



North Yorkshire Council
County Hall
Northallerton
North Yorkshire
DL7 8AH

OUR REFERENCE:
5220938.140

Dear Sir/Madam

Full planning application for the erection of one Glass Reinforced Plastic Motor Control Centre Kiosk at Harome Wastewater Treatment Works, Harome, YO62 7RY (nearest postcode)

DATE

27th March 2024

1. Introduction

On behalf of our client, Yorkshire Water Services Ltd (YWS), I am pleased to enclose for your consideration, a planning application made in full to North Yorkshire Council (NYC) seeking permission for the erection of one Glass Reinforced Plastic (GRP) Motor Control Centre (MCC) Kiosk (hereafter referred to as 'the proposed Development') at the existing YWS operational Harome Wastewater Treatment Works (WwTW), Harome, YO62 7RY (nearest postcode).

In accordance with the Town and Country Planning Act 1990 (as amended) and the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) ('the DMPO'), this planning submission comprises this covering letter (which incorporates the Planning Statement), the planning application form, and certificates and notices duly completed, and the documents and drawings listed in Table 1.

Table 1: Submitted Documents and Drawings

Document/Drawing Title	Document/Drawing Reference	Produced By
Ecological Impact Assessment	Harome Wastewater Treatment Works – Ecological Impact Assessment Rev 1.1	AtkinsRéalis
Environmental Management Plan	WBUK-0705-05 Rev 004	Ward & Burke
Site Location Plan	HAR55 WBK WWT WWT DR Z 0001 S5. Rev P04	Ward & Burke
Proposed Site Layout Plan	HAR55 WBK WWT WWT DR Z 0003 S5. Rev P08	Ward & Burke
Proposed MCC Kiosk Plan View Sections and Elevations	HAR55 WBK WWT WWT DR Z 0004 S5. Rev P09	Ward & Burke

Document/Drawing Title	Document/Drawing Reference	Produced By
Site Layout Plan Proposed Kiosk	HAR55 WBK WWT WWT DR Z 0005 S5 Rev P01	Ward & Burke
Validation Checklist	File name: NYPA2 Application for Outline or Full Planning Permission 2016	N/A

2. The Applicant

YWS is one of the largest water and wastewater companies in England and Wales and collects and treats around one billion litres of wastewater from homes and businesses every day. As part of their environmental performance commitments, YWS is improving river water quality by investing £500 million in phosphorus removal at 80 operational wastewater treatment sites. The investment will support and enhance the natural environment and biodiversity.

The land that forms the subject of this planning application is in multiple ownerships. YWS is the main landowner and owns the land within the boundary of Harome WwTW. The un-named access track that provides vehicular access to the WwTW site from the public highway at Common Lane is in third party ownership, with the landowner(s) not being known. As such, Certificate D under Article 14 of the DMPO has been completed within the planning application forms and Notice 2 under Article 13 of the DMPO has been published in the local newspaper, the York Gazette and Herald on 27th March 2024.

3. Need for the Proposed Development

As part of the response to the UK's Climate Emergency declaration in 2019, the Environment Agency (EA) established the Water Industry National Environment Programme (WINEP), which is a set of actions that water companies across England are required to complete during the period from 2020 to 2025. These actions will ensure that a number of environmental obligations are met, including binding targets for water quality and biodiversity and supporting the sustainable management of wastewater. Collectively, the WINEP actions will deliver approximately £5.2 billion of asset improvements and interventions across England.

To fully comply with WINEP requirements, YWS is investing in improvements across a number of its WwTW sites to reduce phosphorous levels in final effluent by the regulatory date of December 2024. The Harome WwTW is part of this critical investment.

4. Application Site and Surroundings

4.1 Site and Surroundings

The land to which this application for full planning permission relates ('the Site') extends to 0.08 hectares in area and is located within the south-western extent of the existing Harome WwTW, on operational land. The approximate National Grid Reference (NGR) of the centre of the Site is SE 65862 82087. The location of the Site is shown edged in red on the submitted Site Location Plan (drawing reference: HAR55 WBK WWT WWT DR Z 0001 S5. Rev P04).

The Site encompasses an area within the operational WwTW site, as well as an area outside the WwTW site. Within the WwTW site, the Site comprises a section of previously developed brownfield land, located within the southwestern section of the WwTW site, as well as the WwTW site's internal access road. Outside the operational WwTW site, the Site comprises an un-named access track that provides access from public highway at Common Lane to the WwTW site. The proposed Development to which this planning application relates will be sited on the previously developed land within the southwestern section of the Site. NYC requires planning applications to include access to the application sites from the public highway. Therefore, the WwTW site's internal access road and the un-named access track off Canal

Lane have been included in the red line boundary of the Site, however, no works are proposed to the un-named access track.

