



**Notice of meeting of
Scrutiny Management Committee (Calling In)**

To: Councillors Galvin (Chair), Aspden, Pierce (Vice-Chair),
Scott, Simpson-Laing, Taylor, R Watson and I Waudby

Date: Monday, 5 January 2009

Time: 4.30 pm

Venue: Guildhall, York

AGENDA

1. Declarations of Interest

At this point Members are asked to declare any personal or prejudicial interests they may have in the business on this agenda.

2. Public Participation

At this point in the meeting, members of the public who have registered their wish to speak regarding an item on the agenda or a matter within the Committee's remit can do so. The deadline for registering is 5:00 pm on Friday, 2 January 2009.

3. Exclusion of Press and Public

To consider the exclusion of the press and public from the meeting during consideration of Annex 2E to Agenda Item 6 (Called in Item – West of York Household Waste Site – Land Option), on the grounds that it contains information relating to the financial or business affairs of any particular person (including the authority holding that information). This information is classed as exempt under paragraph 3 of Schedule 12A to Section 100A of the Local Government Act 1972 (as revised by The Local Government (Access to Information) (Variation) Order 2006).

4. **Minutes** (Pages 3 - 6)
To approve and sign the minutes of the last meeting of the SMC (Calling-in), held on 7 July 2008.
5. **Called-in Item: Holly Bank Area – Traffic Regulation Order Objections** (Pages 7 - 32)
To consider the decision of the Executive Member for City Strategy on the above item, which has been called in by Councillors Alexander, Crisp and Bowgett in accordance with the provisions of the Council's Constitution. A cover report is attached setting out the reasons for the call-in and the remit and powers of Scrutiny Management Committee (Calling In) in relation to the call-in procedure, together with the original report and the decision of the Executive Member.
6. **Called-in Item: West of York Household Waste Site - Land Option** (Pages 33 - 66)
To consider the decision of the Executive on the above item, which has been called in by Councillors Scott, Merrett and Potter in accordance with the provisions of the Council's Constitution. A cover report is attached setting out the reasons for the call-in and the remit and powers of Scrutiny Management Committee (Calling In) in relation to the call-in procedure together with the original report and the decision of the Executive. *(This item was added to the agenda on 30 December 2008).*
7. **Any other business which the Chair considers urgent under the Local Government Act 1972**

Democracy Officer:

Name: Fiona Young

Contact details:

- Telephone – (01904) 551027
- E-mail – fiona.young@york.gov.uk

For more information about any of the following please contact the Democracy Officer responsible for servicing this meeting Fiona Young

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of report

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- register by contacting the Democracy Officer (whose name and contact details can be found on the agenda for the meeting) **no later than 5.00 pm** on the last working day before the meeting;
- ensure that what you want to say speak relates to an item of business on the agenda or an issue which the committee has power to consider (speak to the Democracy Officer for advice on this);
- find out about the rules for public speaking from the Democracy Officer.

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Further information about what's being discussed at this meeting

All the reports which Members will be considering are available for viewing online on the Council's website. Alternatively, copies of individual reports or the full agenda are available from Democratic Services. Contact the Democracy Officer whose name and contact details are given on the agenda for the meeting. **Please note a small charge may be made for full copies of the agenda requested to cover administration costs.**

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If you have any further access requirements such as parking close-by or a sign language interpreter then please let us know. Contact the Democracy Officer whose name and contact details are given on the order of business for the meeting.

Every effort will also be made to make information available in another language, either by providing translated information or an interpreter providing sufficient advance notice is given. Telephone York (01904) 551550 for this service.

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Holding the Executive to Account

The majority of councillors are not appointed to the Executive (38 out of 47). Any 3 non-Executive councillors can 'call-in' an item of business from a published Executive (or Executive Member Advisory Panel (EMAP)) agenda. The Executive will still discuss the 'called in' business on the published date and will set out its views for consideration by a specially convened Scrutiny Management Committee (SMC). That SMC meeting will then make its recommendations to the next scheduled Executive meeting in the following week, where a final decision on the 'called-in' business will be made.

Scrutiny Committees

The purpose of all scrutiny and ad-hoc scrutiny committees appointed by the Council is to:

- Monitor the performance and effectiveness of services;
- Review existing policies and assist in the development of new ones, as necessary; and
- Monitor best value continuous service improvement plans

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City of York Council

Committee Minutes

MEETING	SCRUTINY MANAGEMENT COMMITTEE (CALLING IN)
DATE	7 JULY 2008
PRESENT	COUNCILLORS GALVIN (CHAIR), BLANCHARD (VICE-CHAIR), ASPDEN, I WAUDBY, SCOTT, SIMPSON-LAING, TAYLOR AND HYMAN (SUBSTITUTE FOR CLLR R WATSON)
APOLOGIES	COUNCILLOR R WATSON

1. DECLARATIONS OF INTEREST

Members were invited to declare at this point in the meeting any personal or prejudicial interests they might have in the business on the agenda.

Cllr Waudby declared a personal, non prejudicial interest in agenda item 5 (Minute 5 refers), as a recipient of tickets from York Racecourse in her capacity as a former Lord Mayor of York.

Cllr Blanchard declared for the record that he had been in e-mail correspondence with Mr Darby, the Chair of York Racecourse, but not in relation to the issues to be discussed at this meeting.

2. EXCLUSION OF PRESS AND PUBLIC

RESOLVED: That the press and public be excluded from the meeting should any discussion arise on the information in Annex B to agenda item 5 (Minute 5 refers) relating to the financial or business affairs of particular persons, on the grounds that this information is classed as exempt under paragraph 3 of Schedule 12A to Section 100A of the Local Government Act 1972 (as revised by The Local Government (Access to Information) (Variation) Order 2006).

3. PUBLIC PARTICIPATION

It was reported that there had been two registrations to speak at the meeting under the Council's Public Participation Scheme, both in relation to agenda item 5 (Minute 5 refers).

Marian Horton spoke as a resident of the Knavesmire who had not personally experienced anti-social behaviour from race-goers but had witnessed it taking place. She accepted that the Racecourse had a valuable part to play in the economic and social life of York. However, she felt that there should be more effort to involve and negotiate with local

residents, given that they had to suffer the effects of the alcohol sales that contributed to the Racecourse's revenue.

Nick Jones spoke as a resident of Scarcroft Hill who had been personally affected by anti-social behaviour from race-goers leaving the course. He expressed disappointment that the Racecourse was not prepared to contribute to tackling these issues. He urged the Council not to grant the lease unless concessions could be negotiated to reduce the anti-social behaviour suffered by residents of the South Bank and Scarcroft areas.

4. MINUTES

RESOLVED: That the minutes of the meeting of the Scrutiny Management Committee (Calling In) held on 12 May 2008 be approved and signed by the Chair as a correct record.

5. CALLED-IN ITEM: YORK RACECOURSE, APPLICATION FOR LEASE EXTENSION AND AMENDMENTS – REPORT BACK ON THE RESULTS OF FURTHER NEGOTIATIONS

Members received a report which asked them to consider the decisions taken by the Executive, at their meeting on 30 June 2008, regarding the grant of a new 99 year lease of land to York Racecourse. The decision had taken account of the results of further negotiations between Council Officers and the Racecourse, as requested by the Executive on 27 November 2007.

An extract from the minutes of the Executive meeting, setting out their decisions on this item, was attached as Annex A to the report. The original report, on which that decision had been based, was attached as Annex B. The decision had been called in by Cllrs Fraser, Merrett and Gunnell for the following reason:

“That in making their decisions the Council’s Executive gave inadequate consideration to the concerns of local residents.”

Members were invited to consider the following options:

Option A – confirm the decisions of the Executive, on the grounds that there was no basis for reconsideration;

Option B- refer the decisions back to the Executive, for them to reconsider or amend in part their decisions.

Cllrs Merrett and Fraser addressed the meeting on behalf of the Calling-In Members. They expressed their support for the Racecourse as an attraction to visitors and residents but emphasised that the problems with policing, toilet arrangements and traffic management had still not been addressed. They urged the Committee to recommend that the Council find extra funding, either from the lease income or by seeking a contribution from the Racecourse, to address the policing and toilet issues this year and that a wider review of traffic issues be carried out, taking account of new developments in this area. They also suggested that the Racecourse should offer benefits to local residents, such as discounted tickets.

After questions and a full debate, Cllr Scott moved, and Cllr Blanchard seconded, that the decisions be referred back to the Executive with the following recommendations:

- “a) That the new lease be entered into, in accordance with the Executive’s Resolution (i)*
- b) That the contribution of York Racecourse to the economy of the City be recognised;*
- c) That monies be provided by the Council, either from the lease income or by other financial provision, to combat anti-social behaviour by race-goers, including littering and toilets, and to provide proper policing;*
- d) That a Traffic Masterplan be prepared to examine traffic issues for the whole area around the Racecourse, taking into account the new development at the Terrys factory site and the potential new community stadium.”*

On being put to the vote, the above motion was declared carried by 5 votes to 3 and it was

RESOLVED: That Option B be approved and the decisions referred back to the Executive for reconsideration, with a recommendation that they:¹

- a) confirm their original decision to grant the new lease, in accordance with Resolution (i) from the meeting on 30 June;
- b) recognise the contribution of York Racecourse to the economy of the City;
- c) resolve that monies be provided by the Council, either from the lease income or by other financial provision, to combat anti-social behaviour by race-goers, including littering and toilets, and to provide proper policing;
- d) resolve that a Traffic Masterplan be prepared to examine traffic issues for the whole area around the Racecourse, taking into account the new development at the Terrys factory site and the potential new community stadium.

REASON: In accordance with the Constitutional procedures for called-in decisions and to deal with the issues raised by the Calling-In Members.

Action Required

1. Refer decisions back to Executive.

GR

J Galvin, Chair

[The meeting started at 5.00 pm and finished at 6.30 pm].

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**Scrutiny Management Committee
(Calling – In)**

5 January 2009

Report of the Head of Civic, Democratic and Legal Services

**Called-in Item: Holly Bank Area – Traffic Regulation
Order Objections**

Summary

1. This report sets out the reasons for the call-in of a decision made by the Executive Member for City Strategy on 8 December 2008 in relation to the proposed introduction of waiting restrictions in the Holly Bank Road area of Acomb, following consideration of the objections received to those proposals. The report also explains the powers and role of the Scrutiny Management Committee in relation to dealing with the call-in.

Background

2. An extract from the decision list published after the relevant meeting of the Executive Members for City Strategy and Advisory Panel (EMAP) is attached as Annex 1 to this report. This sets out the decision taken by the Executive Member. The original report to the EMAP meeting is attached as Annex 2.
3. Following publication of the Executive Member's decision, Councillors Alexander, Crisp and Bowgett called in the decision for review by the Scrutiny Management Committee (SMC) (Calling-In), in accordance with the constitutional requirements for post-decision call-in. The reasons given for the call-in are as follows:-
 - *Ignoring most recent, recorded, tabulated and named will of residents as presented by ward Councillors. Almost 60% of local people do not support the proposed restrictions and just over 80% of residents of the roads affected by these restrictions also opposed*
 - *Inadequate Council consultation (mainly that deadline for consultation had wrong year on it and so people did not realise they could still be involved in consultation process, despite deadline being extended).*

- *Introducing traffic regulations for a bus route that First says will be unsafe for passengers to board and disembark from.*
- *Not allowing Clive Grove to be incorporated into regulations, thus leading to increased parking along and on the corners of Clive Grove (leading to obstructions and poor visibility).*
- *Ignoring need for a 20mph speed limit along bus route to ensure that shaking of people's houses and windows leading to damage is reduced. Not incorporating measures to slow the possible increased speed of traffic that could cause accidents.*

Consultation

4. In accordance with the requirements of the Constitution, the Calling-in Members have been invited to attend and/or speak at the Call-In meeting, as appropriate.

Options

5. The following options are available to SMC (Calling-In) in relation to dealing with this call-in, in accordance with the constitutional and legal requirements under the Local Government Act 2000:
 - (a) to confirm the decision of the Executive Member, on the grounds that the SMC (Calling-In) does not believe there is any basis for reconsideration. If this option is chosen, the decision takes effect from the date of the SMC (Calling-In) meeting;
 - (b) to refer the decision back to the Executive Member, for them to reconsider or amend in part their decision. If this option is chosen, a meeting will be arranged for the decision to be re-considered.

Analysis

6. Members need to consider the reasons for call-in and the basis of the decision made by the Executive Member and form a view on whether there is a basis for reconsideration of that decision.

Corporate Priorities

7. An indication of the Corporate Priorities to which the Executive Member's decision is expected to contribute is provided in paragraph 10 of Annex 2 to this report.

Implications

- 8. There are no known financial, HR, Legal, Property, Equalities, or Crime and Disorder implications in relation to the following in terms of dealing with the specific matter before Members; namely, to determine and handle the call-in:

Risk Management

- 9. There are no risk management implications associated with the call in of this matter.

Recommendations

- 10. Members are asked to consider the call-in and reasons for it and decide whether they wish to confirm the decision made by the Executive Member or refer the matter back to the Executive Member for re-consideration.

Reason:

To enable the called-in matter to be dealt with efficiently and in accordance with the requirements of the Council's Constitution.

