

**Weaverthorpe Parish Council
c/o Boltby Cottage
Main Road
Weaverthorpe
North Yorkshire
YO17 8EY**

6th July 2018

Mr A Hunter
Ryedale District Council
Ryedale House
Malton
North Yorkshire
YO17 7HH

Dear Mr Hunter,

Planning Application No. 17/00685/MFUL

Following a public meeting with the Vellco consultants on Thursday 28th June 2018, Weaverthorpe Parish Council still have the following issues regarding the latest of the three submissions that have been made by the applicant. These issues are not listed in order of importance but still need to be addressed:

Arrival of HGVs out of hours: The consultants say that the company has made an effort to stop vehicles arriving out of hours, but since we last discussed it with them there have been many instances of HGVs arriving when the facility is shut.

Movement of HGVs out of hours: The discussion that took place with members of the community quoted instances of Vellco operated HGVs leaving the site from 04:00 onwards, even though the applicant states they operate from 08:00. On the day the meeting took place a tannoy announcement had been made from the facility at 04:15 and an HGV left the facility at 04:20. This is viewed as anti social behaviour on the part of the applicant and they need to demonstrate that they are serious in managing this problem which is having a detrimental effect on their neighbours. These neighbours are not only disturbed by tannoy announcements at unsocial times, HGV engines running early in the morning but also by spotlights shining into their bedrooms.

Tree Survey: On the original plan there were two Ash Trees which were to form part of the landscaping of the site. The consultants confirmed at the meeting that these trees were no longer part of the landscaping of the site and will be felled. The habitat survey undertaken mentioned these trees as an important habitat for bats, as indeed the RDC Countryside Officer stated and noted that these trees were to be retained.

In our previous letter we also mentioned an area of trees that is 110 metres by 10 metres which are described in the habitat survey as mature woodland. The consultants also confirmed that all of these trees will be felled. RDC's Countryside Officer noted in his comments that removal of these trees would result in a net loss of biodiversity in the area which is covered in Policy SP14 of the Ryedale Local Plan in stating that RDC will resist development proposals that would result in a significant loss or harm to biodiversity in Ryedale.

The Countryside Officer also stated in his comments that removal of the 1100 square metres of established plantation would be noticeable from Main Street, Weaverthorpe. This contravenes Policy SP13 Landscape which states that "development proposals should contribute to the protection and enhancement of distinctive elements of landscape character that are the result of.....natural features (including woodland)."

Traffic Survey: The traffic survey undertaken by the residents in June and July 2017 recorded 30 HGV movements per day. The consultants in their second submission in March 2018 quoted an increase to 29 movements per day following expansion. We questioned these figures again at our meeting and the consultants now say that their estimate of HGV movements after the expansion will be 59 per day. This information was not imparted with the current revisions and led to a discussion where the residents stated that there was mistrust between

the applicant and themselves. If the facility is allowed to operate for 12 hours per day, as has been suggested by RDC's Environmental Officer, this will equate to 5 movements per hour. However if the site operates as it does currently between 08:00 and 17:00 this will equate to 6.6 movements per hour. In their comments on a previous revision to the application NYCC Highways said that 5.2 movements per hour would mean that "the public highway leading to the site is of insufficient width to accommodate the increase in heavy traffic, without serious damage to the carriageway, footway and verges of the highway and the consequences of such activities giving rise to conditions likely to be prejudicial to highway safety and result in a net loss of amenity value."

Construction phase: The consultants were unable to give us any idea of what would take place in the construction phase, not even an estimate of how long the construction works will take. They confirmed that they expect the site to continue to operate during this phase. The community feels that with 1.75 hectares of concrete to be shipped into the site combined with the operational traffic, some consideration needs to be extended to the wider community so that we are not unduly inconvenienced during the construction.

Entrance and exiting the site: We have safety concerns over the proposals for HGVs exiting the site joining Ropery Lane from almost parallel to the road. The revised plans show two HGVs entering and exiting the site at right angles to Ropery Lane which is a lot safer, but the consultants stated that HGVs exiting the site will drive round the existing buildings and approach the exit from the south, indicating that the vehicles on the plan were incorrectly displayed. We still doubt that two HGVs could safely pass each other on Ropery Lane as the revised drawings depict. We were surprised by the consultant's statement that the exiting HGVs will drive north to the west of the existing building and leave the site in the same manner as suggested by the last application, relying on their mirrors to see if there are any other vehicles, pedestrians or equine traffic travelling north on Ropery Lane. We also find it difficult to see how the applicant will comply with the conditions set by highways that the entrance be placed six metres back from Ropery Lane.