Within the WwTW site, the section of the Site where the proposed Development will be located is bounded in all directions by previously developed land. The WwTW's internal access road is bounded by developed land to the east and west, grassland and hedgerow to the south and WwTW's existing equipment to the north. Outside the WwTW Site, the un-named access track is bounded by fencing and line of trees to the west, Common Lane to the north, bramble/mixed scrub, fencing and line of trees to the east and developed land to the south. There are no trees within the Site.

Harome Moor Drain runs under Common Lane, via a bridge, and continues immediately adjacent to the eastern boundary of the un-named access track and the WwTW site, on a north-southeasterly direction. The bridge does not have any weight restriction.

The nearest visual receptors comprise residential properties located approximately 570 metres and 700 metres to the northeast and northwest of the Site, respectively. Views of the Site from these properties are screened by trees and vegetation along Common Lane, as well as trees along the un-named access track to the Site, the WwTW site's northern boundary treatment, and trees along the boundaries of the surrounding agricultural fields.

Harome is located approximately 700 metres to the northwest of the Site. Open countryside in the form of agricultural fields characterises the wider surrounding area.

4.2 Vehicular Access

Vehicular access to the Site is taken from Common Lane which is a public highway, located approximately 130 metres to the north of the WwTW, via the un-named access track that runs north-southwards before it reaches the WwTW site entrance. The access track is entirely in third-party (unknown) ownership.

4.3 Designations

The Site lies within the coverage of an Area of High Landscape Value as defined by policy SP13 in the Ryedale Local Plan Strategy (see section 9). It also falls within the Vale of Pickering National Character Area, however, it is not located within a nationally important landscape area. Notwithstanding the policy SP13 designation, the WwTW site is an established operational WwTW facility within a defined boundary which also lies adjacent to the eastern boundary of this particular SP13 designation. Therefore, the WwTW site, and the Site within it, is not considered to possess any landscape character of value nor is it considered to contribute to the distinctive landscape character that underpins the designation in this location.

The Site and the wider WwTW are not covered by any local, national or international ecological designations. No statutory or non-statutory designated sites for nature conservation are located within one kilometre of the Site.

The Site is not located within a Conservation Area (CA) and there are no Listed buildings or structures within 500 metres of the Site. Harome CA is located approximately 700 metres to the northwest of the Site. The nearest designated heritage asset is the Grade II Listed White Cottage, located approximately 750 metres to the northwest of the Site.

The Site is located within Flood Zone 1 (as defined by the Environment Agency Flood Map for Planning) and is at low risk of flooding.

The Site is not located within a Coal Mining Development High Risk Area.

There are no designated Public Rights of Way (PRoW) through or adjacent to the Site.

5. Site Planning History

The Site lies within the newly formed NYC local authority area and was previously under the jurisdiction of the former Ryedale District Council (RDC). Therefore, a search of the online

planning register for both NYC and the former RDC has been undertaken to identify any relevant planning applications at the Site or within the Site's surroundings, including within the wider operational WwTW. The planning applications listed in Table 2 below are the most relevant applications to the proposed Development.

Table 2: Site Planning History

Planning Reference (local authority)	Description of Development	Site Address	Decision
NY/2021/0226/FUL (NYC)	Demolition of existing storage building, erection of 1 No. Glass Reinforced Plastic chemical dosing kiosk, emergency shower unit and associated hardstanding	Within WwTW site	Approved in 2021
01/01227/CPO (RDC)	Erection of control kiosk	Within WwTW site	Approved in 2001

Permission references NY/2021/0226/FUL (approved by NYC in 2021) and 01/01227/CPO (approved by RDC in 2001) were for small scale additions to support the operations of the WwTW. In both cases, the approved developments were regarded as acceptable development.

There are also a range of minor scale and householder planning applications in the vicinity of the Site, however they are not deemed relevant to the proposed Development, and therefore are not listed in Table 2.

