

Penrose, Jane

From: planning.scanning@york.gov.uk
Subject: FW: Harewood Whin
Attachments: EXIT ENTRY REVISIONS (1).xlsx

Importance: High

From: PETER ROLLINGS
Sent: 04 March 2016 16:48
To: Matthews, Erik
Cc: Nick Murray; Jane Wright; Geoff Derham
Subject: Harewood Whin

Dear Erik

REF PLANNING APPLICATION 16/00357/FULM HAREWOOD WHIN

I am the Chairman of the Neighbourhood Planning Group delegated by Rufforth with Knapton Parish Council to produce a Plan for the Parish which is evolving quite rapidly.

You will recall that the previous application by Yorwaste for a Waste Transfer Station at Harewood Whin [13/00041/FULM] was " called in " by the Secretary of State and subsequently withdrawn. Since that time we as a Group have been working closely with the management team at Yorwaste to arrive at a solution which would minimise the effects on the Community. We reluctantly recognise that Harewood Whin has been identified as a strategic site for waste management [ref draft Mineral and Waste Joint Plan] but also is located in the Green Belt.

The emerging policies of the Neighbourhood Plan with reference to Harewood Whin state that any development should be within the current operational site boundary and that an engineered solution to the site entrance should be provided to prevent HGV's entering or leaving the site via the village of Rufforth, points which are supported in Yorwaste's Statement of Community Engagement which accompanies the application.

We are pleased to say that this latest application is a major step forward and largely meets our criteria.

However the current redesign of the site entrance satisfactorily prevents vehicles exiting the site to the west along the B1224 but not from entering the site from the west and thus whilst a substantial step forward does not provide a total solution.

It is our understanding that the final design of the site entrance will be the responsibility of CYC highways engineers. We believe it should be possible to find a safe ,cost effective solution which meets the objective of preventing HGV's from the site travelling through Rufforth. Obviously we are amateurs but we have produced an alternative design to that in the application and I attach a drawing .

We would have no objection to retractable barriers which could be used to allow access via the west in the event of a closure of the A59.

Whilst we accept that these proposals do not result in a major increase in traffic[our calculations suggest a 10% increase as compared to Yorwaste's slight decrease] we do have concerns that vehicle's going to and from Allerton Park will use the back lanes and the village in the event of congestion on the A59 resulting in increased traffic through the village itself .

Perception amongst residents is that a managed traffic routing system is an ineffective solution hence the requirement for an engineered answer.

In all fairness Yorwaste have in their application recognised these issues and their proposals on the entrance are a move in the right direction . Through you can we ask that CYC'S professionals provide a complete solution. Once they have done some work on the subject we would welcome the opportunity to meet and discuss their proposals in detail.

Finally may I raise one or two other traffic related issues ;

A left hand feeder lane on to the A1237 at the roundabout would ease congestion at that junction .
There are two lay-bys on the B1224 to the east of Harewood Whin . Is there a possibility of restricting
the ability of HGV'S using these to complete a U turn ?

The Neighbourhood Planning Group's position is that on the assumption the above issues can be
resolved our recommendation to residents would be not to oppose the application.

I look forward to hearing from you and hopefully a positive answer

Regards
Peter Rollings