house shake, and rattled the windows. My husband was in the outdoor school and the shock waves went right up through his feet. Imagine how that must have felt to the horses. It is quite intolerable. But it continues on and on and again, we can do nothing about it. The continuing blasting will be doing more and more damage to the limestone beneath the property, as well to the buildings – each blast causes ever increasing fracturing in the rock and buildings. It has to stop.

We would like to have the opportunity to speak at the Inquiry, and look forward to hearing further on this.

Yours sincerely

Index of Appendices:

APPENDIX 1A

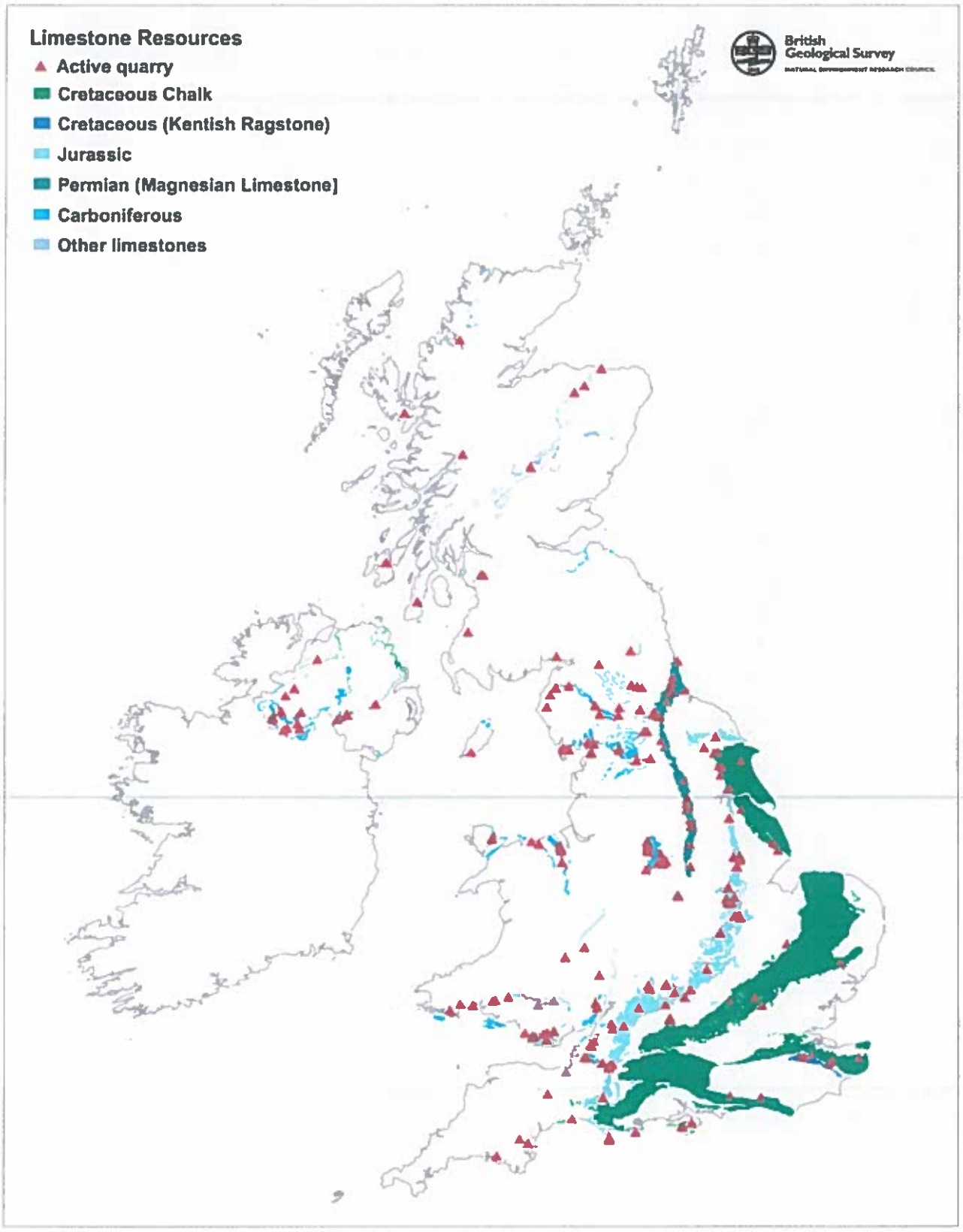


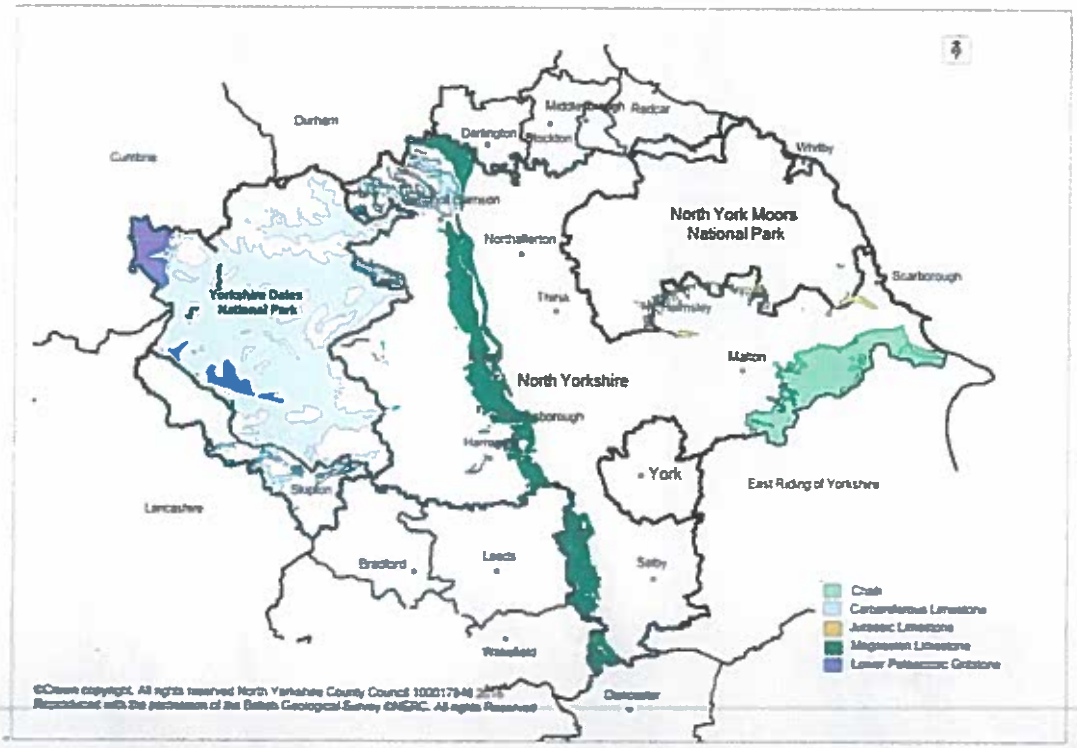
Figure 4 Limestone resources and workings in the UK in 2014.