6. The Proposed Development

6.1 Description of the Proposed Development

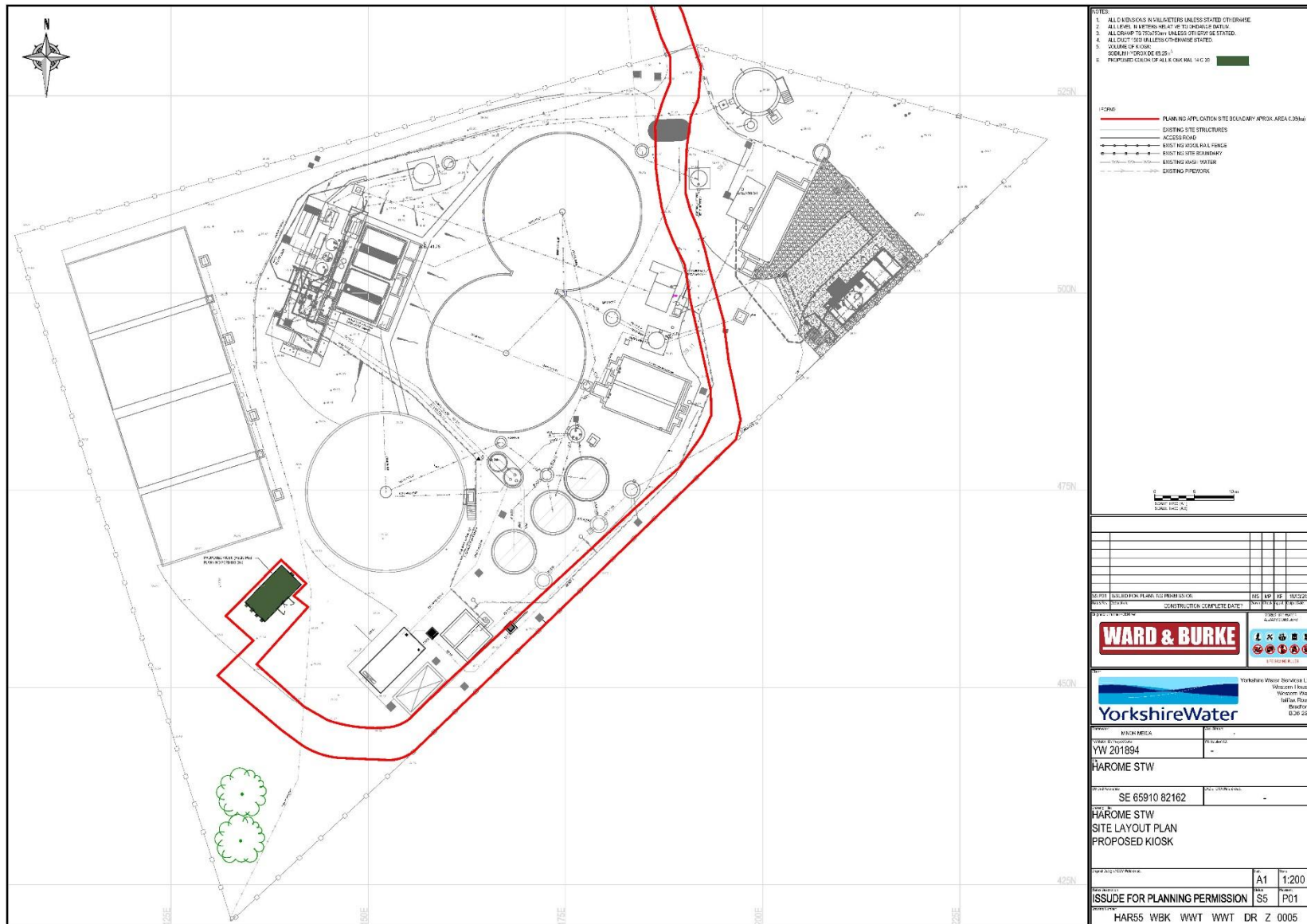
The proposed Development for which full planning permission is being sought comprises the erection of one GRP MCC Kiosk as shown on the Proposed Site Layout Plan in Figure 1 below.

Details of the proposed Development are set out in Table 3 below.

Table 3: Details of Proposed Development

Proposed Development	Approximate dimensions (metres)	Colour and Material	Drawing reference
MCC Kiosk	Floor Area: 6.66 (L) x 3.50 (W) Overall Height (including roof): 3.15 (H)	BS 4800 14C 39 (Dark Green), GRP	HAR55 WBK WWT WWT DR Z 0004 S5. Rev P09

Figure 1: Proposed Site Layout Plan



6.2 Design Considerations

The proposed Development will be sited within the confines of the existing operational WwTW site. Whilst the location and design of the proposed Development has largely been dictated by technical specifications and operational requirements, opportunities have been sought to minimise the scale of the development and therefore any visual impacts to nearby receptors.