Contact details:

Author:
Dawn Steel
Democratic Services Manager
01904 551030
email:
dawn.steel@york.gov.uk

Chief Officer Responsible for the report:
Quentin Baker
Head of Civic, Democratic and Legal Services

Report Approved **Date** 15/12/08

Specialist Implications Officer(s) None
None

Wards Affected: Holgate

All

For further information please contact the author of the report

Annexes

Annex 1 – decision of the Executive Member (extract from decision list published 9/12/08)

Annex 2 – report to EMAP meeting on 8/12/08

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Annex 1 to Calling-in Report

EXECUTIVE MEMBERS FOR CITY STRATEGY AND ADVISORY PANEL

MEETING HELD ON 8 DECEMBER 2008

HOLLY BANK AREA - TRAFFIC REGULATION ORDER OBJECTIONS

Decision:

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to:

- (i) Approve the implementation of no waiting at any time restrictions at the Robin Grove, Trevor Grove, Nigel Grove, Anderson Grove, Mildred Grove and Jennifer Grove junctions as advertised and detailed at Option 1;
- (ii) Implement the remaining proposed restrictions for Holly Bank Road and Collingwood Road as proposed.
- (iii) Inform those making representations and the lead petitioners of the decisions taken.

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

- REASON:
- (i) To improve visibility and manoeuvrability at the junctions for residents.
 - (ii) To facilitate the return of the bus service to the area.
 - (iii) To update all concerned on the proposals.

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Meeting of Executive Members for City Strategy 8th December 2008 and the Advisory Panel

Report of the Director of City Strategy

Holly Bank Road Area Traffic Regulation Order Objections

Summary

1. This report informs the Advisory Panel of the objections made to the advertised Traffic Regulation Order for the introduction of waiting restrictions in the Holly Bank Road area of Acomb. The report recommends that the traffic regulation orders are implemented.

Background

2. The proposals are to manage the mainly residential parking that takes place along the route. A consequence of the parking was that on roughly a weekly basis during the day the local bus service experienced delays. Earlier this year the bus company re-routed the bus service on to Hamilton Drive to avoid having to negotiate this route. This decision has disadvantaged some local residents with reduced mobility who are keen to see the bus service return to its original route. The bus company have given a commitment that if the parking situation can be resolved the bus service would resume along the Holly Bank Road / Collingwood Avenue route. The bus service currently runs between 7am and 7pm 7 days a week.
3. In addition, complaints have also been received from some local residents concerned about the level of parking that takes place close to the corners of the short culs-de-sac off Holly Bank Road, which restrict both visibility and movement at the junctions.
4. In view of the above a decision was taken at an Officer in Consultation meeting to advertise a Traffic Regulation Order to introduce a set of waiting restrictions along Holly Bank Road and Collingwood Avenue. The proposed restrictions are "No waiting at any time" in the vicinity of the various junctions along the route and No waiting 7am to 7pm on one side of the road along the stretches of road in between the junctions (see consultation documents in Annex A).

Consultation

5. In line with legal requirements and City Council policy the Traffic Regulation Order proposals have been advertised in the local press, notices put up on street and details delivered to the properties adjacent to the proposals.
6. There have been 33 individual representations received in response to the proposals, 7 for and 26 against. A précis of each representation is in Annex B along with officers' comments. In addition, three petitions (see Annex C for copies of the front page of each petition) have been received, 2 against the

proposals (54 and 35 signatures) and one in favour (250 signatures). The signatories represent 23, 25 and 134 properties in the area respectively. There is very little overlap in the properties represented by the 3 petitions.

7. The main issues raised are:

- The parking will relocate to the side streets or verges and be a problem for residents and their visitors.

Officer's response – Some vehicle owners would have to park elsewhere, either on the opposite side of the road or in a side street. Waiting restrictions also apply to the verges and footways; hence an increase in verge parking in this area should not occur.

- The bus service is not wanted or needed.

Officer's response – This view is not shared by all who live in the area.

- Vehicle speeds will increase.

Officer's response – A clear route can lead to an increase in vehicle speeds but, as these roads are quite narrow, are not a through route to another area and there will still be parking in the street any general speed increase should be minimal. It should be noted though that there might be a small minority of local residents, familiar with the roads, who may choose to drive noticeably faster through the area.

- The road is too narrow.

Officer's response – The bus service has operated successfully along these roads for some time. It is the parking that takes place that creates problems for drivers of large vehicles

8. Ward Members views are reproduced in Annex D.

Options and Analysis

9. The options available are:

- A. Approve the implementation of the proposals as advertised (see Annex A). This option would ensure good visibility and manoeuvrability at the junctions and allow the bus company to reintroduce the bus service in the knowledge that the problems of obstruction had been resolved.
- B. Approve the implementation of the proposals at the junctions only. This option would ensure good visibility and manoeuvrability at the junctions and would allow the bus company to reassess the suitability this route for the bus service knowing that at key areas there would no longer be parking issues for their drivers to overcome.
- C. Approve the implementation of the proposals at the junctions and introduce a restriction with less severity than the 7am to 7pm restriction. For example, if the restrictions were to be implemented between 9am and 5pm Monday to Friday, then residents parking opportunities would be less affected at times when residents are most likely to have their cars at home, but the bus service would have to alternate its route depending on the time of day and day of week. However, the option of operating an off peak service through

the Holly Bank area has been turned down by the bus company, hence this option is not recommended.

- D. Uphold the objections to the proposals and take no further action. This option is not recommended as it does not tackle either of the issues (bus service and junction parking) raised in the area.

Corporate Priorities

10. Considering this matter is part of our focus to meet the needs of our communities.

Implications

11. There are no Financial, Human Resource, Equality, Legal, Crime and Disorder, IT, Property or other implications associated with the recommendations in this report.

Risk Management

12. In compliance with the Council's risk management strategy there are no risks associated with the recommendations in this report.

Recommendations

13. That the Advisory Panel advise the Executive Member for City Strategy to:
- i) Approve the implementation of no waiting at any time restrictions at the Robin Grove, Trevor Grove, Nigel Grove, Anderson Grove, Mildred Grove and Jennifer Grove junctions as advertised and detailed at Option 1.

Reason: To improve visibility and manoeuvrability at the junctions for residents.

- ii) That the remaining proposed restrictions for Holly Bank Road and Collingwood Road are implemented as proposed.

Reason: To facilitate the return of the bus service to the area.

- iii) That those making representations and the lead petitioners be informed of the decisions taken.

Reason: To update all concerned on the proposals.

Contact Details

Author:

Alistair Briggs
Traffic Engineer
Network Management
Tel No. 01904 551368

Chief Officer Responsible for the report:

Damon Copperthwaite
Assistant Director (City Development and Transport)

Report Approved



Date 8/11/2008

Wards Affected: Holgate

All

For further information please contact the author of the report

Background Papers: None

Annexes:

- Annex A Consultation Documents
- Annex B Précis of each representation
- Annex C Front page of each petition
- Annex D Ward Members views



Directorate of City Strategy

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 E-mail: alistair.briggs@york.gov.uk

9 St Leonard's Place
 York
 YO1 7ET

Tel: 01904 551550

Our Ref: ADB/JM/DT/T92/092/7-862

5 September 2008

Dear Occupier

Proposed Waiting Restrictions – Holly Bank Road, Hamilton Drive East, Robin Grove, Trevor Grove, Anderson Grove, Nigel Grove, Mildred Grove, Jennifer Grove, Holly Bank Grove

You will remember that we wrote to you last month about the proposal to introduce waiting restrictions at the above locations as described in paragraphs 1(e)-(j) and 2(c) and (d) of the 'Notice of Proposals' overleaf and as set out in the accompanying plan. These proposals were subject of publication on-street and in The Press on 8 August 2008 (previous Notice) and formed the basis of a circulation to frontagers on that date and to occupiers in a wider area on 19 August 2008. A typographical error occurred on the Notice of Proposals which may have caused confusion about the expiry date for the receipt of objections/representations to these proposals. To clear up any possible confusion and to ensure that all householders have sufficient time to make objection or other representations we have taken the decision to republish the proposals set out in the previous Notice as part of a new draft Order specifying a revised expiry date.

As pointed out in my earlier letter the restrictions are considered necessary to prevent vehicles causing obstruction and to promote safety. The existing high incidence of obstruction was the main contributory factor to the re-routing of the half hourly No 16 local bus service from the Holly Bank Road/Hob Moor Drive/Collingwood Avenue loop on to Hamilton Drive. Confirmation of the proposed restrictions would form a basis for discussion in furtherance of re-instating that service as well as generally improving the free passage of vehicles.

Objections or other representations to the proposals should be forwarded to the Assistant Director (City Development and Transport) at the address shown in the 'Notice of Proposals' to arrive not later than the date specified on the Notice (26 September 2008). If you have already submitted an objection or other representation in response to the publication of the previous Notice then, unless you notify the Assistant Director in writing to the contrary, that submission will be regarded as a submission in response to the Notice dated 5 September 2008.

Yours faithfully

Alistair Briggs
 Traffic Engineer – Network Management

Occupiers of:

- | | |
|--------------------------|---|
| All properties: | - Robin Grove, York |
| Odd numbered properties | - 1-31 Holly Bank Road, York |
| Even numbered properties | - 2-50 Holly Bank Road, York |
| | - 4-8 Rosemount Court |
| All properties | - Anderson Grove, Clive Grove, Nigel Grove, York, Mildred Grove, Jennifer Grove, York, Trevor Grove, York, Holly Bank Grove, York (excluding 2 & 4) |

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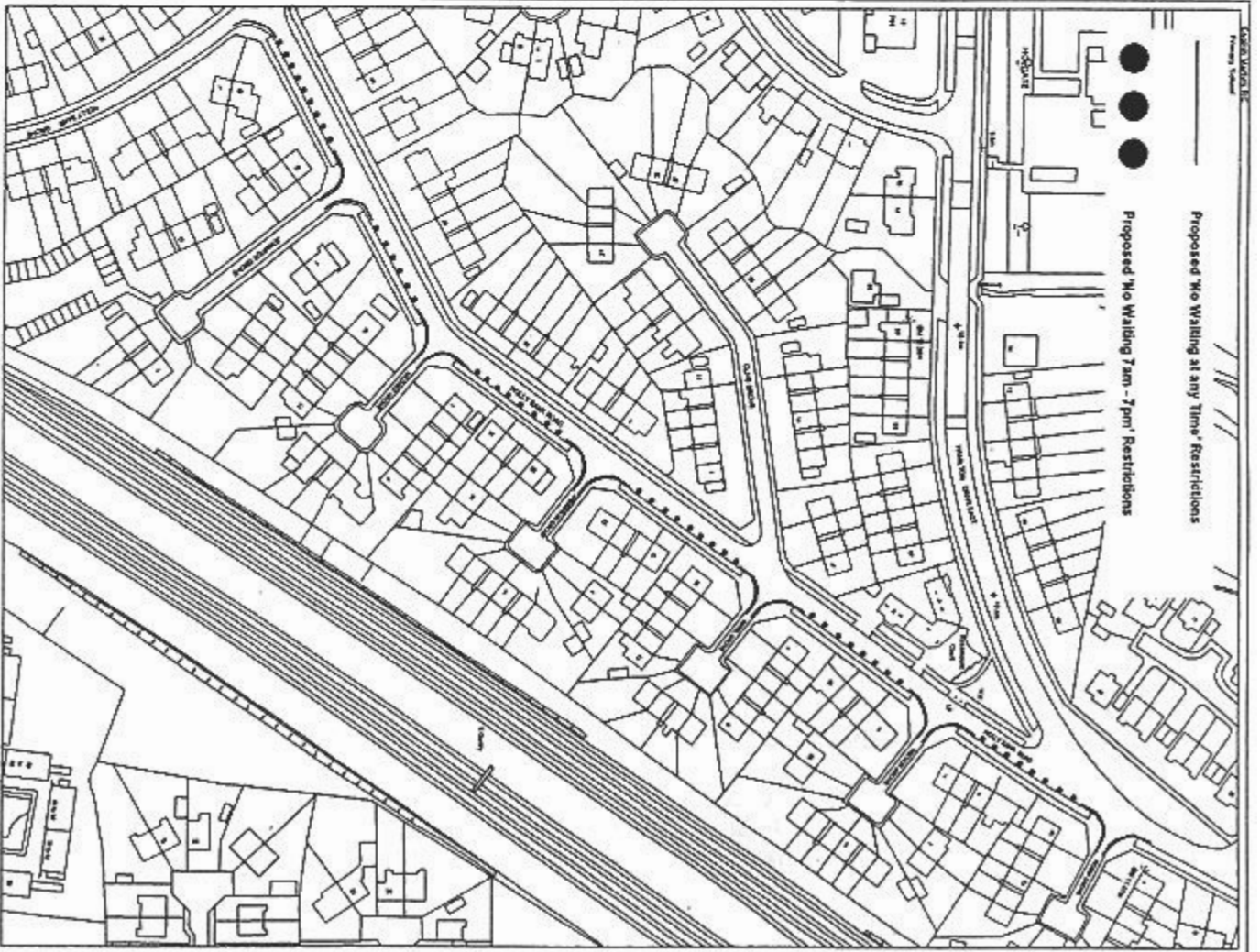
**CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 08/4)
TRAFFIC ORDER 2008**

Notice is hereby given that City of York Council, in exercise of powers under Sections 1, 2, 4 and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9 of the Act, proposes to make an Order which will have the effect, in York, of:

1. introducing 'No Waiting at any time' restrictions in:
 - (a) Collingwood Avenue, on its east side, from a point 18 metres south from the southern property boundary of No 33 Collingwood Avenue south to its junction with Hob Moor Drive,
 - (b) Heath Close, on both sides, from a point 2 metres north from the southern property boundary of No 1 Heath Close north to its junction with Hob Moor Drive,
 - (c) Hob Moor Drive, on its south side:
 - (i) from the projected western highway boundary line of Collingwood Avenue east to a point 13 metres east from the centreline of Heath Close,
 - (ii) from a point 8m south east from the projected south eastern property boundary of No 41 Hob Moor Drive south east to its junction with Holly Bank Grove;
 - (d) Hob Moor Drive, on its north side, from the projected eastern kerbline of Collingwood Avenue north east for 10 metres,
 - (e) Holly Bank Road, on its south west side:
 - (i) from the projected north eastern kerbline of Holly Bank Grove for 10 metres,
 - (ii) for 12 metres north east and 12 metres south west from the respective centrelines of Anderson Grove, Jennifer Grove, Mildred Grove, Nigel Grove and Trevor Grove,
 - (f) Anderson Grove, Jennifer Grove, Mildred Grove, Nigel Grove and Trevor Grove, from the projected south eastern kerbline of Holly Bank Road for 10 metres,
 - (g) Hamilton Drive East, on its south east side from the centreline of Robin Grove north east for 12 metres,
 - (h) Robin Grove, on both sides, from the projected south eastern kerbline of Hamilton Drive for 10 metres,
 - (i) Holly Bank Grove, on its:
 - (i) north east side, from the projected south eastern kerbline of Holly Bank Road south east for 10 metres,
 - (ii) south west side, from the said line north west to its junction with Hob Moor Drive;
 - (j) introducing 'No Waiting 7am to 7pm' restrictions in:
 - (a) Collingwood Avenue, on its east side, between the terminal point of existing 'No Waiting at any time' restrictions adjacent to the western property boundary of No 1 Collingwood Avenue and a point 18 metres south from the southern property boundary of No 33 Collingwood Avenue;
 - (b) Hob Moor Drive, on its south side, between the length of proposed 'No Waiting at any time' restrictions referred to at paragraph 2(e),
 - (c) Holly Bank Road, on its south west side, the whole length except in those lengths subject of proposed 'No Waiting at any time' restrictions at paragraph 2(e),
 - (d) Hamilton Drive East, on its south east side, from a point 12 metres south east from the centreline of Robin Grove south east to its junction with Holly Bank Road.
- A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, 9 St Leonard's Place, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 26th September 2008.
- Dated the 5th day of September 2008
- Damon Coppenhawe
Assistant Director (City Development and Transport)
9 St Leonard's Place York YO1 7ET

Explanatory Note

The above proposals were subject of public Notice (previous Notice) published 'on-street' and in 'The Press' on 8th August 2008. The re-publication of the items provides a new date by which objections or other representations can be accepted by the Council. Objections or other representations submitted in response to the previous Notice will, unless the Assistant Director is advised in writing to the contrary, be regarded as having been submitted in response to this Notice.



CITY OF YORK COUNCIL

HOLLY BANK ROAD/HAMILTON DRIVE EAST AND ADJACENT SIDE ROADS, YORK.

Proposed Parking Restrictions

N T S

Scale: 1:1000

Date: 28/09/08

Author: HSP/DCS



Telephone: 01904 551368 – Alistair Briggs
E-mail: alistair.briggs@york.gov.uk

Our Ref: ADB/JM/DT/T92/092/7-862

5 September 2008

Dear Occupier

Proposed Waiting Restrictions – Collingwood Avenue, Heath Close, Hob Moor Drive, Holly Bank Grove – York

You will remember that we wrote to you last month about the proposal to introduce waiting restrictions at the above locations as described in paragraphs 1(a)-(d) and (j) and 2(c) and (d) of the 'Notice of Proposals' overleaf and as set out in the accompanying plan. These proposals were subject of publication on-street and in The Press on 8 August 2008 (previous Notice) and formed the basis of a circulation to frontagers on that date and to occupiers in a wider area on 19 August 2008. A typographical error occurred on the Notice of Proposals which may have caused confusion about the expiry date for the receipt of objections/representations to these proposals. To clear up any possible confusion and to ensure that all householders have sufficient time to make objection or other representations we have taken the decision to republish the proposals set out in the previous Notice as part of a new draft Order specifying a revised expiry date.

As pointed out in my earlier letter the restrictions are considered necessary to prevent vehicles causing obstruction and to promote safety. The existing high incidence of obstruction was the main contributory factor to the re-routing of the half hourly No 16 local bus service from the Holly Bank Road/Hob Moor Drive/Collingwood Avenue loop on to Hamilton Drive. Confirmation of the proposed restrictions would form a basis for discussion in furtherance of re-instating that service as well as generally improving the free passage of vehicles.

Objections or other representations to the proposals should be forwarded to the Assistant Director (City Development and Transport) at the address shown in the 'Notice of Proposals' to arrive not later than the date specified on the Notice (26 September 2008).

If you have already submitted an objection or other representation in response to the publication of the previous Notice then, unless you notify the Assistant Director in writing to the contrary, that submission will be regarded as a submission in response to the Notice dated 5 September 2008.

Yours faithfully

Alistair Briggs
Traffic Engineer – Network Management

Even numbered properties 2-42 Collingwood Avenue, York

Odd numbered properties 1-35 Collingwood Avenue, York

“ “ “ 39-51 Hob Moor Drive, York

Even numbered properties 42-48 Hob Moor Drive, York

31 Harlow Road, York

2 and 4 Holly Bank Grove, York

All properties – Heath Close, York

Directorate of City Strategy

9 St Leonard's Place
York
YO1 7ET

Tel: 01904 551550

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**CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
STOPPING AND WAITING (AMENDMENT) (NO 98/4)
TRAFFIC ORDER 2008**

Notice is hereby given that City of York Council, in exercise of powers under Sections 1, 2, 4 and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act"), and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9 of the Act, proposes to make an Order which will have the effect, in York, of:

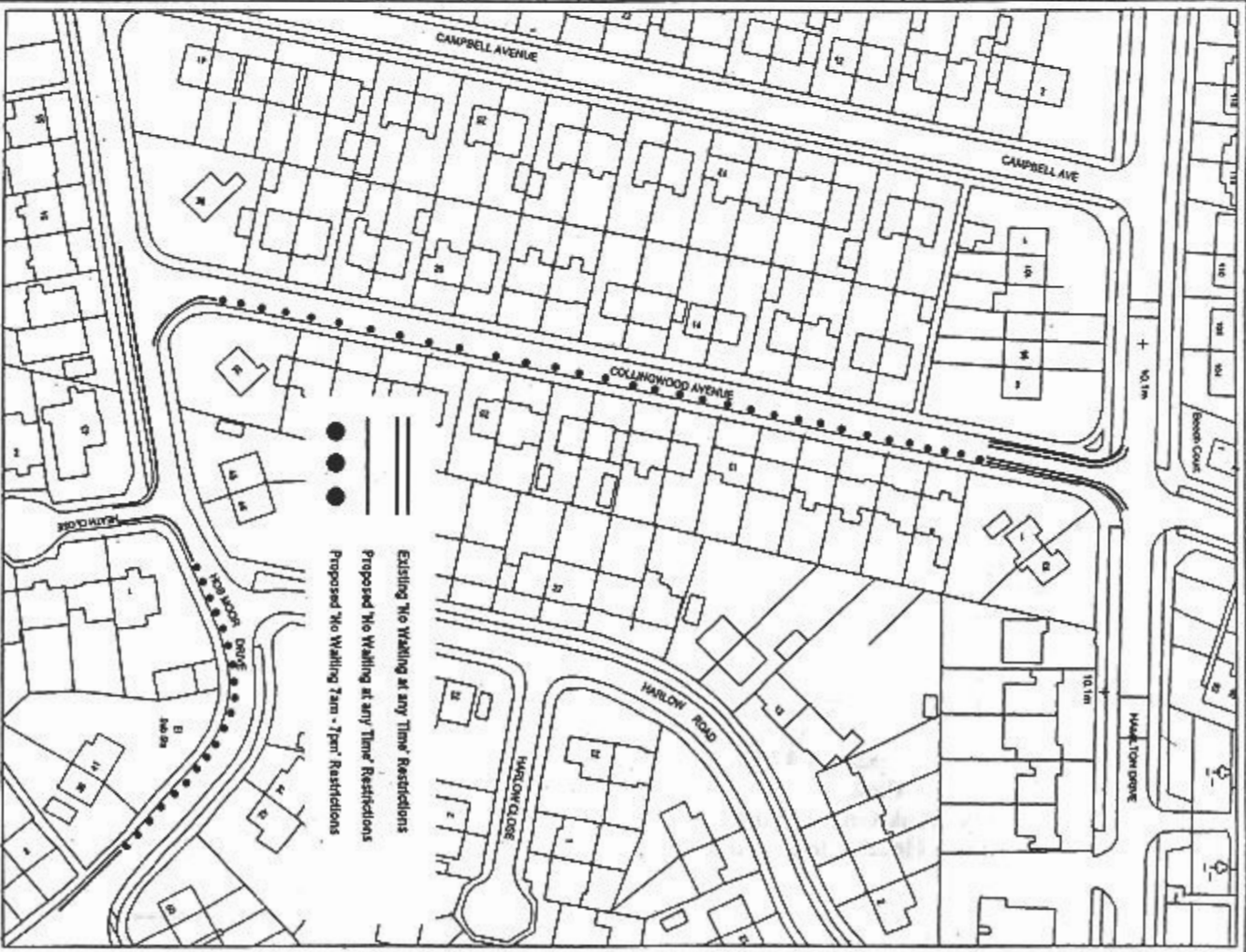
1. Introducing 'No Waiting at any time' restrictions in:
 - (a) Collingwood Avenue, on its east side, from a point 18 metres south from the southern property boundary of No 33 Collingwood Avenue south to its junction with Hob Moor Drive,
 - (b) Heath Close, on both sides, from a point 2 metres north from the southern property boundary of No 1 Heath Close north to its junction with Hob Moor Drive,
 - (c) Hob Moor Drive, on its south side:
 - (i) from the projected western highway boundary line of Collingwood Avenue east to a point 13 metres east from the centreline of Heath Close,
 - (ii) from a point 8m south east from the projected south eastern property boundary of No 41 Hob Moor Drive south east to its junction with Holly Bank Grove;
 - (iii) Hob Moor Drive, on its north side, from the projected eastern kerbline of Collingwood Avenue north east for 10 metres,
 - (d) Holly Bank Road, on its south west side:
 - (i) from the projected north eastern kerbline of Holly Bank Grove for 10 metres,
 - (ii) for 12 metres north east and 12 metres south west from the respective centrelines of Anderson Grove, Jennifer Grove, Mildred Grove, Nigel Grove and Trevor Grove,
 - (e) Anderson Grove, Jennifer Grove, Mildred Grove, Nigel Grove and Trevor Grove, on both sides, from the projected south eastern kerbline of Holly Bank Road for 10 metres,
 - (f) Hamilton Drive East, on its south east side from the centreline of Robin Grove north east for 12 metres,
 - (g) Robin Grove, on both sides, from the projected south eastern kerbline of Hamilton Drive for 10 metres,
 - (h) Holly Bank Grove, on its:
 - (i) north east side, from the projected south eastern kerbline of Holly Bank Road south east for 10 metres,
 - (ii) south west side, from the said line north west to its junction with Hob Moor Drive;
 2. Introducing 'No Waiting 7am to 7pm' restrictions in:
 - (a) Collingwood Avenue, on its east side, between the terminal point of existing 'No Waiting at any time' restrictions adjacent to the western property boundary of No 1 Collingwood Avenue and a point 18 metres south from the southern property boundary of No 33 Collingwood Avenue;
 - (b) Hob Moor Drive, on its south side, between the length of proposed 'No Waiting at any time' restrictions referred to at paragraph 2(c),
 - (c) Holly Bank Road, on its south west side, the whole length except in those lengths subject of proposed 'No Waiting at any time' restrictions at paragraph 2(c),
 - (d) Hob Moor Drive East, on its south east side, from a point 12 metres south east from the centreline of Hamilton Drive east to its junction with Holly Bank Road.

A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, 9 St Leonard's Place, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 26th September 2008.

Dated the 5th day of September 2008
Damon Coppertwaite
Assistant Director (City Development and Transport)
9 St Leonard's Place York YO1 7ET

Explanatory Note

The above proposals were subject of public Notice (previous Notice) published 'on-street' and in 'The Press' on 8th August 2008. The re-publication of the items provides a new date by which objections or other representations can be accepted by the Council. Objections or other representations submitted in response to the previous Notice will, unless the Assistant Director is advised in writing to the contrary, be regarded as having been submitted in response to this Notice.