APPENDIX 1B

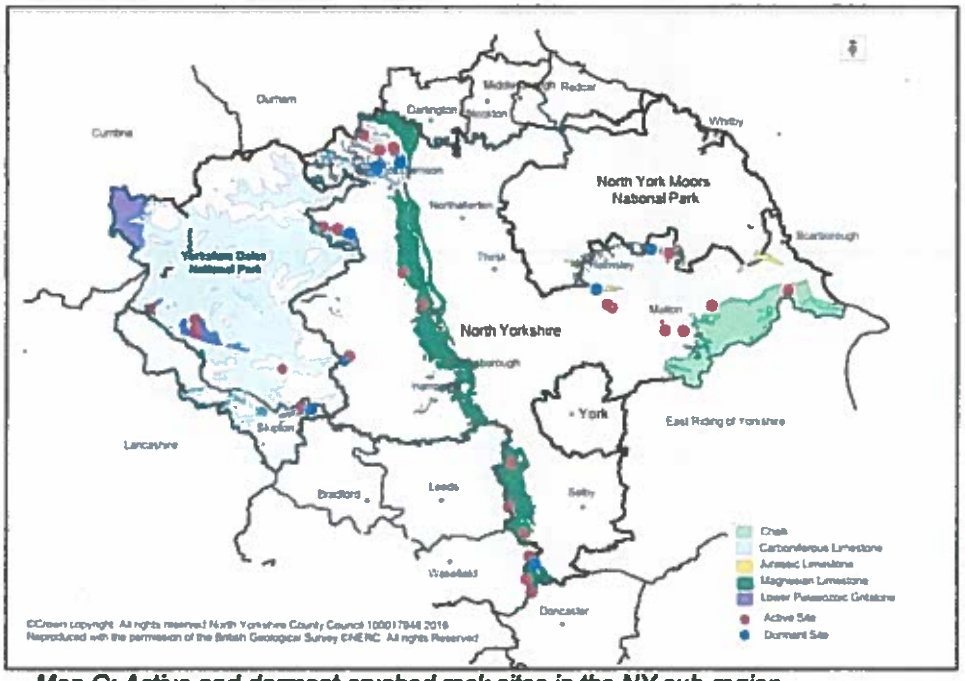
Aggregate resources in the NY sub-region

12. The geology of the sub-region is very varied but contains extensive deposits of minerals with potential for use as aggregate, spanning a number of geological periods. Deposits of commercial interest fall into two main types, sand and gravel and crushed rock.