The construction footprint and vertical scale of the proposed kiosk has been minimised as far as practicable within the parameters of the technical specifications that have driven the design process. This has sought to minimise visual impact, with the materials, colour and scale of the proposed Development being standard for this type of infrastructure located within a large operational WwTW.

Design development has also sought to minimise the impact on any habitat of value within the WwTW site by locating the proposed Development on previously developed land and avoiding the need for removal of vegetation.

6.3 Wider Works Benefitting from Permitted Development Rights

The proposed Development forms part of a wider programme of works which are required at the Harome WwTW site in order to comply with the WINEP obligations. Given their nature, scale, and location on YWS operational land within the WwTW, these wider works are considered to be permissible under the permitted development (PD) rights afforded to YWS as a statutory undertaker under the provisions of Part 13 ('Water and Sewerage'), Class B ('development by or on behalf of sewerage undertakers') within the Town & County Planning (General Permitted Development) (England) Order 2015 (as amended) (GPDO). Therefore, planning permission does not need to be sought for this wider programme of works.

The works considered permissible under the GPDO (as shown on the submitted Proposed Site Layout Plan, drawing reference: HAR55 WBK WWT WWT DR Z 0003 S5. Rev P08) are:

- Construction of concrete slab for the new MCC kiosk, (6.66 metres long x 3.50 metres wide);
- Installation of 2x precipitation/coagulation/flocculation (PCF) tanks to the southeast of the new MCC kiosk;
- Installation of 1x flocculation tank and valve between the two PCF tanks;
- Installation of secondary effluent pipe connecting the two PCF tanks;
- Construction of 3x drawpits;
- Demolition of existing sand filter situated to the southeast of the new MCC kiosk;
- Construction of outlet chamber to the northeast of the existing sand filter;
- Creation of hardstanding and kerb for the PCF area;
- Erection of two-metre high fencing around the PCF area; and
- Creation of footpath to the PCF area.

The works that are considered permissible under the GPDO have, where possible, been developed utilising the same design considerations as those outlined in section 6.2 with the aim of minimising their visual impact on the wider area through appropriate siting, use of below ground works, reduction of scale and appropriate material/colour treatment where relevant.

6.4 Construction Management

An Environmental Management Plan (EMP) has been prepared by YWS' Contractors for the WINEP works at the WwTW site and is submitted in support of this planning application. The EMP sets out a range of traffic, environmental management and mitigation measures that will be employed during the construction of the full range of WINEP works at Harome WwTW to limit potential impacts upon nearby receptors. The mitigation measures included within the EMP cover a wide range of impacts, the majority of which relate to the wider WINEP works that benefit from PD rights (as described above), and therefore do not form part of this planning

application. The environmental, traffic management and mitigation measures that are relevant to the installation of the proposed kiosk are summarised below.

6.4.1 Construction Traffic Route

The existing WwTW, which the Site is located within, is accessed via a track which connects to the adopted highway at Common Lane. The track measures five metres in width along its length. The mouth of the track onto Common Lane is 10 metres wide at the widest point and provides adequate layout and visibility to allow the WwTW to be accessed safely by construction vehicles. The existing access arrangement was used to carry out works approved as part of the previous planning application at the Site (planning reference: NY/2021/0226/FUL) and will be used for the construction of the proposed Development. No works are proposed to the access track itself.

Traffic to and from the Site will use the approved route for the site traffic shown on Image 3 of the submitted EMP. A Signage Management Plan forms part of the submitted EMP. Signage warning of the construction site will be positioned near the junction of the un-named access track with Common Lane at the eastern and western approaches, as shown on Image 1 and Image 2 of the submitted EMP.

6.4.2 Construction Traffic Movement

The associated vehicle movements for the installation of the proposed Development will comprise one visit by a six-wheeler rigid truck with a 60-tonne crane and will be for one day only. As such, the construction traffic will result in a negligible temporary increase in the traffic movements to and from the Site.

Once the construction phase of the proposed Development is completed, no operational traffic over and above the current movements associated with the existing kiosk is anticipated.

6.4.3 Construction Time and Hours

The construction of the proposed Development is anticipated to be carried out (dependent upon granting of planning permission) at the end of June 2024. The working hours for the construction across the wider WwTW are 7:30 AM to 5:30 PM from Monday to Friday, however the delivery vehicles will only arrive or leave the WwTW site between 7:30 AM and 3:00 PM. Therefore, the proposed kiosk will be delivered during those hours. There will be no working during weekends.