CITY OF YORK COUNCIL

COLLINGWOOD AVENUE, HEATH CLOSE AND HOB MOOR DRIVE - Proposed Waiting Restrictions

Scale: 1:1000

Author: [Name]

Checked: [Name]

Date: 09/2008

Project: CHA/08

ANNEX B

	Address	Representation	Officer's comments
1	Holly Bank Road	<p>Has not experienced parking problems.</p> <p>There are no properties opposite Nos 1 to 7; hence no obstruction is caused by parking.</p> <p>The displaced parking will move elsewhere.</p> <p>If gardens are converted to parking areas flooding problems will increase.</p> <p>The bus route is not required along this street.</p> <p>A commercial decision should not be put above the views of residents.</p> <p>If restrictions are put in place will drop kerbs also be provided for residents as was done in Cornlands Road.</p>	<p>Noted.</p> <p>Following further observations this would appear to be correct.</p> <p>This may happen.</p> <p>Noted.</p> <p>This view is not shared by all residents.</p> <p>Noted.</p> <p>The highway authority does not have a duty to provide parking facilities.</p>
2	Holly Bank Road	<p>Is only aware of one real problem during the last 6 years due to an abandoned car.</p> <p>Will have an adverse effect on residents ability to park and does not want a residents parking scheme.</p> <p>There have not been any accidents so there is no safety issue.</p> <p>May lead to further loss of front gardens.</p>	<p>Noted.</p> <p>Some residents would have to park elsewhere, but there are no plans to consult on a residents parking scheme.</p> <p>Noted.</p> <p>Noted.</p>
3	Holly Bank Road	<p>Does not have off street parking so the proposals will be inconvenient and cause worry.</p> <p>Having to park on the opposite side of the road will mean their young children will have to cross an increasingly busy road.</p> <p>Prefers the new route for the bus service.</p> <p>Could permits be issued to prevent non-residents parking in the area to reduce parking?</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>There are no plans to introduce a residents parking scheme.</p>
4	Holly Bank Road	<p>The clear route will lead to increased speeds.</p> <p>Inconvenient to local</p>	<p>A small minority of local residents may choose to drive faster through the area.</p> <p>Noted.</p>

		<p>residents. Neighbours children will have to cross an increasingly busy road. More people will park on the verges.</p> <p>Suggests the restrictions outside 4 and 6 should be on the opposite side of the road to create a chicane. Considers the omission of proposals for the Clive Grove junction to be a dangerous omission. No need to reinstate the old bus route and the environment is more pleasant since the buses stopped. A large number of the parked vehicles are commuters.</p>	<p>Noted.</p> <p>Restrictions on the road also apply to the verges and footway. This suggestion could be considered.</p> <p>If this proves to be a problem further restrictions can be considered.</p> <p>Noted.</p> <p>Noted.</p>
5	Holly Bank Road	<p>Supports the proposals at the junctions, but not the 7am to 7pm restrictions between the junctions. The clear route will lead to increased speeds.</p> <p>Considers the omission of proposals for the Clive Grove junction to be a dangerous omission.</p>	<p>Noted.</p> <p>A small minority of local residents may choose to drive faster through the area. If this proves to be a problem further restrictions can be considered.</p>
6	Holly Bank Road	<p>Residents and their guest will not be able to park outside their homes and will use the verges, culs de sac, be a security issue and cause conflict between neighbours. The clear route will lead to increased speeds making it more dangerous to pull out of the side streets and driveways. The roads are too narrow for buses.</p> <p>Restrictions will reduce value of property. Buses cause vibrations Not aware of any accidents or obstruction problems.</p>	<p>Parking may relocate to the side streets.</p> <p>A small minority of local residents may choose to drive faster through the area.</p> <p>The roads are suitable for all sorts of vehicles to travel along, however parked vehicles can create difficulties. Noted.</p> <p>Noted. Noted.</p>
7	Holly Bank Road	<p>Loss of parking will result in driveways being blocked. The clear route will lead to</p>	<p>This is unlikely to be frequent or widespread occurrence. A small minority of local</p>

		<p>increased speeds.</p> <p>If the route were profitable First would continue to use it.</p>	<p>residents may choose to drive faster through the area. Noted.</p>
8	Holly Bank Road	<p>Want to be able to park on the road outside own property. The clear route will lead to increased speeds.</p> <p>Pleased that the bus has been rerouted as it was too big for the small estate roads.</p> <p>Where would visitors be able to park?</p>	<p>This is understandable, but there is no right to be able to do this. A small minority of local residents may choose to drive faster through the area. Noted, but the roads are suitable for all sorts of vehicles to travel along, however parked vehicles can create difficulties. Visitors, like residents, would have to park on unrestricted lengths of road.</p>
9	Holly Bank Road	<p>For security reasons wants to continue to park outside own home. Parking will relocate to side streets which would not be acceptable. The clear route will lead to increased speeds.</p>	<p>This is understandable, but there is no right to be able to do this. Noted.</p> <p>A small minority of local residents may choose to drive faster through the area.</p>
10	Collingwood Avenue	<p>Parking will transfer to their side of the road making it more difficult for them and their visitors. Invasion of privacy due to strangers parking outside window. Pleased bus no longer uses route as it caused vibrations was noisy and went too fast.</p>	<p>This may happen, however residents have no more rights than other vehicle owners to park outside their home. Noted.</p> <p>Noted.</p>
11	Collingwood Avenue	<p>The proposals would result in more vehicles parking on their side of the street causing the view reversing from their drive to be obstructed. Collingwood Avenue is too narrow to be a bus route.</p>	<p>Noted.</p> <p>The road is suitable for all sorts of vehicles to travel along, however parked vehicles can create difficulties.</p>
12	Collingwood Avenue	<p>Is in favour of the bus route.</p>	<p>Noted.</p>
13	Collingwood Avenue	<p>Glad that the Buses have stopped using this route because: Unsafe for children Cause vibration Route not built for large vehicles.</p>	<p>Noted.</p> <p>The roads are suitable for all sorts of vehicles to travel</p>

		<p>Parking is at a premium so will relocate to other areas.</p> <p>Two buses will not be able to pass each other if the parking is on one side only, especially if the refuse vehicle is in the street.</p>	<p>along, however parked vehicles can create difficulties. This may happen.</p> <p>As now, and in other streets, drivers do have to give way to oncoming traffic if the road is parked up.</p>
14	Collingwood Avenue	<p>Does not want the bus route to return to Collingwood Avenue because of the numerous health and safety issues.</p> <p>The street is safer now for children and the houses don't vibrate from speeding buses.</p>	<p>Noted.</p> <p>Noted.</p>
15	Collingwood Avenue	<p>The proposed 7am to 7pm restriction will inconvenience local residents and is only there to tie in with the bus times.</p> <p>Glad that the Buses have stopped using this route because of the vibration problems.</p> <p>Buses have also overrun the corner causing problems with drainage.</p>	<p>Some residents may have to park elsewhere and the proposed restrictions do tie in with the bus times.</p> <p>Noted.</p> <p>If parking is controlled this should be less of a problem.</p>
16	Collingwood Avenue	<p>Does not want the bus service to return to this route because of the vibration problems and because the buses are too big for these streets.</p> <p>Currently parks a vehicle off street but has more than one vehicle that can't be got off the street. Visitor parking would also be a problem.</p>	<p>Noted.</p> <p>The roads are suitable for all sorts of vehicles to travel along, however parked vehicles can create difficulties.</p> <p>Noted.</p>
17	Collingwood Avenue	<p>The clear route will lead to increased speeds.</p> <p>The alternative route is not much further to walk to and is quicker for the bus company.</p>	<p>A small minority of local residents may choose to drive faster through the area. This view is not shared by all residents.</p>
18	Hob Moor Drive	<p>There is no reason for the buses to use this route.</p> <p>There were no parking problems until recently.</p> <p>Waste of money.</p> <p>More gardens will be turned over to hard standing and cars will park elsewhere.</p>	<p>Noted.</p> <p>The proposals were put forward to resolve the problems in the area.</p> <p>Noted.</p> <p>A small minority of local residents may choose to drive faster through the area.</p>

		Hamilton Drive is a clear route and the lines would be in place full time.	Noted.
19	Hob Moor Drive	Supports the proposals and suggests there should be more restrictions.	If further restrictions were considered necessary they can be put forward at a later date.
20	Hob Moor Drive	The introduction of restrictions is not appropriate. There are no problems with traffic flow. Buses cause problems for children playing in the area and vibration problems in some houses.	Restrictions are appropriate to tackle parking problems. There have been problems reported. Noted.
21	Hob Moor Drive	The return of the bus service does not best serve the area. There has been a reduction in traffic and noise since the bus service moved. The bus service caused some problems when loading and unloading from other cars.	This view is not shared by all local residents. Noted. Noted.
22	Clive Grove	Insufficient measures taken to make residents of Clive Grove aware of the proposals. More parking will take place in Clive Grove due to the restrictions. Grass verges will be used and damaged. Restrictions would also be needed at the Clive Grove junction. The clear route will lead to increased speeds. There will be a loss of passing places if vehicles are all parked on one side of the street. The loss of parking will adversely affect residents and their visitors. The majority of residents have welcomed the bus service changing as this has reduced noise and pollution. Holly Bank Road was not designed to take large buses. It will have been a waste of money putting in the bus stops on Hamilton Drive.	Consultation was in line with current practise and greater than the legal requirement. This may happen. The restrictions will also apply to the verge and footways. This could be considered. A small minority of local residents may choose to drive faster through the area. Noted. Noted. Noted. The road is suitable for all sorts of vehicles to travel along, however parked vehicles can create difficulties. Noted.

23	Clive Grove	<p>Insufficient measures taken to make residents of Clive Grove aware of the proposals.</p> <p>There has been no justification put forward for why the measures are needed.</p> <p>More parking will take place in Clive Grove due to the restrictions.</p> <p>Grass verges will be used and damaged.</p> <p>Parking close to the Clive Grove junction will increase risk.</p> <p>The clear route will lead to increased speeds.</p> <p>The bus service changing has lead to reduced noise and pollution and Holly Bank Road was not designed to take large buses.</p> <p>There will be a loss of passing places if vehicles are all parked on one side of the street.</p> <p>The loss of parking will adversely affect residents and their visitors.</p> <p>It will have been a waste of money putting in the bus stops on Hamilton Drive.</p>	<p>Consultation was in line with current practise and greater than the legal requirement.</p> <p>The proposals are aimed at ensuring the route can be used by large vehicles.</p> <p>This may happen.</p> <p>The restrictions will also apply to the verge and footways. This could be considered.</p> <p>A small minority of local residents may choose to drive faster through the area. Noted, but the road is suitable for all sorts of vehicles to travel along, however parked vehicles can create difficulties.</p> <p>There will be clear visibility along the road and the junctions can be used as passing places. Noted.</p> <p>Noted.</p>
24	Robin Grove	Supports the proposals, but concerned will lead to increased parking on verges.	The restrictions will also apply to the verge and footways.
25	Jennifer Grove	Supports the proposals, especially those put forward for the junctions.	Noted.
26	Jennifer Grove	Supports the proposals.	Noted.
27	Nigel Grove	<p>There is no alternative parking provision for visitors.</p> <p>Traffic now flows freely with the buses gone.</p> <p>There will be no safety improvements.</p>	<p>The highway authority does not have a duty to provide parking facilities. Noted.</p> <p>Noted.</p>
28	Nigel Grove	<p>The proposals will lead to an increase in traffic speeds and be inconvenient for visitors.</p> <p>Restrictions at the corners will improve safety when trying to</p>	<p>A small minority of local residents may choose to drive faster through the area. Visitors may find the restrictions inconvenient. Noted.</p>

		pull out.	
29	Mildred Grove	Supports the proposals but concerned about likely increase in parking in side streets.	Noted.
30	Anderson Grove	Supports the proposals and would like additional restrictions between Barbara Grove and Robin Grove.	Noted, but restrictions in this area are not considered necessary at this time.
31	Robin Grove	The loss of parking will cause increased problems for residents. As an alternative, lay byes should be provided as for the FTR route. If as a consequence residents parking were introduced this would lead to considerable expense for residents.	Noted. The highway authority does not have a duty to provide parking facilities. There are no plans to consult on a residents parking scheme.
32	Rosemont Court	Is unable to use the access to their flat due to the gradient, hence has to park on the road. Would support the proposals if the council makes their access useable.	An effective access to a property is the owners responsibility.
33	Councillor Alexander On behalf of the Ward Members	The consultation did not go to a wide enough audience. The problems for the bus were due to an abandoned vehicle. The initial concerns about the bus service relocated have faded. There are already parking difficulties in this area and parking is likely to relocate to the side streets. The clear route will lead to increased speeds and danger.	Consultation was in line with current practise and greater than the legal requirement. There have been more problems than just the one abandoned vehicle and there is still support for the bus service to return. This may happen. A small minority of local residents may choose to drive faster through the area.

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We the undersigned wish to strongly object to the proposal to introduce No Waiting restrictions in Collingwood Avenue

- These are not needed and not wanted by the residents of the street.
- This is a narrow residential road where parking on one side on one side only would make it difficult get our cars in and out of driveways.
- It would cause problems with large vehicles not being able to pass and having to reverse.
- This could be a health and safety matter for pedestrians and for children who play in the street.
- Having offset parking cuts down speeding drivers.
- Due to local flooding (this has happened twice in the last month) in the street parking spaces would be reduced.
- The person proposing this obviously does not understand the issues we have in the street.
- We understand from your letter that this proposal is to facilitate the reinstatement of the bus route via Collingwood Avenue.

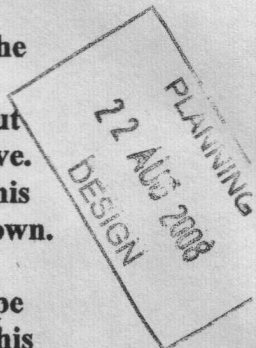
We very strongly object to this.

Are you aware that every house in the street shakes when a bus passes i.e. 52 times a day, 6 days a week. This is due to the large patched up concrete sets that makes up the road and move each time a bus passes over them. Every house in the street has evidence of this through cracks in the brickwork. Who is ultimately responsible for this? Is it with the bus company or yourselves for allowing the service to be resumed in a narrow residential street?

There has been a significant improvement in the noise and traffic issues since the bus stopped, there have been no problem with obstruction.

The reinstatement of the bus appears to be at the request of a small minority but surely the majority view is that the bus service should remain on Hamilton Drive. This minority of people who want this do not have the problems of living on this bus route. There are other options for people with mobility issues to travel to town.

This issue is very important to us and the quality of life in the street and we hope that our objections are taken seriously when it comes to making a decision on this matter.



Petition 2

We the undersigned hereby individually object to the Proposed Waiting Restrictions – Holly Bank Road, Hamilton Drive East, Robin Grove, Trevor Grove, Anderson Grove, Nigel Grove, Mildred Grove, Jennifer Grove, Holly Bank Grove.

