

## COMMITTEE REPORT

**Committee:** East Area  
**Date:** 9 November 2006  
**Ward:** Huntington/New Earswick  
**Parish:** Huntington Parish Council

**Reference:** 06/01476/FULM  
**Application at:** The Pepsimax Raceway Kathryn Avenue Huntington York YO32 9JS  
**For:** Change of use of indoor kart track to 'park and ride' car park.  
**By:** Mr I Yeowart  
**Application Type:** Major Full Application (13 weeks)  
**Target Date:** 11 December 2006

### 1.0 PROPOSAL

1.1 This is a full planning application to use the building immediately north of the Water World swimming pool on Kathryn Avenue as a Park and Ride operation for customers of the 'Grand Central' train service from York to London. Grand Central will operate three departures to London and three arrivals from London daily.

1.2 A total of 73 covered car parking spaces would be provided within the building with 15 overspill spaces outside. Transport would be provided to and from the railway station by small coach or MPV. The site will offer waiting facilities and service information. The site will also offer the bus transit to the station and timetable information to customers arriving by modes other than private motorised transport.

1.3 The building is currently used as an indoor karting track and was formerly used as a bowling alley.

### 2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

SP9a Huntington Action Area

2.2 Policies:

SP8 - Reducing dependence on the car  
T6 -Park and Ride  
T7B - Making Public Transport Effective  
T13 - Car park standards in York CC/District C  
L1B - Loss of local leisure facilities  
SP9 - Action Areas

## 3.0 CONSULTATIONS

### INTERNAL

**3.1 HIGHWAYS NETWORK MANAGEMENT:** The application proposes to create a garaging facility (mini Park and Ride) for Grand Central rail customers. The facility will enable passengers to leave their car outside the city centre and additionally enable the development of taxi feeder services to link into Grand Central Rail services at York. Customers will be able to purchase rail tickets at the site and passengers will be carried to York station by a coach/minibus. The bus service will not run continuously through the day but will coincide with Grand Centrals rail timetable. (3 trains per day Northbound and 3 trains per day Southbound)

The proposal is in line with City of York Council's sustainable transport policy outlined within the 2nd Local Transport Plan which aims to reduce congestion and the Council's adopted Rail Strategy. Officers from the authorities Transport Planning Unit have been in discussions with the applicant and are fully supportive of the proposals.

The applicant has submitted information on the likely traffic generation of the proposed use compared to the existing use as a karting centre. This information demonstrates that the proposal will generate a similar level of traffic to the karting centre and as such officers have not required any further assessment of the traffic impact of the scheme.

No objections are therefore raised.

**3.2 ENVIRONMENTAL PROTECTION UNIT:** Comments to follow.

**3.3 LIFELONG LEARNING AND CULTURE:** We have no policy that covers motor sport of any kind and neither does this activity fit within of our strategic plans. Therefore whilst it is disappointing to loose a leisure activity such as this, it is a commercial operation and has with no direct impact on our strategic plans, as such we have no objections.

We do have a concern about the impact of the proposed future use of the site as the access road is narrow and used by pool and stadium customers, depending on the volume and size of the busses using the road its impact may be detrimental to car park and pool users.

### EXTERNAL

**3.4 HUNTINGTON PARISH COUNCIL:** In the absence of any information about the effect of this proposal on the Highways, Traffic, Park and Ride and related issues in this very busy and highly significant area of Monks Cross, Huntington, the Committee objects to the submission of this application. We are drawing the attention of senior management of the Directorate of City Strategy to this matter for their urgent attention. Additionally, the possible loss of a popular leisure facility requires investigation.

3.5 PUBLICITY: The application has been advertised by site notice and neighbour letter. One response has been received raising the following points:  
- concerns raised regards ownership of land within application site.

#### **4.0 APPRAISAL**

4.1 This is a full planning application for the change of use of this single storey building from a karting track to provide garaging for cars as part of a privately operated park and ride scheme.

4.2 The proposals are not considered to undermine the comprehensive development of the Huntington Action Area. The key issues are considered to be the highways impact and the loss of the recreational use.

Loss of recreation use.

4.3 Policy L1b of the Draft Local Plan seeks to resist the loss of leisure facilities to meet local and citywide needs. The karting track is a privately run indoor motor sport operation and in itself not considered to play an important role in the local community. The loss of the building from leisure use must be weighed in the balance in determining this application.

4.4 It is noted that the former use (as a bowling alley) has been replaced by a bowling alley at Clifton Moor and an application (ref. 05/00367/FUL) for a karting track operation at The Gardens on Malton Road is currently under consideration. It is further noted that the loss of the karting use currently operational on the site is not contrary to the council's leisure strategy.

Transport

4.5 The comments of the Highways Network Management Team (included here at paragraph 3.1) are noted.

4.6 PPG13 (paragraphs 59) sets out the role of park and ride schemes in encouraging more sustainable travel patterns and guides that well designed and well conceived schemes should be supported by the planning system. It further guides that such schemes should be part of the transport strategy for the area. Policy T6 of the Draft City of York Local Plan sets out local criteria for Park and Ride proposals to be considered against. Park and Ride operations have been highly successful in keeping traffic out of the city centre. The proposals will generate a similar level of traffic at the site to the existing karting use and are not considered to be detrimental to the environment of the local community or have any detrimental visual impact.

4.7 it is noted that the proposals are in accordance with the aims of the Local Transport Plan and City of York Council adopted Rail Strategy and have been developed with input from City of York Council Transport Planning Unit.

4.8 On balance it is considered that the benefits in terms of reducing traffic in the city centre, (and the attendant benefits this brings in reducing air pollution and congestion there), reducing demand for parking at the railway station and increasing the potential catchment for rail services outweigh the loss of this building as a leisure facility.

## 5.0 CONCLUSION

5.1 On balance it is considered that the proposal, subject to the suggested conditions listed below, would not cause undue harm to interests of acknowledged importance, with particular reference to visual amenity and the environmental quality of the local community. As such the proposal complies with Policies SP8, T6 and L1b of the City of York Local Plan Deposit Draft and the aims of PPG13.

## 6.0 RECOMMENDATION: Approve

- 1 TIME2 Development start within three years
- 2 PLANS2 Approved plans and other submitted details
- 3 The site shall only be used for the parking of cars and motor vehicles in connection with the use by the occupants of those vehicles of a passenger transfer service between the site and a railway station.

Reason: For the avoidance of doubt and in the interests sustainable development.

- 4 Prior to the development commencing details of the cycle parking areas, including means of enclosure, shall be submitted to and approved in writing by the Local Planning Authority. The building shall not be occupied until the cycle parking areas and means of enclosure have been provided within the site in accordance with such approved details, and these areas shall not be used for any purpose other than the parking of cycles.

Reason: To promote use of cycles thereby reducing congestion on the adjacent roads and in the interests of the amenity of neighbours.

- 5 The building shall not be occupied until the areas shown on the approved plans for parking and manoeuvring of vehicles (and cycles, if shown) have been constructed and laid out in accordance with the approved plans, and thereafter such areas shall be retained solely for such purposes.

Reason: In the interests of highway safety.

## **7.0 INFORMATIVES:**

- 1 REASON FOR APPROVAL In the opinion of the Local Planning Authority the proposal, subject to the conditions listed above, would not cause undue harm to interests of acknowledged importance, with particular reference to visual amenity and the environmental quality of the local community. As such the proposal complies with Policies SP8, T6 and L1b of the City of York Local Plan Deposit Draft and the aims of PPG13.

### **Contact details:**

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