6.4.4 Construction Environmental Impact Control Measures

It is proposed to implement the following environmental impact control measures during the installation of the kiosk:

- Noise from equipment, operations and services used during the construction will be minimised, and construction works that may give rise to noise nuisance will be carried out during the construction working hours stated above only. If applicable, all vehicles, plant and machinery used on the Site will be properly silenced and maintained in efficient working order.
- Dust control measures including dampening down will be implemented where required to prevent the spread of airborne particulates.
- Disturbance to fauna will be avoided where possible when the kiosk is being installed, and any fauna observed will be monitored and avoidance techniques utilised.
- Works will adhere to the Guidance for Pollution Prevention (GPPs) and Construction Industry Research and Information Association (CIRIA) C762 Environmental good practice. Adherence to this good practice will primarily involve avoiding spillage of oil/ fuel, and prevention of noise/ light pollution.

- Should any invasive non-native species be encountered during the works (albeit unlikely), a specialist invasives contractor will be contacted for advice regarding removal and proper disposal.

7. Summary of Supporting Technical Reports

7.1 Ecological Impact Assessment

An Ecological Impact Assessment (EclA) has been prepared by AtkinsRéalis and accompanies this planning application. The survey area that informed the EclA comprises land up to 50 metres from the Site's boundary, including Harome Moor Drain, which is located immediately adjacent to the eastern boundary of the access track. The EclA identifies no impact from the proposed Development on any statutory or non-statutory designated sites (as described in section 4.3 of this letter). No irreplaceable habitat (including ancient or veteran trees) or priority habitat are located within the Site or the wider WwTW. A hedgerow located immediately north of the northern boundary fence of the WwTW site has been assessed as priority habitat species-rich native hedgerow of local importance, which is also considered 'Important' hedgerow under The Hedgerow Regulations 1997. The hedgerow is located approximately one metre from the Site, at the point where the access track meets the WwTW site boundary, and will not be impacted by the proposed Development. Other native hedgerow, lines of trees, neutral grassland, bramble and mixed scrub of importance at site level have been identified outside the Site, and within the survey area. The habitats within the wider surroundings comprise primarily cropland and grassland (pasture) which have limited ecological value.

While there are no records of protected species within the Site or the wider WwTW site, the EclA does identify that the survey area provides suitable habitat for widespread reptile species with the Site offering limited basking and dispersal opportunities for reptiles. Should the works be undertaken within the reptile active season (April to October), a visual pre-works check for reptiles will be undertaken ahead of the construction works. The EclA establishes that the survey area also has potential to support commuting and foraging bats and water voles. However, provided the best practice and mitigation measures described in section 6.4.5 of this letter and the mitigation measures set out in the EclA are adhered to, the proposed Development will not have any impact on any protected habitat or species and no residual impacts are expected from the proposed Development.

8. Biodiversity Net Gain

The North Yorkshire County Council, North York Moors National Park Authority, and City of York Council Minerals and Waste Joint Plan (MWJP) (adopted in 2022) and the Ryedale Local Plan Strategy (RLPS) (adopted 2013) form part of the adopted Local Plan for NYC. MWJP Policy D07 'Biodiversity and geodiversity' requires proposals to contribute positively to the delivery of biodiversity. Similarly, RLPS Policy CP3 'Achieving sustainable development' supports proposals which promote biodiversity. There is no local policy contained within NYC's adopted Local Plan that requires a certain percentage of net gain in biodiversity to be achieved.

The proposed Development involves the installation of a single kiosk to be sited on a concrete slab which in itself benefits from PD rights (as outlined in section 6.3). As a result, no de-vegetation is required directly in relation to the installation of the kiosk. Moreover, the concrete slab will be constructed on an area of artificial unvegetated unsealed surface as set out in the EclA. Given the scale of the proposed Development (the proposed kiosk has a footprint of 23.31m²), and that no de-vegetation is required, it is not considered proportionate to provide a net gain in biodiversity.

Notwithstanding this, the requirement for minor planning applications to be supported by a Biodiversity Net Gain (BNG) Assessment is not expected to become mandatory until April 2024. As such, it is not considered that the requirement for the provision of BNG is triggered in this instance and therefore a BNG Assessment has not been prepared for the proposed Development.