    a. Crushed rock

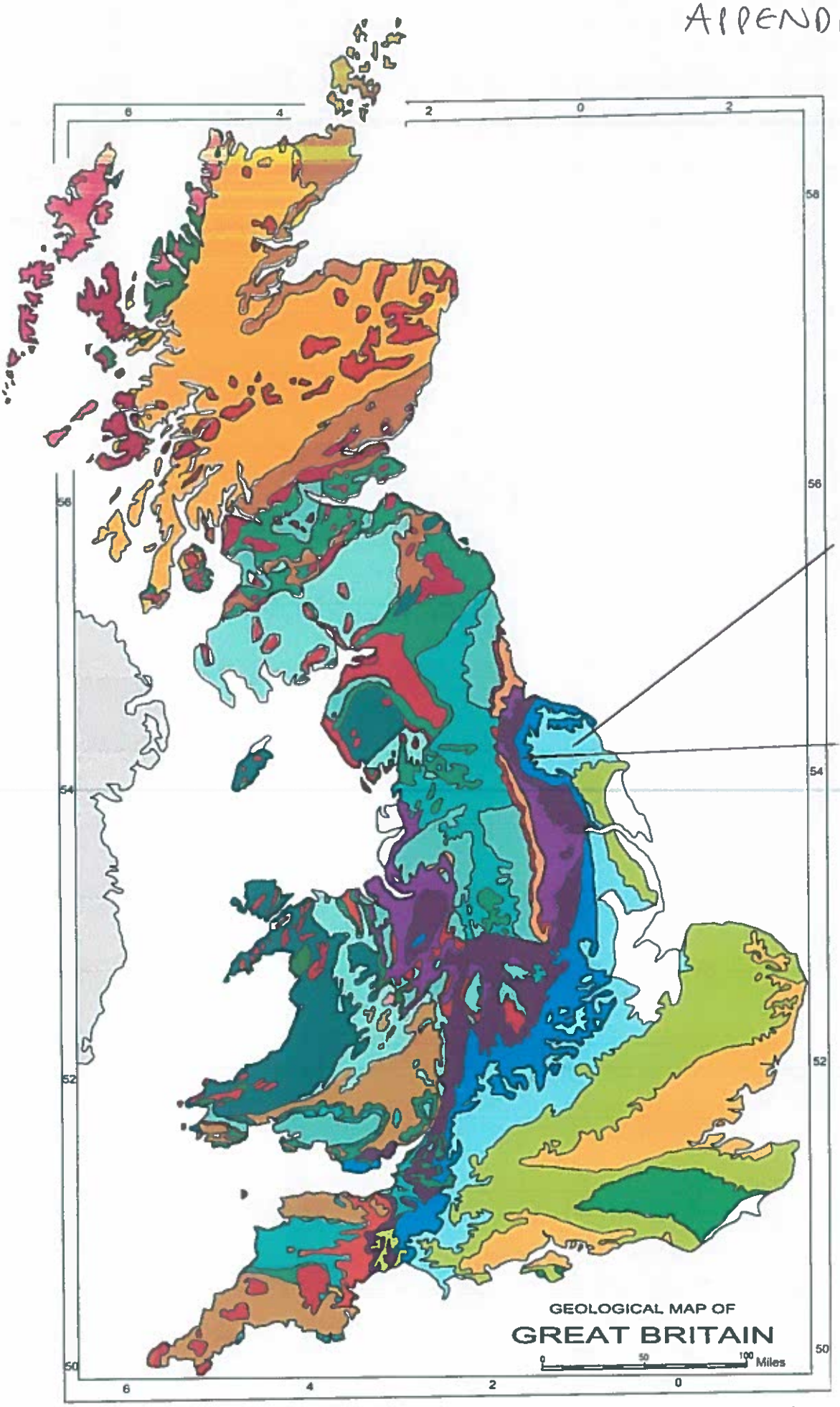


Map B: Distribution of crushed rock resources in NY sub-region



Map G: Active and dormant crushed rock sites in the NY sub-region

APPENDIX 2



light blue = Middle/Upper Jurassic

Royal blue = Lower Jurassic

"Upper" is softest + most easily eroded

APPENDIX 3

IAN TIFFANY
LIME ~ FERTILIZER ~ SOIL TESTING

8th February 2018

To Whom It May Concern,

My name is Ian Tiffany I am 63 years of age and have been involved in the supply and spreading of lime and fertilizer all my adult life.
Working mainly in and around the Ryedale /Vale of York / Holderness and Yorkshire Wolds areas.
Reading other parties comments I feel it necessary to clarify some major points.

Whitewall Quarry is not the only quarry to produce Calcium lime. There are six others in the area with the capability of producing quality Calcium lime.
Also, in my experience the areas covered by myself do not have a big problem with high Magnesium levels.
In fact, Magnesium lime is often imported whilst Calcium lime from the local area is sent further away as far as the north of Scotland where Magnesium levels are far to high but where lime is still required.
Therefore, I cannot see the discounting of Whitewall Quarry having a great effect on the local farming community.

Yours sincerely

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APPENDIX 4 – MJP 12

Form for Recording Panel Comments

Site / Area to be Assessed **MJP12 Whitewall Quarry (extraction)**	Panel comments (include examples or key evidence where applicable)
Review of initial SA findings: Please list any findings you disagree with, recording the objective number and the points you disagree with.	Transport (SA03) - Transport implications – the site is very close to Malton / Norton and strain on the road network to the A64 is a key consideration. Economic Growth (SA12) - It should also be noted that the site is very close to thoroughbred stables / equestrian exercise routes / access to gallops etc. If affected by traffic for example there may be an economic impact. Indeed, the site is on an identified route for horses. Local stables and the British Horse Society could have information on possible route conflicts / other impacts on horses. There is a lot of land being put forward for possible housing allocations to the other side of Norton, though none this side of Whitewall stables. Biodiversity (SA01) Welham Verge SINC is adjacent to the entrance to this site – increased traffic might damage the verge through possible encroachment / salt spray / demands to widen the road etc.
	A point was raised about the proximity of this site to the River Derwent (1.4km from site). This should be considered as part of the Habitats Regulations Assessment process as an in-combination issue with other sites. Historic Environment (SA10) English Heritage confirmed that the draft SA has identified the relevant heritage issues. Landscape (SA11) The site is in an Area of High Landscape Value with potential for AONB designation (but not currently a

APPENDIX 5

WEB 04 "Review of Transfer Stations"

