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## Meeting of Executive Members for City Strategy and the Advisory Panel

26<sup>th</sup> March 2007

Report of the Director of City Strategy

### WOODSMILL QUAY PETITION

#### Summary

1. This report advises the Advisory Panel of the receipt of a petition that requests the inclusion of Woodsmill Quay, off Skeldergate, in a residents parking scheme.

#### Background

2. The lead petitioner initially raised this matter over two years ago and has repeated the request on a number of occasions for the city council to provide parking for residents of Woodsmill Quay. An extract from the petition is shown in Annex A along with the covering letter from the lead petitioner and a letter from the Directors of Woodsmill Ltd. supporting the petitioner's request.
3. The plan in Annex B shows the extent of residents parking zones in the area, the location of Woodsmill Quay and other recent developments in the area that have either been excluded from the residents parking zone during the planning process or have never been part of a residents parking scheme.
4. Because parking is at a high premium in the city centre it has been common practise for many years now that properties / areas of land within residents parking zones that are redeveloped into flats are removed from the residents parking zones during the planning process at the developers expense. Hence, new developments that take place outside residents parking zones are not put forward for inclusion in a scheme. This policy was confirmed at the Planning and Transport (City Centre Area) Sub-Committee in August 2003 when a petition from Lady Anne Court residents requesting inclusion in the Bishophill R15 scheme was rejected on the above grounds. The buildings and land that Woodsmill Quay occupies has never been included in the residents parking zones in the Bishophill area and there is no public highway adjacent to Woodsmill Quay that could contribute to on street parking provision within a scheme. It is also worth noting at this point that the city council as highway authority for the area does not have, and never has had, a duty to provide parking for vehicle owners.
5. The request for parking to be made available on Queen's Staith has not been taken forward as Queen's Staith is classed as a quay and not Public Highway (though there are highway rights across the quay which is why there are yellow lines on the ground). The quay is owned by the city council and there are no

plans to change its status to a highway. The single yellow lines that are in place prohibit parking between 8am and 6pm seven days a week.

6. The lead petitioner has been advised of the information in the paragraphs above on previous occasions when the requests for parking were made and also when the matter was considered, and rejected, by the Ombudsman.
7. Annex C is a copy of a letter to the developer's solicitors in 1998 and the second paragraph (highlighted) clearly states that future occupants would not be eligible for residents parking permits. This was condition confirmed as part of the planning approval.

### **Consultation**

8. No consultation has been carried out.

### **Options and Analysis**

9. As can be seen from the above information, the options available are very limited and are set out below:
  - A. Uphold the request for inclusion in a residents parking scheme.

This option would lead to residents of other properties currently outside existing residents parking schemes to expect similar treatment and cannot be recommended due to the inevitable increase in difficulties the additional vehicles would create in the residents parking zones.
  - B. Reject the request for inclusion in a residents parking scheme.

This option contributes to the ongoing policy of discouraging increased car ownership in the central area as purchasers of properties in new developments are aware of the limitations on their parking options at the time of purchase. This is the recommended option.

### **Corporate Priorities**

10. The exclusion of large new developments from existing residents parking schemes is aimed at contributing to the city council's corporate priority of "Increase the use of public and other environmentally friendly modes of transport".

### **Implications**

The implications of the recommendations in this report are as follows:

#### **Financial**

12. There are no financial implications.

#### **Human Resources (HR)**

13. There are no HR implications.

#### **Equalities**

14. There are no equalities implications.

### **Legal**

15. There are no legal implications.

### **Crime and Disorder**

16. There are no crime and disorder implications.

### **Information Technology (IT)**

17. There are no IT implications.

### **Property**

18. There are no property implications.

### **Other**

19. There are no other implications.

### **Risk Management**

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

### **Recommendations**

21. Reject the request for inclusion in a residents parking scheme and confirm that the policy for dealing with new developments in or near residents parking schemes should continue and that officers advise the lead petitioner of this decision.

Reason: To prevent new developments from overloading the available on street parking in residents parking schemes.

### **Contact Details**

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#### **Chief Officer Responsible for the report:**

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**Report Approved**



**Date** 25/1/2007

**Specialist Implications Officers:** None

**Wards Affected:** Micklegate

**All**

**For further information please contact the author of the report**

**Background Papers:** August 1998 City Centre Management planning approval for 17 Skeldergate, York – now known as Woodsmill Quay.

#### **Annexes:**

- Annex A – An extract from the petition.  
Copy of the lead petitioners letter  
Copy of Woodsmill Ltd letter in support of the petition
- Annex B – A plan of the area.
- Annex C – Copy of the letter to the developer's solicitors