9. Local Planning Policy

Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) requires that all planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The material considerations for the proposed Development include the National Planning Policy Framework (NPPF), updated in 2023, as well as the following relevant Development Plan documents that form part of NYC's adopted Local Plan:

- North Yorkshire County Council, North York Moors National Park Authority, and City of York Council Minerals and Waste Joint Plan (MWJP), adopted in 2022.
- Ryedale Local Plan Strategy (RLPS), adopted in 2013.

Policies contained within NYC's adopted Development Plan documents listed above that are of relevance to this planning application are set out below.

9.1 Mineral and Waste Joint Plan (Adopted 2022)

The following MWJP policies are considered to be relevant to this planning application:

- **Policy W01 (Moving waste up the waste hierarchy)** – supports the provision of waste treatment capacity.
- **Policy W02 (Strategic role of the plan area in the management of waste)** – supports additional waste management capacity.
- **Policy W08 (Managing waste water and sewage sludge)** – supports expansion of existing waste water management infrastructure.
- **Policy W10 (Overall locational principles for provision of waste management capacity)** – supports maximising the potential and expansion of existing waste management infrastructure.
- **Policy W11 (Waste site identification principles)** – supports proposals for new waste management facilities at existing waste management sites that can demonstrate the co-locational benefits.
- **Policy D01 (Presumption in favour of sustainable minerals and waste development)** – requires the local authority to take a positive approach which reflects the presumption in favour of sustainable development from the NPPF.
- **Policy D02 (Local amenity and cumulative impacts)** – seeks to protect local amenity by minimising the impacts caused by development, including from noise, dust, odour and lighting.
- **Policy D03 (Transport of minerals and waste and associated traffic impacts)** – supports waste development where existing networks and access arrangements have capacity and are appropriate for transport generated by the development.
- **Policy D06 (Landscape)** – requires development to avoid impact on the quality and/or character of the landscape.
- **Policy D07 (Biodiversity and geodiversity)** – requires proposals to contribute positively to the delivery of biodiversity.
- **Policy D11 (Sustainable design, construction and operation of development)** – requires developments to incorporate proportionate sustainable design, including materials.
- **Policy D14 (Air quality)** – supports waste development where there are no unacceptable impacts on the intrinsic quality of air, and on the management and protection of air quality.

9.2 Ryedale Local Plan Strategy (adopted 2013)

The following saved policies from the RLPS are considered to be relevant to this planning application:

- **P1 (General Location of Development and Settlement Hierarchy)** – allows development in open countryside where it can secure significant improvements to the environment.
- **SP13 (Landscapes)** – requires development to protect and enhance distinctive landscape features and natural elements of Ryedale.
- **SP14 (Biodiversity)** – requires biodiversity in Ryedale to be conserved, restored and enhanced.
- **SP16 (Design)** – requires development to reinforce local distinctiveness through location, siting, form, layout, and scale.
- **SP17 (Managing Air Quality, Land and Water Resources)** – seeks to protect and improve air quality.
- **SP19 (Presumption in Favour of Sustainable Development)** – requires council to take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.
- **SP20 (Generic Development Management Issues)** – stipulates that access to the site by vehicles should not have a detrimental impact on the amenity, as a result of noise, dust, odour, and light flicker or on road safety, traffic movement or the safety of pedestrians and cyclists, and requires information to be provided to show how access relates to surrounding footpaths and roads. It also requires development to address contamination risks.

10. Planning Considerations

Having established the Site and wider WwTW characteristics, designations and constraints, the main planning issues raised by the proposed Development are considered within this section under the following headings:

- Principle of Development (including siting)
- Landscape and Visual Impacts
- Traffic and Transport
- Nature Conservation and Biodiversity Net Gain
- Amenity.

10.1 Principle of Development (including siting)

MWJP policies W01 and W02 support the provision and expansion of waste treatment capacity. Policies W08 and W10 support expansion of existing infrastructure, and policy W11 supports new waste management facilities at existing waste management sites that can demonstrate the co-locational benefits. Policy D01 requires the local authority to take a positive approach to decision-making, reflecting the presumption in favour of sustainable development from the NPPF.

RLPS policy P1 allows development in open countryside where it can secure significant improvements to the environment. Paragraph 8 of the NPPF defines the three dimensions of sustainable development as being social, economic and environmental. YWS is committed to improving the quality of water across the region and is required to reduce phosphorus entering rivers in the treated wastewater, in order to safely return it to the environment. The proposed Development will contribute to achieving higher environmental standards. Thus, it accords with MWJP policy D01, RLPS policy P1 and paragraph 8 of the NPPF as it will improve the social and environmental conditions of the local area.