Hours of Operation: We note from the comments from RDC's Environmental Health Officer that the recommended operational hours during the week will be from 07:00 to 19:00. Whilst we can understand the earlier start time, we would have thought that 18:00 would be a more suitable closing time. This is a rural location and continuing working with forklift trucks and HGVs until 19:00 is not consistent with village lifestyles particularly those with properties adjacent to the plant. In addition all vehicular traffic leaving the site has to pass a popular public house, that is vital to the local economy that may suffer from such activity into the early evening.

Outside storage of tyres: In their previous submission the consultants went to great lengths to explain how the Environment Agency's fire prevention rules had changed regarding the outside storage of tyres. The consultants were asked about this and they stated that after the expansion has taken place that no tyres would be stored outside. They also stated that if planning permission was granted they would accept it. If such a condition was placed on the planning approval.

For your information we enclose a copy of the minutes of the meeting that took place on 28th June 2018.

Yours sincerely

F Shellard
Chair – Weaverthorpe Parish Council

Notes of a meeting held on 28th June 2018 between Weaverthorpe Parish Council and the consultants representing Vellco regarding their Planning Application

Present: T Thomson, M Rowland, S Taylor, F Shellard (Chair), J House (Clerk)

Consultants A Windress, N Walker, R Hardy

There were approx. 14 members of the public present

Apologies: J Mason, A Milner, G Perry

The Chair opened the meeting by explaining that they were points that had been raised by the Parish Council and not addressed by the submission of three applications and that there was a need for the consultants to address these points.

1. The consultants commenced by explaining the latest revision to their plans which were:
Site access has been changed to incorporate a widening of the existing entrance to allow HGVs to enter and exit the site at the same place, this has NYCC highways approval.
The L shaped building has been moved to the west to allow a distance of 35 metres from the dwellings in Rarey Drive.
Clusters of trees instead of continuous planting of trees along the north and east boundaries.
The two new buildings are now closer to the existing buildings and have been reduced in size from 2000 sq m to 1930 and 5708 sq m to 5000 sq m.
2. **Out of Hours Arrivals of HGVs :** Vellco have issued terms and conditions to the companies that they deal with and are happy to have a condition attached to the planning application. It was clear from the feedback from the public that this is not happening and there have been many instances of HGVs arriving out of normal working hours. Examples were given of HGVs leaving the site as early as 4am on a regular basis and also a tannoy operating at these times. A discussion ensued on why the vehicles were leaving so early and could they not leave from one of the satellite depots or if their journey was lengthy, leave the night before. The Consultants agreed to take this back to Vellco and discuss it and it was emphasised by the Parish Council that Vellco need to show some concern for the community in this regard.
3. **Operating Hours of the Site/Out of Hours HGV Movements:** Vellco currently operate from 08.00 to 17.00 Monday to Friday and 08.00 to noon on Saturday. It has been recommended by RDC's Environmental Health Officer could be considered as 07.00 to 19.00 Monday to Friday and 08.00 to 13.00 on Saturday.
4. **Landscaping:** The Consultants informed the meeting that there would be copses of trees along the boundary so that it would still be possible to see the building through the gaps between these. A continuous hedge of 2m in height would be planted around the whole site. The maintenance strategy still has to be agreed, but could be a condition of the planning approval. Discussion took place about the boundary and the Consultants stated that they had gifted some land to the owners of Rarey Farm.
5. **Appearance of New Buildings:** The Consultants said that the buildings would be of metal with a profiled roof and the colours could be whatever was considered appropriate by the local

community. "Green roofs" were not an option. The materials will be a condition of the planning approval and the residents/Parish Council/RDC could specify the colour of the materials. There was a commitment by the Consultants that the residents and the Parish could see the materials before the work is commissioned. In reply to questions from residents the Consultant said that the building works would be completed before the landscaping and it is likely that semi mature trees will be used in the landscaping. The height of the buildings was confirmed as up to 8.8 metres in the centre of the site.