Petition 3

In order to help have our bus service returned via Holly Bank Road we the undersigned support the proposed waiting restrictions dated 5th September 2008.

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ANNEX D

Ward Members Comments

Councillor Alexander-

I am writing to formally object to the proposed schemes of:

1. No waiting at any time restrictions on each side of the junctions along the Hollybank Road, Collingwood Avenue route (double yellow lines)
2. No waiting 7am to 7pm restrictions along the lengths of the road between the proposed restrictions at the junctions (single yellow lines)

This objections should replace the previous objection submitted on 29/08/08.

I have received a number of concerns from local residents, I have door knocked on several occasions and I have carried out several site visits.

Process

The consultation letters originally did not go to a wide enough audience. I know it is usual to only consult the residents who have a front door onto the affected street but the proposed restrictions will lead to a change in car parking behaviour and access for the surrounding area. I requested that the consultation letters go out to a wider audience and I am grateful this happened. I am also appreciative for the deadline of consultation to be extended after I raised concerns over residents receiving the subsequent requested letters with little time to respond. I raised concerns over the date for submission confusing people due to being dated as 2005 as opposed to 2008. The way information has been given on this process has been confusing. Some residents received the original letter, some the new, some people spoke to me, some to Councillor Stephen Galloway and the residents have been receiving different pieces of information. This is especially true over the emotive subject of the No. 16 bus.

No. 16 Bus

There was an issue with the No. 16 bus that could not get down Hollybank Road. This was due to an abandoned car that had road tax on it. This has now been removed and there is very little problem manoeuvring as the bus has done for some years (admittedly parking has increased over the years). Initial concerns of some residents over the bus moving to its current functioning route seemed to have faded. However after conversations with Councillor Stephen Galloway, some residents have contacted me regarding their desire for the bus to return to its original route. A new bus stop has been placed down Hamilton Drive at the cost of approximately £3000. I asked for this bus stop to be placed as close to the residents who have missed out by the re-routing as possible. Some residents did not want the bus stop placed outside their house and engineers said the stop could not be placed on a curve. Therefore it is at its current location. I was told by Council officers that first bus company did not want to continue with an ad-hoc bus stop via a hail service next to the post box. However I have also been told by another officer that first would consider re-routing the bus back to its original route if certain restrictions were put in

place. I have now been informed by some residents that the new stop is too far for some elderly residents to walk. I am in favour of the bus being reinstated for those residents who have contacted me since the submission of my original objection on 29/08/08. However I think the proposed restrictions are too severe for local residents who park. I would also like to see the bus company guarantee a return to the old route as a basis for negotiations over less severe restrictions as opposed to bringing in restrictions for a bus that may not be re-routed to its original route. After all the if first bus company has spent approximately £3000 on the new bus stop, surely the distance between this bus stop and the post box would be too small to have two bus stops? Furthermore, if the Council officer who informed me that that the bus company does not want a hail service next to the post box is correct, a new bus stop would have to be fitted and the no waiting restrictions would be on the opposite side of the road. This would make it unsafe for elderly and children as they would have to hail the bus from the middle of the road.

Parking

The area covered by restrictions already has some parking difficulties. Admittedly some people in the cul-de-sacs off the proposed double-yellow lines have welcomed the concept (due to greater access in and out of the cul-de-sac), residents of Clive Grove have not. The proposal would force greater parking onto the other side of the road, including Clive Grove and lead to access issues for this street. Clive Grove is not a part of the original plans and the residents do not want this street to be seen as the alternative parking area. Furthermore the limit on car parking caused by this proposal would affect neighbouring streets. This plan could be seen as a precursor to residents parking. I have no difficulty with residents having residents parking if they wish to. However, my anecdotal evidence is that the residents here do not want this and I feel uneasy about creating a situation where residents parking becomes necessary as some clearly cannot afford this. There is a concern that the proposed restrictions will increase the need to park on grass verges. This leads to damage of the verges, blocked gullies and in some recent cases burst pipes underneath the verges. I am also concerned about this as recently the Council informed me that it has no powers of enforcement over parking on verges and that such parking is tolerated. Furthermore I contacted the police and they said they have no powers of enforcement over the issue. Therefore there is currently no visible answer to parking on verges. There is also concern by families who will have to cross the road to get to their parked vehicles as with a clear lane of traffic, there will be increased traffic speed.

Speed

With these proposed restrictions on one side of the street speed along Hollybank Road and Collingwood Avenue will increase. I think this will be more dangerous for children and the elderly than the current situation.

I welcome the decision to bring this meeting to EMAP and I would like to register to speak at the 8th December EMAP.

Councillor James Alexander on behalf of Councillor James Alexander, Councillor Denise Bowgett and Councillor Sonja Crisp

Councillor Crisp - No comments received.

Councillor Bowgett - No comments received.



**Scrutiny Management Committee
(Calling – In)**

5 January 2009

Report of the Head of Civic, Democratic and Legal Services

**Called-in Item: West of York Household Waste Site –
Land Option**

Summary

1. This report sets out the reasons for the call-in of a decision made by the Executive on 23 December 2008 regarding proposals to carry out an appraisal of land at Harewood Whin as the preferred site for a replacement Household Waste Recycling Centre to serve the west of the City. The report also explains the powers and role of the Scrutiny Management Committee in relation to dealing with the call-in.

Background

2. An extract from the decision list published after the relevant meeting of the Executive is attached as Annex 1 to this report. This sets out the decision taken by the Executive on 23 December. The original report to the Executive meeting is attached as Annex 2.
3. Following publication of the Executive's decision, Councillors Scott, Potter and Merrett called in the decision for review by the Scrutiny Management Committee (SMC) (Calling-In), in accordance with the constitutional requirements for post-decision call-in. The reasons given for the call-in are as follows:-
 - *The Executive have failed to consider properly or at all the comments of the Shadow Executive*
 - *The Executive have misdirected itself when considering its decision of 9 September*
 - *The Executive have reached a decision which the Full Council would not agree with*
 - *That the decision of the Executive is fundamentally flawed.*

Consultation

4. In accordance with the requirements of the Constitution, the calling-in Members have been invited to attend and/or speak at the Calling-In meeting, as appropriate.

Options

5. The following options are available to SMC (Calling-In) in relation to dealing with this call-in, in accordance with the constitutional and legal requirements under the Local Government Act 2000:
 - (a) to confirm the decision of the Executive, on the grounds that the SMC (Calling-In) does not believe there is any basis for reconsideration. If this option is chosen, the decision takes effect from the date of the SMC (Calling-In) meeting;
 - (b) to refer the decision back to the Executive, for them to reconsider or amend in part their decision. If this option is chosen, the matter will be re-considered at the meeting of the Executive (Calling-In) scheduled for 6 January 2009.

Analysis

6. Members need to consider the reasons for call-in and the basis of the decision made by the Executive and form a view on whether there is a basis for reconsideration of that decision.

Corporate Priorities

7. An indication of the Corporate Priorities to which the Executive's decision is expected to contribute is provided in paragraphs 11, 12 and 13 of Annex 2 to this report.

Implications

8. There are no known financial, HR, Legal, Property, Equalities, or Crime and Disorder implications in relation to the following in terms of dealing with the specific matter before Members; namely, to determine and handle the call-in:

Risk Management

9. There are no risk management implications associated with the call in of this matter.

Recommendations

10. Members are asked to consider the call-in and reasons for it and decide whether they wish to confirm the decision made by the Executive or refer the matter back to the Executive for re-consideration.

Reason:

To enable the called-in matter to be dealt with efficiently and in accordance with the requirements of the Council's Constitution.

Contact details:

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Chief Officer Responsible for the report:

Quentin Baker
Head of Civic, Democratic and Legal Services

Report Approved **Date**

Specialist Implications Officer(s) None

None

Wards Affected:

All

For further information please contact the author of the report

Annexes

Annex 1 – decision of the Executive (extract from decision list published 23/12/08)

Annex 2 – report to Executive meeting on 23/12/08

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Annex 1 to Calling-in Report

EXECUTIVE

MEETING HELD ON 23 DECEMBER 2008

WEST OF YORK HOUSEHOLD WASTE SITE – LAND OPTION

Decision:

- RESOLVED: (i) That the decision taken, and resources allocated, at the Executive meeting on 9 September, to plan and progress the provision of a new recycling centre at Harewood Whin to replace the Beckfield Lane facility, be noted.
- (ii) That Officers be instructed to take such steps as may be necessary to produce detailed designs and land acquisition strategies prior to the submission of a planning application.
- (iii) That, subject to it still being available on the market and subject to Full Council approving the release of the necessary funding, approval be given to purchase the field to the east of Newgate Bridge, as illustrated in Annex B to the report.

REASON: To provide a more suitable location than Beckfield Lane for a Household Waste Recycling Centre and on the basis that Harewood Whin has emerged as the preferred option for a replacement site.

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Executive**23 December 2008**

Report of the Director of City Strategy

West of York Household Waste Recycling Centre - Site Options.**Summary**

- 1 Members are asked to confirm that a detailed appraisal should be carried out for a Household Waste Recycling Centre at Harewood Whin, as it has emerged as the preferred option to replace the Beckfield Lane Household Waste Recycling Centre to serve the west of the City.

Background

- 2 As part of the policy prospectus for 07/08, Members, via the group leaders, agreed that options relating to Beckfield Lane HWRC should be considered largely because of the position of the site within a residential area and the traffic congestion associated with the site.
- 3 Members also agreed to further development of the feasibility study to determine the most suitable location for the replacement facility and the detail design and cost for that facility. That work on site selection is complete and shows that Harewood Whin is an option that fulfil Members expectations to replace the Beckfield Lane HWRC, see Annex A.
- 4 The facility would fulfil the objectives of providing an improved service for the west of the City by having longer opening hours and able to operate to modern health and safety standards.

Consultation

- 5 As part of the consultation on the Issues and Options of the Allocations for the Development Plan Document (DPD), two sites at Harewood Whin were included for comment. See Annex C and D for details. During the feasibility study for an alternative for Beckfield Lane HWRC it became evident that the available land area at Option A has been very much restricted by the volume of Landscaping required to screen Harewood Whin Landfill Site. Also the access to this site, from the B1224 Wetherby Road, would not be easy to develop safely, due to its proximity of bends in the road. For these reasons that option has not been considered further.

- 6 The feedback from the DPD consultation has raised some issues and a selection of the types of comments made as part of the Allocations Issues and Options is summarised below:
- There are some comments that preference should be given to Option A as it does not effect the Flood Zone. Whilst it is too early to confirm at the moment, it is felt that the design of the HWRC scheme, Option B, could accommodate mitigation measure with respect to flooding issues.
 - There is an aspiration to link Rufforth to the Outer Ring Road with a cycle track and a study is ongoing to explore this. One of the consultees raised the issue of safety for cyclists as the roadside edge of the field in question could be a potential route for this cycle track. Purchase of the field now would give the Council the potential to fulfil that aspiration because within the design of the proposed HWRC space would be allocated for the route of the cycle track and safe crossing to the access road into the HWRC.
 - A concern was raised about the potential for queues to build up on the B1224 caused by traffic waiting to enter the HWRC. Officers had already recognised this as an issue and it is intended that within the design of the new HWRC a long off highway stacking lane will be provided within the site to accommodate queuing traffic. Whilst on the highway, the B1224 will be widened to accommodate a right-turn lane for vehicles to stand in, allowing Wetherby bound traffic to continue moving.

Options

Option 1 Accept the finding of the study.

- 7 Members accept the findings of the study detailed in Annex A and approve Harewood Whin as the preferred option for detailed appraisal of the West of York HWRC.

Option 2 Require further sites to be investigated

- 8 Members could take the opportunity to ask officers to seek out further sites for investigation as options for the West of York HWRC and report back to Members on their findings.

Analysis

Option 1 - Accept the finding of the study.

- 9 Members will see in Annex A that a number of studies and investigations have been carried out to identify possible sites for a HWRC to serve the west of York, with Harewood Whin emerging as the preferred option.

Option 2 - Require further sites to be investigated.

- 10 Members could suggested the location of other sites or request officers to continue searching for further locations to consider for a HWRC to serve the west of the City.

Corporate Priorities

- 11 Corporate Priority Number 1 is to decrease the tonnage of biodegradable waste and recyclable products going to landfill. A contribution to this priority would be made by improved facilities over and above that of the existing Beckfield Lane HWRC.
- 12 Corporate Priority Number 10 is to improve our focus on the needs of customers and residents in designing and providing services. This would be achieved by providing a more accessible, and easier to use facility.
- 13 Corporate Priority Number 12 is to improve the way the council and its partners work together to deliver better services for the people who live in York. This would be achieved by consulting with contractors on optimisation of facility design, and continuous monitoring of contractor performance.

Implications

Financial

- 14 See confidential Annex E for details.

- **Human Resources (HR)**

- 15 There are no HR implications relating to this decision.

- **Equalities**

- 16 There are no Equality implications relating to this decision.

- **Legal**

- 17 The Authority has power, under s120 of the Local Government Act 1972, to purchase land by agreement, or compulsorily under s121 of the Act. If land is purchased by way of a Compulsory Purchase Order, the process and risks referred to in Annex E would need to be considered.

- **Crime and Disorder**

- 18 There are no Crime and Disorder implications relating to this decision.

- **Information Technology (IT)**

- 19 There are no IT implications relating to this decision.