The proposed Development will form an essential part of the future operations of the WwTW and is, therefore, underpinned by a technical requirement to be located within the existing WwTW in order to be strategically linked with the existing infrastructure. The proposed

Development will be located on brownfield land (within the context of the wider WwTW site), thus making effective use of operational land whilst meeting the operational and legislative requirements of WINEP. The proposed Development will therefore support the goals of RLPS policy P1.

The design of the proposed Development has been driven by the specific requirements of WINEP, but also takes into consideration, where appropriate, the findings of the technical assessments and surveys which have been undertaken to support this planning application. The siting and layout of the proposed Development has sought to minimise the footprint and scale of the kiosk on the Site, within the parameters of the required technical specifications and the overarching requirements of WINEP. The scale, nature, design and materials of the proposed Development reflects the existing infrastructure which currently form the existing WwTW and the established context within which the kiosk will be considered.

As such the proposed Development is considered to accord with MWJP policies W01, W02, W08, W10, W11, and D01, RLPS policy P1 as well as the provisions of the NPPF.

10.2 Landscape and Visual Impacts

MWJP policy D06 requires development to avoid impact on the quality and/or character of the landscape, and policy D11 requires developments to incorporate proportionate sustainable design, including materials. RLPS policy SP13 requires development to protect and enhance distinctive landscape features and natural elements within the former Ryedale Council local authority area. Policy SP16 requires development to reinforce local distinctiveness through location, siting, form, layout, and scale. Paragraph 174 of the NPPF requires development to help protect and enhance valued landscapes.

The Site lies within the existing WwTW site which itself is situated within an Area of High Landscape Value, as defined by policy SP13 in the RLPS. It also falls within the Vale of Pickering National Character Area but does not lie within a designated area of landscape importance. Views of the Site from the nearest visual receptors including residential properties to the northeast and northwest are screened by trees and vegetation along Common Lane, as well as trees along the un-named access track to the Site, the WwTW site's northern boundary treatment, and trees along the boundaries of the surrounding agricultural fields.

The design of the proposed Development has sought to minimise any visual impacts through materials, colour and scale of the proposed kiosk, so there will be no requirement for de-vegetation, or direct or indirect impact on any tree or tree roots. Thus, any views of the proposed Development will be experienced within the context of and alongside other established and proposed infrastructure at the WwTW site. Furthermore, the proposed Development will not result in the removal of the WwTW's boundary vegetation that provide screening of the Site.

Whilst the installation phase of the kiosk may form a noticeable feature (albeit temporary) within the context of the Site, the delivery of the kiosk will be undertaken during one day only. Vehicle movements will comprise a total of one visit by a six-wheeler rigid truck with a 60-tonne crane, resulting in a limited temporary visual impact, which will be experienced within the context of the existing operations of the WwTW.

The proposed Development is therefore considered to accord with the requirements of MWJP policies D04, D06, and D11, and RLPS policies SP13 and SP16 and the provisions of the NPPF.

10.3 Traffic and Transport

MWJP policy D03 supports waste development where existing networks and access arrangements have capacity and are appropriate for transport generated by the development. RLPS policy SP20 stipulates that access to the site by vehicles should not have a detrimental impact on road safety, traffic movement or the safety of pedestrians and cyclists. It also requires information to be provided to show how access relates to surrounding roads. Paragraph 111 of the NPPF stipulates development should 'only be prevented or refused on

highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

The current WwTW site access (as described in section 6.4.1) will be used to deliver the proposed kiosk. No works are proposed to the access itself. The vehicle movement associated with the delivery of the kiosk will comprise one visit by a six-wheeler rigid truck with a 60-tonne crane. Therefore, it is considered that the temporary construction vehicle movements associated with the proposed Development will not have an unacceptable additional impact upon the safety of users of the access road compared to the existing arrangement, or the free flow of traffic on the surrounding highway network. It is also noted that the existing access arrangement that was used to carry out works approved as part of the previous planning application at the Site (planning reference: NY/2021/0226/FUL) was deemed acceptable for a similar development.

With the implementation of the Signage Management Plan described in section 6.4.1, it is considered that the proposed Development will not be harmful to amenity and road safety or cause any substantial impacts to the wider highway network. As such is considered to accord with MWJP policy D03, RLPS policy SP20 and the provisions of the NPPF.