6. **Details of Construction Phase:** Conditions of the Planning Permission would include the hours of work for the construction and a Construction Management Plan being formulated. Operation of the existing facility will continue while the construction phase is in place. Safety concerns were raised on the mixing of construction traffic with operational movements. The Consultants said that they do not know how long the construction will take.
7. **Ropery Lane Bridge over the Gypsy Race** The Consultants confirmed that no survey had been undertaken on this bridge. They stated that it is standard practice in a planning application to carry out a survey and then reassess it after a period of time to see if any damage had occurred. If considerable damage had occurred the bridge is small enough to install a steel plate as a temporary measure. The discussion then moved on to generally movement of vehicles on Ropery Lane and within the site. Reversing of vehicles would still be an issue in Ropery Lane. The Consultants explained how the one way system within the new site would work which will be that an HGV will enter the revised access and drive through the new site in a U shape then continue past the existing building and drive up the west side of the existing building exiting the site in a similar manner to what was proposed in the previous application. Concerns were voiced by the residents that the drivers exiting the site would have an inadequate view of anything coming north on Ropery Lane, to say the least. A suggestion was put forward that it should be a condition of the planning application that a banksman be employed for every vehicle that is exiting the site. This suggestion was accepted by the consultants present. It was also stated by the residents that the car park is in the wrong place and previous suggestions that the car park should be opened up to allow overnight parking of arriving HGVs and an increased area for access, by resiting the car park somewhere else on the overall site.
8. **Tree survey:** A resident raised the subject of the 1100 square metres of mature woodland that has so far been ignored in all the content of the applications, that will have to be removed in order to construct the new buildings. It was pointed out that RDC's Tree Officer says this is contrary to RDC Policy SP14/Biodiversity which states that RDC will resist any application which causes harm to the biodiversity in the area. The consultant confirmed that the 1100 sq metres of trees will be felled. A question was also asked about the two ash trees which were to be retained in the first application and which are a recognised habitat for bats. The Consultant confirmed that these trees will be felled.
9. **Traffic Survey** The Consultants were challenged on their reluctance to state the exact number of HGV movements per day. They stated that as the expansion took place the site would be more efficient and HGV movements may reduce. When questioned further however they admitted that their estimate of HGV movements per day now stands at 59 which is twice the number of current movements. These figures have been given to Highways. It was generally agreed that the reporting of the numbers has caused a lot of mistrust between the Residents

and Vellco. The Consultants stated that one of the reasons that the numbers had been understated was because they do not include the shuttle movements between the Weaverthorpe site and the 3 satellite sites.

10. **Noise Survey** The Noise Survey has not adequately addressed the noise that Vellco produces and the proposed survey does not cover the actual operation after the expansion. Further it has not addressed the area where most of the noise is closest to the residents in Ropery Lane. The Consultants stated that they expect to see an improvement in the amount of noise as most of the site will be shielded by the buildings.
11. **Outside Storage of Tyres** The Consultants stated that despite the explanation of how tyres should be stored according to the Environment Agency's Guidelines they had no intention to store any tyres outside the buildings. This might be a condition attached to the planning approval. If planning approval is given the buildings could provide storage of up to 2,500 tons of tyres and Vellco could apply for an extension of that maximum storage capacity. Due to changes in warehousing in the Midlands it is in fact expected that the storage of tyres at this site would fall by 600 tons. The fact that they had referred to the outside storage of tyres was questioned as if there would be no outside storage, why refer to it in the first place.

12. **Any Other Points**

A resident stated that Vellco are extremely poor neighbours. The empty bungalow and the land around it had been ignored by Vellco, rats are present and the resident stated that damage has been caused to their property by the rats entering via the cooker hood. The general state of the land, including the hedge that is now blocking the footpath, which begs the question what will happen to the maintenance of landscaping on the site, should the application be approved.

Vellco was asked what plans they had for the bungalow and their reply was that they did not know.

Another resident asked what would happen to the land if Vellco did not obtain planning approval and it was stated by the Consultants that they did not know of any contingency plans. Fears were expressed that it could become an official or unofficial site for travellers.