- **Property**

20 See confidential annex E for details.

Risk Management

21 There are a number of risks which relate to this report:

22 **Planning Permission:** As the feasibility study of the project is not yet complete it is not possible to indicate the likelihood of the scheme receiving planning permission. The proposed site is located within the Green Belt. Policy GB1 in the City of York Draft Local Plan and paragraph 3.4 of PPG2 (Green Belts) outlines a list of purposes which are appropriate development in the Green Belt. This proposal does not specifically correspond with any of these uses, therefore the applicant must be able to justify a 'very special circumstances' argument, as outlined in paragraph 3.2 of PPG2. It must be demonstrated that the harm to the Green Belt is clearly outweighed by the need for the development in that location. An assessment of potential sites must be carried out, including both non-Green Belt and other Green Belt sites. Work has been carried out to view other urban and Green Belt sites, refer to Annex A. Planning consent would only be confirmed following the decision of the planning committee and the actions of Government Office for Yorkshire and The Humber (GOYH).

23 **Financial:** Should Members choose to proceed with the development of a HWRC, to serve the west of York, at Harwood Whin, it could have a net cost in the order of £2.4m. This would be confirmed following a detailed appraisal of the project. See confidential Annex E for other details.

Recommendations

24 Members are recommended to confirm that a detailed appraisal for a Household Waste Recycling Centre to serve the west of the City should be carried out on Harewood Whin, as this has emerged as the preferred option to replace the Beckfield Lane Household Waste Recycling Centre. A report should be brought back to Members giving details of that appraisal.

Reason:

To provide a more suitable location than Beckfield Lane for a Household Waste Recycling Centre.

Contact Details

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Chief Officer Responsible for the report:
Bill Woolley
Director City Strategy

Report Approved **Date** 15/12/08

Specialist Implications Officer(s)

Legal – Quentin Baker
 Financial – Ian Floyd/Patrick Looker
 Property – Philip Callow/Paul Fox

Wards Affected: *List wards or tick box to indicate all*

All

For further information please contact the author of the report

Background Papers:

Report to the Executive on 9 September 2008 “Waste Update”

Annexes:

- Annex A Beckfield Lane, Household Waste Recycling Centre Relocation – Site Selection.
- Annex B Plan of Preferred Option
- Annex C LDF Plan of Harewood Whin showing Option A.
- Annex D LDF Plan of Harewood Whin showing Option B.
- Annex E Confidential Data.

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Annex A

BECKFIELD LANE, HOUSEHOLD WASTE RECYCLING CENTRE RELOCATION – SITE SELECTION UPDATE

Purpose of report

1. To update Members on the site selection options for the relocation of the Beckfield Lane Household Waste Recycling Centre (HWRC).

Background

2. There has been a long standing requirement to find an alternative location for Beckfield Lane HWRC. As part of the policy prospectus for 07/08, Members via the Groups Leaders agreed that options relating to Beckfield Lane HWRC should be considered largely because of the position of the site within a residential area and the traffic congestion associated with the site. There have been a number of reports seeking a suitable site for the relocation of the Beckfield Lane HWRC. All have concluded that there was no option that provided an ideal solution.
3. This report updates the options appraisal (CMT report May 2007, further detailed in draft Exec report Sept 2007), in the light of further work and to reflect the current position.
4. Work has been continuing to quantify the construction and associated costs, (in September 2008 Exec approved £35,000 carry out further feasibility and design work to confirm scheme costs).
5. The need for a replacement HWRC is still valid. A site to the West of the City is required to meet current and future waste targets/legislation, whilst anti-social behaviour at the site is still prevalent. During opening hours traffic congestion both within the site and on Beckfield Lane itself is also a major problem.

Options

6. Previous reports have identified 10 options. Recent work has identified a further variant option at Harewood Whin, (option 11 below).
7. Option 1, is to maintain the status quo, i.e. continuing the operation at Beckfield Lane, as it stands. The 'do-nothing' option. An absolute base case.
8. Option 2, the Council owns 0.48ha of land at Beckfield Lane. The HWRC itself only occupies 45% of the total area. The remaining space is either derelict or used as a sub-depot for Grounds Maintenance vehicles. An option exists to rationalise the site, evaluate the needs of the grounds maintenance depot and redevelop the remaining space as a modern well-designed HWRC, using the Hazel Court facility as the model. A base case over which other options should be judged.
9. Options 3-8, as identified by the Spawforth Associates work, commissioned by the Council. This report identified 6 potential sites ranked as follows: -

- i. (option 3) Yorwaste Depot, adjacent to Rawcliffe Park & Ride.
 - i. (option 4) Land adjoining A59 (council owned) .
 - i. (option 5) Hessay (Industrial park).
 - iv. (option 6) South of Northminster Business park.
 - iv. (option 7) East of Harewood Whin.
 - vi. (option 8) Land adjacent to Harewood Whin.
10. The draft Land Use Consultants report, April 2006, for the Waste PFI project identified only one site in the West of the City which had 'high potential' for a small scale facility, Harewood Whin, covered by Options 7 and 8 above.
11. Option 9, with the closure of the British Sugar factory which is in the catchment area for the West of the City, a HWRC could be included in the plans for the development of this area.
12. Option 10, an area linked to the roundabout at the Moor Lane/A1237 junction.
13. Option 11, Harewood Whin-field to east of Newgate Bridge, an area between the Harewood Whin landfill site and the B1224 Wetherby Road.

Options Analysis

14. Each of the options outlined above has been considered. In order to make the comparison easier, Annex 1 details each option, together with a list of Pro's and Con's.
15. Option 1 - 'do-nothing', continue operating the facility as it is, i.e. a 'basic' but worthwhile service to the community. The HWRC facility only occupies 0.2 ha of the total 0.48 ha council owned site. During operational hours the site is congested, and traffic queues within the site, spilling onto Beckfield Lane. This appears to be a 'queuing' problem, where the rate at which people arrive at the site is greater than the rate at which they can empty their vehicles, i.e. a 'bottleneck'. This is compounded when the contractor's vehicles remove full skips, as the contractor also has to use the same internal routes as the public. The potential for anti-social behaviour remains. This is not a viable long-term option, hence this option is not recommended to be carried forward.
16. Option 2 - Redevelop Beckfield Lane, double the HWRC effective area to 0.48 ha. Utilising the whole site would provide better access, improved internal traffic flow and segregation of public from contractors skip movements. Permits greater scope for future segregation of waste at source, i.e. increased number of skips/containers. The capital cost is estimated at £1.2M, including relocation costs for the depot. This option does not address the fundamental issue of relocating from a residential area. From a sustainability perspective, however, the site is in the right place, and it is noticeable that pedestrians are frequent users. By improving the design and layout of the facility, i.e. 'de-bottlenecking', a modest increase in capacity could reasonably be expected by increasing the throughput

rate of customers emptying vehicles thus reducing queuing time. But the limiting factor will still be the site's restricted opening hours, which are currently set at less than those for which the Council has a licence. It may be possible to seek revisions to the licence by applications to Planning and to the Environment Agency. Considering the other user of the site, Grounds Maintenance storage, this could be designed into the facility or alternative premises found, (easier than finding a site for an HWRC). Given appropriate funding this option should be deliverable within 2 years, although local opposition could be anticipated. Whilst the potential for anti-social behaviour will still remain, suitable design of the facility should reduce the opportunity and motivation for this type of behaviour. The site however is still adjacent to the residential area. In overall terms this option is not recommended to be carried forward.

17. Option 3 - Yorwaste Depot adjacent to Rawcliffe Park & Ride, the proposed land of 0.3 ha, adjacent to a sewage treatment plant, is Council owned, currently leased to Yorwaste who use it as a vehicle and skip maintenance and storage depot. (Yorwaste have recently been making enquiries about further extending the lease to 2025.) Additional land, 0.3 ha would be required for a best-practice HWRC facility, and this could be met by a reduction of about 20 car-parking spaces from the adjacent over-flow park & ride car park. Reduction of park & ride parking spaces however, is in conflict with the Local Transport Plan which requires more spaces. (There are now plans for a further 3 park & ride schemes within York). Concerns have also been expressed that a HWRC would give a poor visual impact and impression from the main A19 entry road into the city. The existing Yorwaste depot is well screened, and a HWRC would require screening to a similar standard. This site has some sustainability benefits, in that visits to the HWRC can be combined with trips to the Park & Ride. A net estimated capital cost is £1.8M, deliverable within 3 years. It should be noted that operational costs would increase by £150,000 per year, due to increasing the opening hours. This site is considered to be 'on the wrong side of the river' to meet the needs of the population, and would add to the traffic flows on an already saturated stretch of the ring-road. This option is not recommended to be carried forward.
18. Option 4 - Land adjoining the A59. (6.7 ha) Utilisation of this piece of Council owned land has been superseded by the building of the New Manor School. This option has therefore been discounted.
19. Option 5 - Hessay, (1.1 ha), in earlier discussions, 2005, it was stated that the landowners would not consider a HWRC at this location. This is still believed to be the position. The main attraction for this location was the proximity of a Yorwaste 'MRF' plant on the same site. At some 9km from the city centre this option is the least sustainable. This option has therefore been discounted.
20. Option 6 - South of Northminster Business Park, (3.05 ha), adjacent to land earmarked for future expansion of the Business Park. The developers of the Business Park object to the location of a HWRC as a neighbour, as they view an incompatibility between a waste site and their desire for a 'high-tech/quality' business park. From a sustainable transport perspective, this option is a compromise, being about halfway between the customers and the disposal point at Harewood Whin. A net estimated capital cost is £2.6M, deliverable within 5 years.

Operational costs would increase by £150,000 per year, due to increasing the opening hours. This option is not recommended to be carried forward.

21. Option 7 - East of Harewood Whin, (2ha), the site is sustainable, in that it is co-located with the landfill site, however there is greater distance for customers to travel, about 5-6km from the main catchment areas. A review of traffic has identified that a new ring road roundabout will not be needed, but some small modifications will be necessary. (Hence the Harewood Whin options have reduced significantly in cost.) A preliminary schematic layout showed that this site (Harewood Whin Option – A) was just possible, but recent investigations suggest that the site may be too small as a result of the landscaping which has been planted as part of the screen for the land fill site. Additional engineering works in and around the landfill site have been identified as necessary. The site is accessed by a bridleway, about 0.75km from the Wetherby Road, B1224, which is subject to flooding. A road will need to be constructed to enable traffic to enter/exit the facility. The junction with the B1224 will also need careful re-design to meet highways requirements. A net estimated capital cost is £3.1M, deliverable within 4 years. Operational costs would increase by £150,000 per year, due to increasing the opening hours.
22. Option 8 - Land adjacent to Harewood Whin, (11.03 ha), similar issues apply to this site as to option 7, above, except that a new road is not required. The land, to the west of the landfill site is an open field in agricultural use on a long term lease, surrounded by land of a similar nature. It is open to views from Rufforth, which will inevitably cause some opposition. A net estimated capital cost is £2.3M, deliverable within 5 years. Operational costs would increase by £150,000 per year, due to increasing the opening hours.
23. Option 9 - British Sugar, since the Spawforth's report, the closure of the British Sugar Factory has been announced. There appears to be a number of potential sites alongside the railway tracks, and with apparent road linkage. From a traffic perspective there will be a reduction in HGV movements resulting from the decrease of the sugar beet operations, although traffic generation from the site following redevelopment of the area is likely to increase. An Area Action Plan (AAP) is currently being produced for York Northwest which includes the British Sugar site. The timescales and anticipated phasing of the redevelopment are still emerging, but it is estimated that the lead-time to get a HWRC operational would be approximately 5 - 8 years. It is anticipated that residential use will be a significant element of the land use mix outlined in the AAP and there is likely to be incompatibility issues from siting the HWRC within the redeveloped area. A net estimated capital cost is £2.6M. Operations cost would increase by £150,000 per year, due to increasing the opening hours.
24. Option 10 - Moor Lane / A1237 roundabout, this option is where an HWRC could be designed into the new junction/roundabout giving good traffic access to and from the main catchment area. It would meet the proximity principle hence it would be a relatively sustainable solution. This particular area suffers from fly-tipping, possibly an HWRC at this location might encourage people to use the proper facilities. Because of the exposed position of this location it may attract opposition from local residents. A net estimated capital cost is £2.1M, deliverable within 4

years. Operational costs would increase by £150,000 per year, due to increasing the opening hours.

25. Option 11 - Harewood Whin, field to east of Newgate Bridge, is a new option, which has evolved from recent discussions with Yorwaste. There are good sustainability arguments for this site (in common with the other Harewood Whin options) due to the co-location with the landfill site. A preliminary schematic layout shows that this site (Harewood Whin Option – B) gives an excellent layout with space for stacking traffic queues off the main highway, and with good access on to the main highway. Of the 3 Harewood Whin options this appears to be the best in terms of design, accessibility, time to deliver (3yrs) and cost (£2.4M).
26. It should be noted that the Spawforth's analysis was unable to locate sites in the York area that complied with PPS10 (Planning for Sustainable Waste Management), which (amongst other criteria) requires dealing with waste where it arises, and co-location of facilities. Consequently the search was spread further afield, i.e. encompassing areas in the green belt. The selected site will have to comply with Policy GB1 in the City of York Draft Local Plan and paragraph 3.4 of PPG2 (Green Belts). These policies outline a list of purposes which are appropriate development in the Green Belt. This proposal does not specifically correspond with any of these uses and therefore further work will have to be carried out to justify a 'very special circumstances' argument, as outlined in paragraph 3.2 of PPG2. It must be demonstrated that the harm to the Green Belt is clearly outweighed by the need for the development in that location.
27. Consequently the search was spread further afield, i.e. encompassing areas in the green belt. Whilst it is the aim to keep this land open, it is possible to develop within these areas under exceptional circumstances. All the relocation options (with the exceptions of Hessay and British Sugar) fall into this category.
28. A key consideration for any option is deliverability. For the purposes of this report it is considered that the main criteria are cost and time to deliver. The net capital costs have been estimated; see Annex 2, which shows a matrix of the options together with a 'shopping list' of major items of expenditure. A value of £0.6M has been included for the proceeds of the sale of the Beckfield Lane site, which is lower than previously anticipated. (It may be that with affordable housing taken into account, the receipt may be even lower.) The totals quoted in this report are the net capital costs. Note that the costs presented in this report are indicative of the order of magnitude of the anticipated costs, they are based on 'best estimates' from recent projects/tenders. Further detailed analysis will be required to finalise the capital costs of the selected option.
29. The information contained in this report is brought together into the 'bubble-chart', Annex 3, which aims to show the relationship in terms of net capital cost and an estimate of the time-scale to deliver the recommended options. A third dimension, is also shown, the diameter of the 'bubble' representing capacity or anticipated performance of each option.