Site identity	Classification	Estimated capacity (tpa)	Wastes handled	NYCC comments	UV review comments	Change?
Hazel Court Household Waste Recycling Centre, The Ecodepot, James Street, York YO10 3DS	Transfer stations (hazardous)	14633	CI and CDE		Accepts asbestos so likely to be transfer facility only	
Treacle Jug Farm, Ferrensby, Knaresborough HG5 0QJ	Transfer stations (hazardous)	12000	CI and CDE		Not identified	
Unit 6, Marsdon Business Park, Rudgate,Tockwith YO26 7QF	Transfer stations (hazardous)	1359	CI only	Leading Solvent Supplies Ltd	Refer to site as transfer station only	
Genta Environmental Ltd, Unit 17D, Marston Business Park, Tockwith YO26 7QF	Transfer stations (hazardous)	1121	CI only		Refer to site as transfer station only	
Dean Road Depot, Dean Road, Scarborough YO12 7QS	Transfer stations (hazardous)	700	CDE only	Scarborough Borough Council	Council depot so likely to be transfer only	
Land to rear of Motoscope, Standard Way, Standard Way Business Park, Northallerton, DL6 2XE	Transfer stations (non-hazardous)	75000	CI and CDE	Updated 3.2.2014 first year date from 2010 to 2013	Not identified	
David Mercer, Mercer & Challis, Sutton Road, Wigginton, York YO32 2RB	Transfer stations (non-hazardous)	74999	CI and CDE	Updated 3.2.2014 region from North Yorkshire to York	Operates as nursery so assume transfer activities only	
Sandhutton Air Field, Sandhutton, Thirsk	Transfer stations (non-hazardous)	66420	CI only	Peacock Brothers. Site Capacity amended as a result of response to Dec 2014 Waste Operator Letter. EA Permit for 75,000 but restricted by space and vehicle movement.	Appear to recycle – but main waste handled appears to be CD&E	Yes
Aine Material Recycling, Forest Lane, Aine, Easingwold, YO61 1TU	Transfer stations (non-hazardous)	51605	CI and CDE		Not identified	
Hessay Recycling Centre, New Road, Hessay Industrial Estate, Hessay YO26 8JS	Transfer stations (non-hazardous)	49000	CI and CDE	Yorwaste Ltd	Recycle dry mixed and wood wastes	Yes
Tofts Road, Kirby Misperton, North Yorkshire, YO17 6BG	Transfer stations (non-hazardous)	45000	LACW, CI and CDE	Added 10.9.2014 as planning permission granted. Est. Start 2017	Not identified	
Seamer Carr IWMF - Transfer Facility, Dunslow Road, Eastfield, Scarborough YO12 4QA	Transfer stations (non-hazardous)	40000	LACW, CI and CDE	Yorwaste Ltd. Site Capacity amended as a result of response to Dec 2014 Waste Operator Letter. 75,000 tonnes permitted capacity	3rd record in table appears to refer to recycling capacity; this one to transfer capacity only	
Halton East Works, Low Lane, Halton East, North Yorkshire, BD23 6AD	Transfer stations (non-hazardous)	38800	LACW, CI and CDE	Updated 16.5.14 now includes LACW, capacity increased from 33000 (Time limited, reverts to 33000 in 2019). Updated 3.2.2014 first year date from 2010 to 2012. Yorwaste Ltd	Company clearly names those sites operating as MRFs so assume this is a transfer station	
Tockwith Transfer Station, Unit 13, Marston Moor Business Park, Rudgate, Tockwith YO26 7QF	Transfer stations (non-hazardous)	31405	CI only	Biffa	Operates regional MRFs outside N Yorks so assumed to be transfer station	