10.4 Nature Conservation and Biodiversity Net Gain

MWJP policy D04 seeks to protect the setting of the designated assets. RLPS policy SP14 requires biodiversity in Ryedale to be conserved, restored and enhanced. Paragraph 174 of the NPPF requires development to contribute to and enhance the natural and local environments through various actions including by protecting sites of biodiversity.

The submitted EclA concludes that the proposed Development will not have any impacts upon any designated or non-designated sites, or priority habitats. Given the Site offers limited basking and dispersal opportunities for reptiles, a visual pre-works check for reptiles will be undertaken ahead of the construction works. No operational impacts are anticipated in association with the proposed Development. With the implementation of the construction management measures detailed in section 6.4.4 and the EclA, the EclA concludes that no residual effects are anticipated, and as such, no further ecological surveys, mitigation or enhancement measures are required.

MWJP policy D07 states that proposals should contribute positively to the delivery of biodiversity. The proposed Development will be sited on a concrete slab base. The base measures 23.31 square metres in area, is permissible under the GPDO and its construction impacts less than 25 square metres of on-site habitat which does not include any priority habitat. As such the proposed Development is considered de minimis, as defined by Regulation 4 of the Biodiversity Gain Requirements (Exemptions) Regulations 2024 and is therefore exempt from providing BNG.

The proposed Development is therefore considered to accord with MWJP policy D07, RLPS policy SP14 and the provisions of the NPPF.

10.5 Amenity

MWLP policy D02 seeks to protect local amenity by minimising the impacts caused by development, including from noise, dust, odour and lighting. Policy D14 supports waste development where there are no unacceptable impacts on the intrinsic quality of air, and on the management and protection of air quality. RLPS policy SP17 seeks to protect and improve air quality. Policy SP20 requires development not to have adverse impact on the amenity, as a result of noise, dust, odour, and light flicker and requires development to address contamination risks. Paragraph 185 of the NPPF requires planning decisions to ensure that new development is appropriate for its location and takes account of the effects of pollution on health, living conditions, and natural environment.

No significant impacts from dust are anticipated from the proposed Development. Notwithstanding this, construction will be undertaken in line with best practice measures (as set out in section 6.4.4).

The construction and operational phases of the proposed Development will not generate any odours above the current background levels at the WwTW.

There are no planned construction activities that would significantly increase noise levels beyond those typically expected for the construction of the proposed Development at the Site. Any such impacts, in any event, will be short term. Delivery of the kiosk will be within normal construction working hours as set out above. During the operational phase of the proposed Development there will be no increase beyond the current noise levels at the WwTW.

The installation of the kiosk will be carried out during daylight hours only. As such there will be no impacts arising from light pollution.

The construction phase of the proposed Development will be short in duration, over one day only. Any potential impacts will be temporary and limited by the confined nature of the Site. The proposed Development is well designed and carefully sited therefore during its operational phase it will not result in any adverse disturbance to the amenity of the local receptors.

With the incorporation of the mitigation measures identified above, the proposed Development will not cause a significant additional impact to nearby receptors beyond the existing baseline of the operations at the WwTW. As such the proposed Development is considered to accord with MWLP policies D02 and D14, RLPS policies SP17 and SP20 and the provisions of the NPPF.

11. Conclusion

YWS is seeking to secure full planning permission for new infrastructure at Harome WwTW. The proposed Development to which this planning application relates comprises the erection of one GRP MCC Kiosk. The proposed Development is required to enable YWS to meet the requirements of the WINEP, namely the reduction in phosphorous levels entering final effluent at the existing WwTW.

The proposed Development is to be located wholly within YWS operational land at the existing WwTW. The Site represents the most appropriate location for the proposed Development to facilitate integration with the existing infrastructure. Whilst some potential temporary minor localised impacts may arise during the construction phase, these are limited to one day only, and it has been demonstrated this can be effectively managed through best practice construction methods. It has also been demonstrated that there will be no significant adverse impacts on the environment, landscape or amenity, or on road safety and the transport network.

It is considered that the proposed Development is in line with the principles of sustainable development, national and local planning policies. Therefore, we consider that there are no sound planning reasons as to why planning permission should not be granted for the proposed Development.

The submission has been made electronically via the Planning Portal (www.planningportal.gov.uk), under portal reference **PP-12777989**. The planning application fee has been calculated as £293.00 plus £64.00 service charge. I can confirm that the payment has been made directly through the Planning Portal.

I trust that the above details and fee are sufficient to register and process this application. In the meantime, if you have any queries regarding the submission or require any additional information, please do not hesitate to contact me.

Yours sincerely,



Atefeh Motamedi MRTPI