Implications

Financial

30. There are no current plans for capital expenditure at the levels indicated in this report. The capital costs shown in Annex 2 are preliminary estimates to describe the order of magnitude of the anticipated expenditures, further work is required to confirm more accurate figures. It is believed that no source of funding is currently available, e.g. Defra grants. Hazel Court was part funded, £338,000 by the National Waste Minimisation and Recycling fund, which has now come to the end of its life and no further rounds of funding are planned. This has been replaced by the Waste Performance and Efficiency Grant, which the Council is using on other waste and recycling projects. There is no opportunity to prudentially borrow against potential savings.
31. Beckfield Lane HWRC is only open about 20-25% of the hours of the other sites. Any option that envisages increasing opening hours to the 'standard hours' (that is all of them except the 'do-nothing', and 'redevelop' Beckfield Lane options), will attract an increase in operating costs of approx £150,000 pa. It is expected that there will not be an increase in collected/recycled/composted tonnage for the City as a result of this investment. The benefits (in addition to the relocation from a residential area) would lead to improvements in customer care, a safer operational environment and more space to deal with the increasing requirement of segregating more waste types.

Property

32. There is currently an outline planning application for residential development pending for the Beckfield Lane site, and the site is HRA owned.

Way Forward / Recommendation

33. Earlier reports were unable to identify a clear way forward to find an acceptable replacement site for Beckfield Lane HWRC. The recent work shows that potentially a site at Harewood Whin can be turned into a viable HWRC at significantly less cost and delivered earlier than the other sites. This is dependent upon sufficient funding being made available.

Roger Enzor
Interim Waste Project Advisor

Background Papers:

Executive Report: Household Waste Sites – Relocation and Site Development, 1st June 2004.

Planning Feasibility Report, Assessment of Short listed Sites for Beckfield Lane HWS, Spawforth Associates, September 2005

CMT Report: Beckfield Lane Household Waste Recycling Centre relocation, May 2007

Executive Report: Draft - Beckfield Lane Household Waste Recycling Centre relocation, September 2007, (not received by committee)

Executive Report: Waste Update, 9 September 2008

Further Annexes

Annex 1 – Beckfield Lane – Resiting options Pros & Cons.

Annex 2 – Beckfield Lane, Relocation Options, Estimate of Net Expenditure.

Annex 3 – Bubble chart of options

Beckfield Lane – Resiting Option

Annex 1

Pro's & Con's

SPAWFORTH RANKING	OPTION & LOCATION	PRO'S	CON'S
Not Applicable	1 'Do – nothing' Beckfield Lane (The "Base" case)	Close to customer base, serves need of local population, particularly pedestrian. Well used during opening hours. Nil capital cost. Low operating cost.	Doesn't meet prime requisite to relocate. Usage has changed from 'tip' to HWRC. Limited opening hours. Traffic congestion within the site and on public highway. H&S: mixed traffic, customers and contractors. HWRC area, 0.2 ha is under-sized. Remainder of site looks derelict. Environmental effect on local residents, noise, odour etc remains. Potential for anti-social behaviour remains.
Not Applicable	2 Redevelop Beckfield Lane (An improved "base" case)	Close to customer base, serves need of local population, particularly pedestrian. Well used during opening hours. Design can improve facility as HWRC, and partially alleviate internal traffic congestion. Separation of customer/contractor traffic. Environmental effect on local residents, noise, odour etc improved by redesign. Gained small incremental capacity. Achievable within 2 years. 'Low' capital cost, £1.2M. Low operating cost, as existing.	Doesn't meet prime requisite to relocate. Limited opening hours. Capacity still limited. Merge with Grounds Maintenance depot. Risk of upsetting local residents/neighbours who are expecting site to move. Potential for Traffic congestion on public highway still exists. Potential for anti-social behaviour remains.

1	3 Rawcliffe Park & Ride, and Yorwaste Transport Depot	<p>Good vehicular access from ring road. Would be a redevelopment of 'brownfield' area, in-line with national policy. Site owned/leased by CYC. Sustainable, combined trip HWRC & parking. Space freed up from recycling bins. Close to similar facility, sewerage plant. Achievable within 3 years. 'Low' net capital cost, £1.8M.</p>	<p>Site is too small, (0.3ha), would need to extend into Park & Ride overflow car park by additional 0.3 ha, (~20 parking spaces lost). Park & Ride also have designs on depot site, for increased parking spaces. Site is at risk of flooding. Anticipate planning objections, land is Green Belt and HWRC are not appropriate uses within the Green Belt unless the applicant can justify a 'very special circumstances' argument. It must be demonstrated that the harm to the Green Belt is clearly outweighed by the need for the development in that location. Need for visual screening from A19. Increased traffic flow on ring road, additional congestion. Just outside maximum travelling distance, from main catchment area. Yorwaste require additional lease to 2025. Operating cost, existing + £150k pa.</p>
1	4 Land adjoining A59		<p>Site used by new Manor School. Option no longer possible.</p>
1	5 Hessay (Land owner against a waste facility, this option discounted)	<p>Close to major highway. Within an existing industrial site, so brownfield development. Does not adjoin residential development.</p>	<p>Development of site requires third party land, owners not prepared to lease for use as HWRC. Furthest site away from catchment area, however just within acceptable driving time. Time delay if CPO needed. Could have been achievable within 4 years. Operating cost, existing + £150k pa. 'High' net capital cost, £2.6M.</p>

4	6 South of Northminster Business Park (Land owner against a waste facility, this option discounted)	Close to catchment area. Reasonable existing access to site. Could fit well with proposed A59 Park & Ride scheme. Located away from main residential area. Well screened from nearby dwellings. 3.05ha area of land, only need 0.6ha.	Development of site requires third party land, owners not prepared to release for use as HWRC. Development of Greenfield land in Green Belt, for a HWRC is not appropriate uses within the Green Belt unless the applicant can justify a 'very special circumstances' argument. It must be demonstrated that the harm to the Green Belt is clearly outweighed by the need for the development in that location. Planning consent may be difficult as a stand-alone facility, combine with other plans. Achievable within 5 years. 'High' net capital cost, £2.6M, (assumes new roundabout required). Operating cost, existing + £150k pa.
4	7 Land to East of Harewood Whin	Very sustainable, close proximity to landfill site. Just within max. customer driving distance, from catchment area. Co-location of waste facilities. Exact site area unknown – appears to be adequate for HWRC.	Site access is an area subject to flooding. Requires upgrading of existing bridleway access, i.e. building 0.75km new road, legal & planning issues anticipated. Third party land acquisition required. Green Belt land and HWRC are not appropriate uses within the Green Belt unless the applicant can justify a 'very special circumstances' argument. It must be demonstrated that the harm to the Green Belt is clearly outweighed by the need for the development in that location Site will need screening. 'High' net capital cost, £3.1M. Achievable within 4 years. Operating cost, existing + £150k pa.
6	8	Very sustainable, close proximity to landfill	Site has poor access, & congested with HGV's,

	Land adjacent to Harewood Whin	<p>site. Just within max. customer driving distance, from catchment area. Co-location of waste facilities. Main area identified is 11.03ha.</p>	<p>will need improvement. Green Belt land and HWRC are not appropriate uses within the Green Belt unless the applicant can justify a 'very special circumstances' argument. It must be demonstrated that the harm to the Green Belt is clearly outweighed by the need for the development in that location. Site will need screening. 'High' net capital cost, £2.3M. Operating cost, existing + £150k pa. Achievable within 5 years.</p>
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Not Applicable	9 British Sugar	Sustainable, close proximity to existing and future customer base. Development of 'brownfield' site. Facility could be included in York North West Area Action Plan. A number of potential locations within overall site, close to rail boundary and with road access.	This option has the longest lead time to completion, approx 5-8 years. Operating cost, existing + £150k pa. 'High' net capital cost, £2.6M.
Not Applicable	10 Moor Lane Roundabout	Sustainable, close proximity to existing customer base. Area currently experiences high levels of fly tipping. Could be designed into new roundabout scheme.	May attract waste from outside City. Green belt land and HWRC are not appropriate uses within the Green Belt unless the applicant can justify a 'very special circumstances' argument. It must be demonstrated that the harm to the Green Belt is clearly outweighed by the need for the development in that location. Site will need screening. Operating cost, existing + £150k pa. 'High' net capital cost, £2.1M. Achievable within 4 years.
Not Applicable	11 Harewood Whin Field to east of Newgate Bridge	Very sustainable, close proximity to landfill site. Just within max. customer driving distance, from catchment area. Good access to road network. Co-location of waste facilities. Main area identified is 2ha. Achievable within 3 years.	Green belt land and HWRC are not appropriate uses within the Green Belt unless the applicant can justify a 'very special circumstances' argument. It must be demonstrated that the harm to the Green Belt is clearly outweighed by the need for the development in that location. Site will need screening. 'High' net capital cost, £2.4M. Operating cost, existing + £150k pa.

Beckfield Lane, Relocation Options, Estimate of Net Expenditure

	Land Purchase £ M's	Construction Costs £ M's	Roundabout mods £ M's	Access/ Infrastructure £ M's	Other £ M's	Capital Receipts ⁶ £ M's	NET TOTAL £ M's
(1) Beckfield Lane (do nothing)	CYC own	0				0	0
(2) Beckfield Lane (redevelop)	CYC own	1.2 ¹				0	1.2
(3) Rawcliffe (Park & Ride)	CYC own	2.2 ¹		0.2 ²		-0.6	1.8
(4) Land adjacent to A59	CYC own	2.2 ¹		0.3 ³		-0.6	1.9
(5) Hessay	0.5 +	2.2 ¹		0.5		-0.6	2.6
(6) South of Northminster Business Park	0.5 +	2.2 ¹		0.5 ⁴		-0.6	2.6
(7) East of Harewood Whin	CYC own	2.2 ¹	0.3	0.2 ⁷	1.0 ⁵	-0.6	3.1
(8) Adjacent Harewood Whin	CYC own	2.2 ¹	0.3	0.4		-0.6	2.3
(9) British Sugar	0.5	2.2 ¹		0.5		-0.6	2.6
(10) Moor Lane/A1237	0.2	2.2 ¹		0.3 ³		-0.6	2.1
(11) Harewood Whin, field to east of Newgate Bridge	0.2	2.2 ¹	0.3	0.3		-0.6	2.4

Notes

Enquiries indicate that there are no longer grants available for construction/improvement of HWRC's.

¹ includes a sum allocated for relocation/rebuild grounds maintenance depot, £0.2M.

² additional high quality screening.

³ more substantial screening, to 'hide' facility.

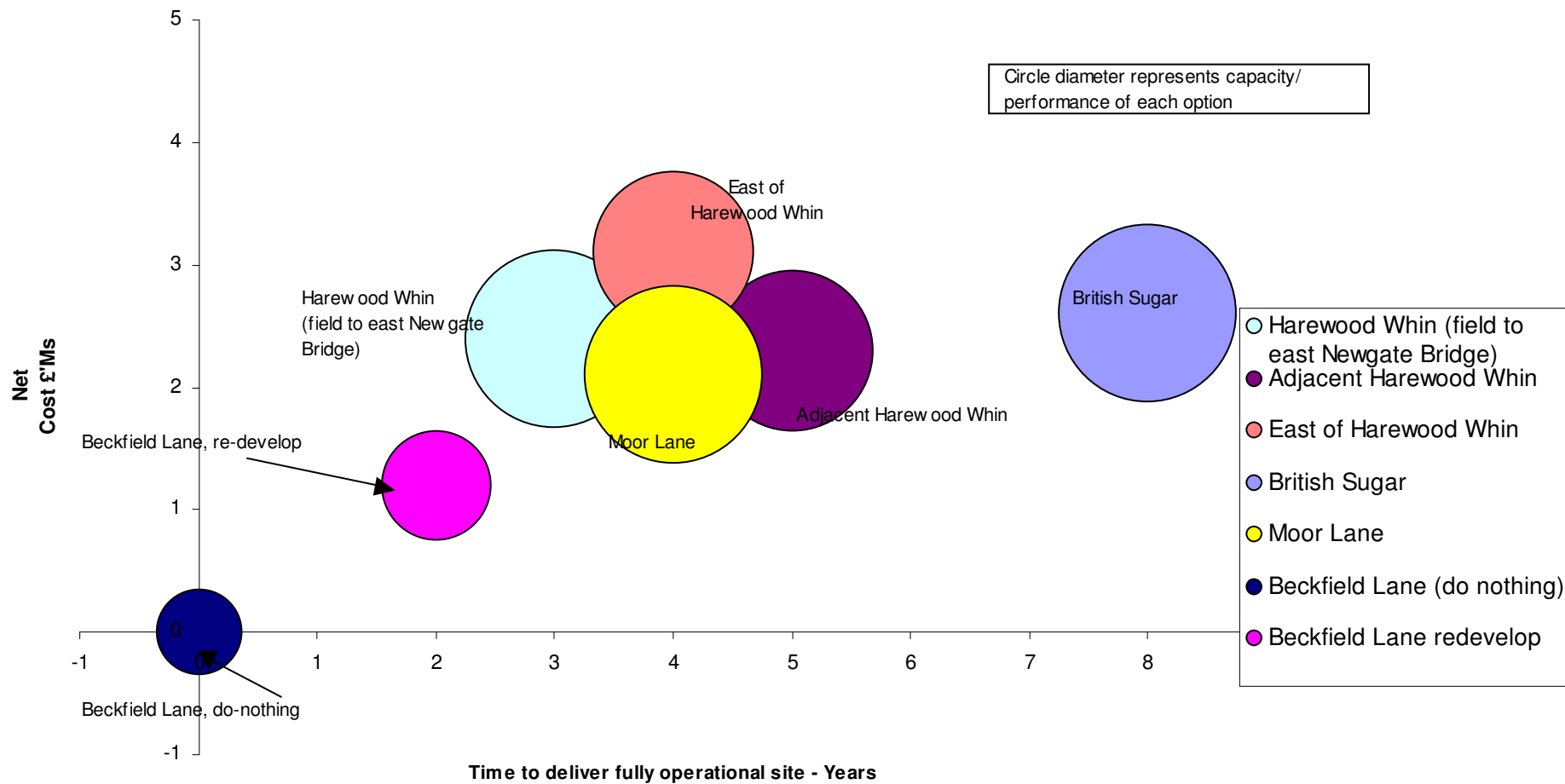
⁴ expect additional costs for infrastructure shared with developer.