Site identity	Classification	Estimated capacity (tpa)	Wastes handled	NYCC comments	UV review comments	Change?
Wetherby Road, Boroughbridge	Transfer stations (non-hazardous)	30000	CI only	Peacock Brothers, not implemented yet	Appear to recycle - main business appears to be CD&E	Yes
Martins Of York, Outgang Lane, Osbaldwick, York YO19 5UP	Transfer stations (non-hazardous)	25771	CI and CDE		A separate record identifies recycling facility at this address so this is assumed to correctly identify transfer capacity	
Whitby Recycling Facility, Fairfield Way, Whitby YO22 4PU	Transfer stations (non-hazardous)	25000	LACW, CI and CDE	Yorwaste Ltd. Site Capacity amended as a result of response to Dec 2014 Waste Operator Letter.	Recycle dry mixed and wood wastes	Yes
Knapton Quarry, Malton, North Yorkshire, YO17 8JA	Transfer stations (non-hazardous)	23951	CI and CDE		Not identified	
Mytum & Selby Waste Recycling, Mill Cross Quarry,Garden Lane, Sherburn in Elmet, Leeds LS25 6AT	Transfer stations (non-hazardous)	22671	CI and CDE		Have picking line to separate recyclables	Yes
Station Yard, Ripley, Harrogate HG3 3BA	Transfer stations (non-hazardous)	20383	CI and CDE	Biffa UK Waste Management Ltd	Regional operations feed waste to MRFs outside N. Yorkshire	
Land at Gatherley Road Industrial Estate, Brompton on Swale, Richmond DL10 7JQ	Transfer stations (non-hazardous)	20000	LACW, CI and CDE	Updated 13.2.2014 first year date from 2010 to 2012	Skip hire but claim to sort and separate incoming waste	Yes
Shawl Quarry, Moor Road, Leyburn DL8 5LA	Transfer stations (non-hazardous)	20000	CI and CDE	Biker Wenwaste Ltd	Moor Park facility (this one presumably) is a recycling facility	Yes
Plot 2, Whitemoor Business Park, Selby, North Yorkshire, YO8 6EG	Transfer stations (non-hazardous)	12109	LACW and CI	Van Werven UK Ltd. Site Added as a result of Dec 2014 Waste Operator research.	Plastics recycler	Yes but as re-processor[21]
Ecoplas, Whitemoor Business Park, Cliffe Common, Selby YO8 6EG	Transfer stations (non-hazardous)	10244	CI and CDE		Plastics recycler	Yes but as re-processor
Claro Road, Harrogate HG1 4AT	Transfer stations (non-hazardous)	10000	LACW only	Updated 13.2.2014 first year to 2010 from 2015 operated by Yorwaste for Harrogate BC	Council facility so likely to be transfer only	
Taperell Environmental, Common Lane, Burn, Selby YO8 8LB	Transfer stations (non-hazardous)	10000	CI only		Claim to recycle but describe site as a transfer station	
Went Edge Quarry and Waste Transfer Station, Went Edge Road, Kirk Smeaton WF8 3LU	Transfer stations (non-hazardous)	9161	CDE only	Wentvalley Aggregates Ltd.	Aggregates recycler	Yes
Whitewall Quarry, Welham Road, Norton YO17 9EH	Transfer stations (non-hazardous)	8250	CDE only		Operator not identified	
Greystones Aggregates and Recycling, Goldsborough, Knaresborough HG5 8NJ	Transfer stations (non-hazardous)	6835	CDE only		Only refer to skip hire service in spite of name	

[21] Such facilities are not expected to accept mixed wastes and therefore this site and the one below have been classified as re-processors instead.