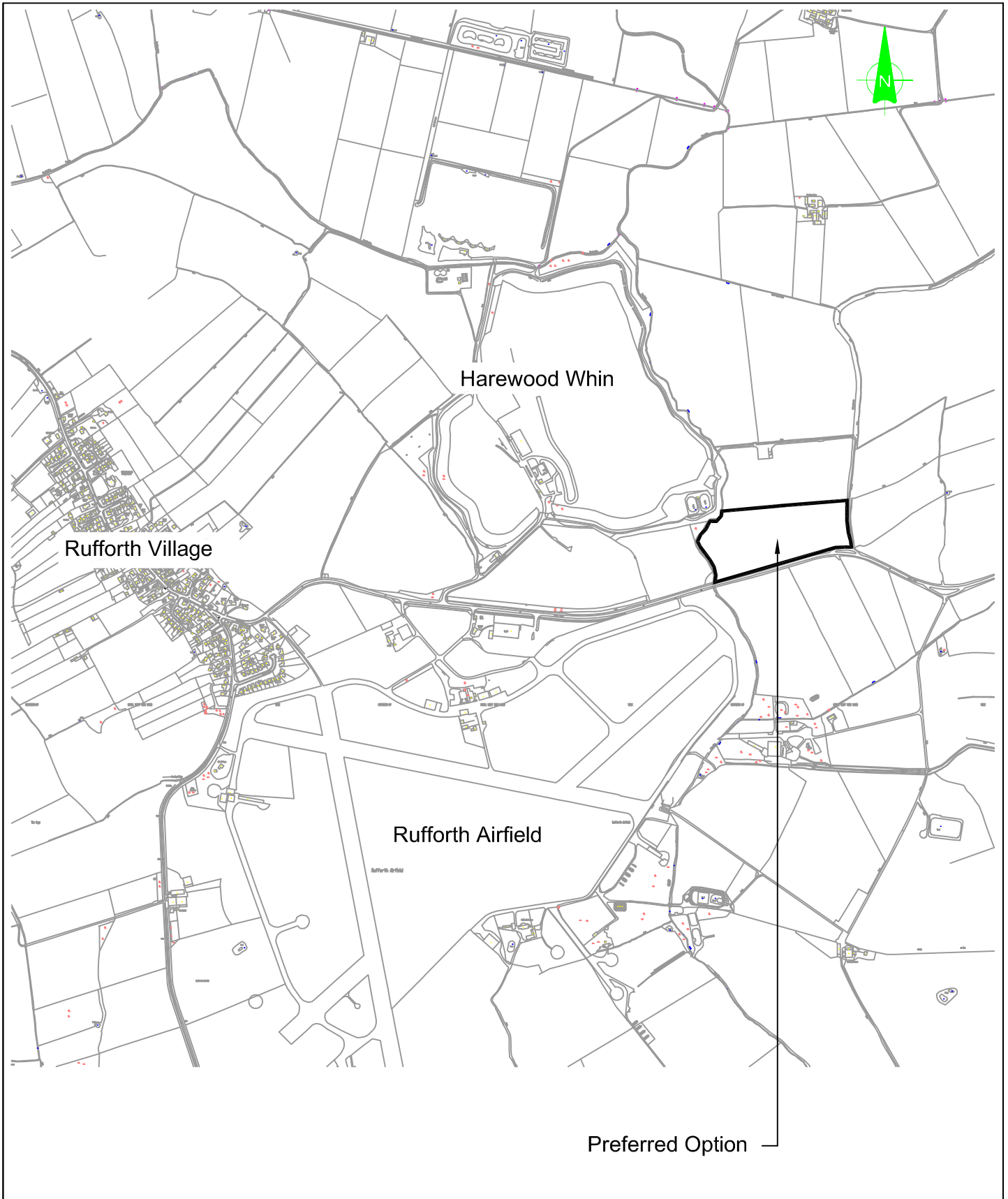
⁵ requirements for new 0.75km road and junction to B1224.



⁶ estimate of capital receipt from sale of Beckfield Lane site, (max expected receipt, could be as low as £350-400,000).

⁷ additional engineering works to landfill site, bunding etc.

Beckfield Lane Relocation Options

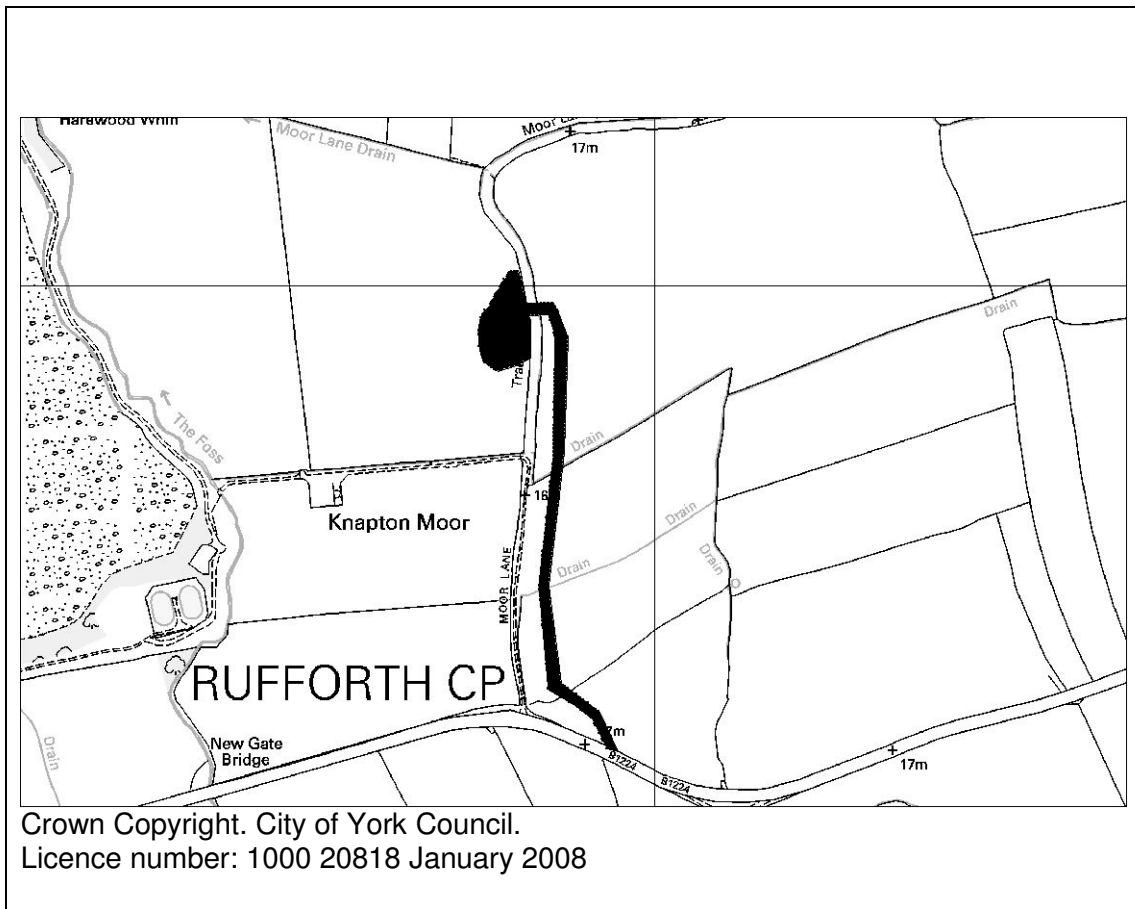




 		<h3>West of York Household Recycling Site</h3> <h3>Land Option</h3>			
REV	AMENDMENTS	DATE	DEC 07010188	SCALE	NTS A4
			Drawn PH	Checked RC	DATE 3/12/08
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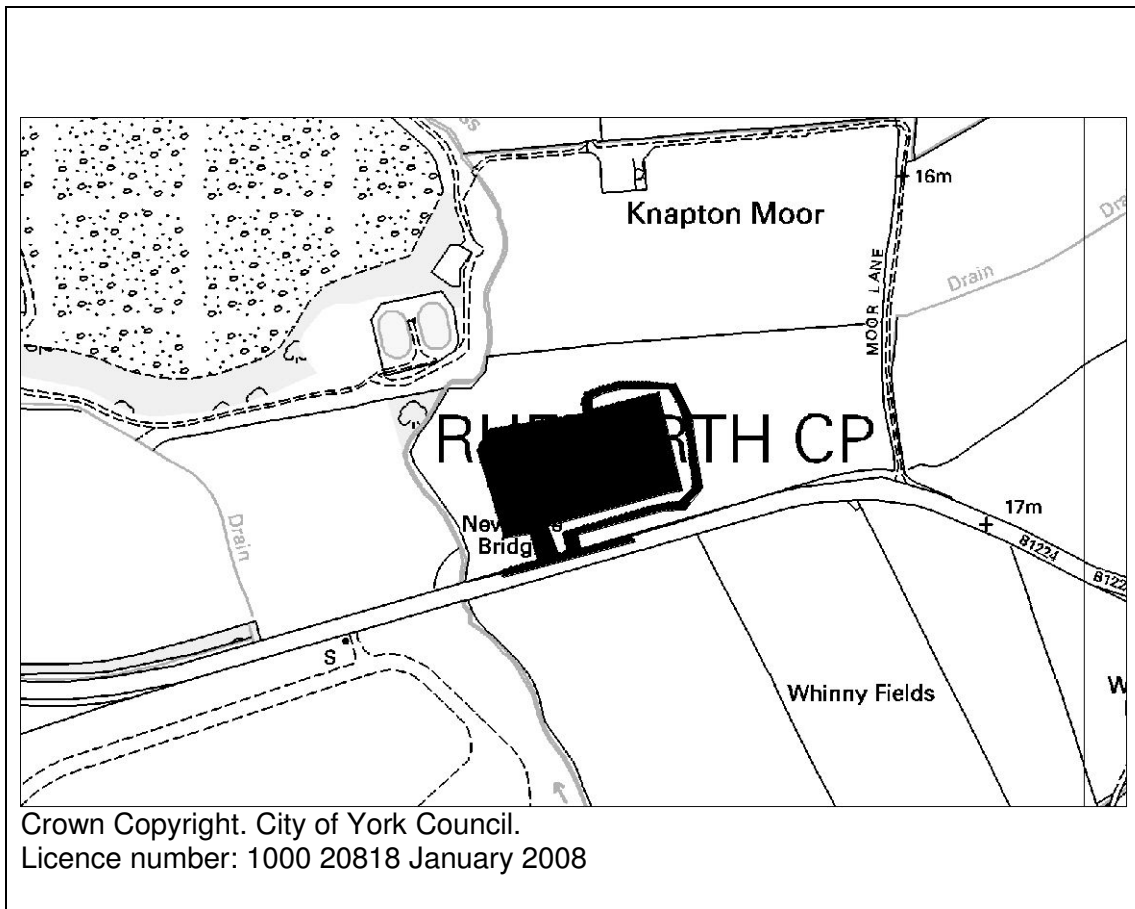
Site: Harewood Whin- Option A
Site Reference: WM/001
Potential Use: Household Waste Recycling Centre



Site address:	Harewood Whin Landfill Site, Rufforth, York.
Site size (ha):	2ha
Land Owner (if known):	City of York Council – leased to Yorwaste
Site availability:	
Existing use:	Majority of site is an active landfill site. Other uses on site include composting, wood shredder, construction & demolition waste recycling, and landfill gas and liquid waste
Potential use:	Household Waste Recycling Centre
How site identified:	Internal technical work

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Site: Harewood Whin- Option B
Site Reference: WM/002
Potential Use: Household Waste Recycling Centre



Site address:	Harewood Whin Landfill Site, Rufforth, York.
Site size (ha):	2ha
Land Owner (if known):	
Site availability:	
Existing use:	Agricultural land
Potential use:	Household Waste Recycling Centre
How site identified:	Internal technical work

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

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