Safeguarded waste sites

Waste site name	District	Waste facility type
Barlow Ash Disposal	Selby	Restricted/specialist landfill
Gale Common Ash Disposal Site	Selby	Restricted/specialist landfill
Brotherton Ash disposal site	Selby	Restricted/specialist landfill
Harewood Whin	York	Non-hazardous landfill, recycling, composting
Allerton Park	Harrogate	Non-hazardous landfill, incineration with energy recovery
Todds Waste Management	Hambleton	Transfer (hazardous)
Hazel Court	York	Transfer (hazardous)
Treacle Jug Farm	Harrogate	Transfer (hazardous)
Unit 8, Marsden Business Park	Harrogate	Transfer (hazardous)
Genta Environmental, Marsden Business Park	Harrogate	Transfer (hazardous)
Dean Road Depot	Scarborough	Transfer (hazardous)
Seamer Carr	Scarborough	Transfer (non-hazardous), composting, HWRC
Tofts Road, Kirkby Misperton	Ryedale	Transfer (non-hazardous)
Halton East Works	Craven	Transfer (non-hazardous)
Whitby recycling	Scarborough	Transfer (non-hazardous)
Claro Road	Harrogate	Transfer (non-hazardous)
Tancred Transfer Station	Richmondshire	Transfer (non-hazardous) composting
Dalkia Bio Energy Ltd	Selby	Energy recovery
Southmoor Energy Centre	Selby	Energy recovery
North Selby Mine	York	Anaerobic Digestion
Arbre site, Eggborough	Selby	Energy recovery
Clapham Lodge	Hambleton	Anaerobic Digestion
Park Barn Farm	Hambleton	Anaerobic Digestion
The Maltings	Selby	Composting
Knapton Quarry	Ryedale	Composting
Sandhutton Airfield	Hambleton	Composting
Catterick Bridge	Richmondshire	HWRC
Gatherley Road	Richmondshire	HWRC
Leyburn	Richmondshire	HWRC
Leeming Bar	Hambleton	HWRC
Stokesley	Hambleton	HWRC
Whitby	Scarborough	HWRC
Burnistion	Scarborough	HWRC
Malton/Norton	Ryedale	HWRC
Caucklands/Thornton-le-Dale	Ryedale	HWRC
Northallerton	Hambleton	HWRC
Stonefall, Harrogate	Harrogate	HWRC
Wombleton	Ryedale	HWRC
Sowerby, Thirsk	Hambleton	HWRC
Skibeden, Skipton	Craven	HWRC
Ripon	Harrogate	HWRC
Settle	Craven	HWRC
Tadcaster	Selby	HWRC

Selby	Selby	HWRC
Tholthorpe	Hambleton	HWRC
West Harrogate	Harrogate	HWRC
Towthorpe	York	HWRC

Key

____ Line showing boundary or layout of site

APPENDIX 6 – MJP13

Enlarged area for recycling of inert waste

Form for Recording Panel Comments

Site / Area to be Assessed **MJP13 Whitewall Quarry (recycling)**	Panel comments (include examples or key evidence where applicable)
Review of initial SA findings: Please list any findings you disagree with, recording the objective number and the points you disagree with.	Transport (SA03) - In combination effects around traffic and routing of vehicles important. If this activity takes place it could cause an intensification of traffic levels and potential impacts upon the nearby AQMA depending on the access route to site. Biodiversity (SA04) - In terms of biodiversity issues raised were largely the same as MJP12 with particular emphasis on traffic potentially affecting the Welham verge SINC. In addition there may be potential impacts on restoration as importation of & retention on site of non-lime based material may limit the potential biodiversity of the quarry site floor upon restoration, but this will have less of an impact on the quarry sides. There is a risk of a potential delay to restoration whilst activity occurs. Landscape (SA11) - There was some concern about the quarry, through this operation, becoming a brownfield site in perpetuity, meaning that future development in what is a rural area will be more acceptable in the future. Most directly this could be manifested in the potential extension of life of the site & its potential scale should the principle of a recycling facility become established & be sought to be retained. Recreation (SA14) - No PROWs affected.
Is the Site likely to be deliverable? What factors have led you to your conclusion?	
If the site is in a National	

Park or AONB would its development be likely to trigger the major development test?	
Are there secondary, synergistic or cumulative effects associated with development of this Site? How significant are these?	There is a risk of cumulative effects with the adjacent site and such effects will need to be considered in and HRA due to the proximity of the River Derwent SAC.
How can the main likely negative effects associated with development of this Site be mitigated?	
What are the main likely opportunities arising from development of this Site?	Currently probably low level grazing. (See also above). Any restoration to species rich grassland would potentially involve a similar regime being put in place.
This assessment has been made on the information available to the panel. Has this limited your assessment and what further information may help refine the assessment?	
Please list the panel members present when making this assessment	Ian Smith, English Heritage; John King, Natural England; Julia Casterton, NYCC; John Hiles, Richmondshire Council; Ruth Benson, NYCC; Sara Robin, Local Nature Partnership; Caroline Skelly, North York Moors NPA; Jill Thompson, Ryedale Council; Rachel Pillar, NYCC; Clare Dance, NYCC Colin Holm, NYCC

APPENDIX 7

CONCRETE BREAKING AT WHITEWALL QUARRY