

TADCASTER NEIGHBOURHOOD DEVELOPMENT PLAN
CAR-PARKING WORKSHOP, HELD AT THE BARN, ST JOSEPH'S STREET –
SATURDAY 8TH JANUARY 2022

PURPOSE

To consider options for alternative car parking in the town centre in the event of Central CarPark being built on, as per Issues and Options draft of the Selby Local Plan.

The Workshop did not consider quantum specifically and was undertaken with limited knowledge regarding issues such as:

- The number of spaces that might remain on the central car park site in the eventuality of houses being built there, either for residents or other users, e.g. disabled.
- The impact of any pedestrianisation scheme on Kirkgate with regard to both on street parking and access to proposed parking at Robin Hood Yard.
- Any development in the thinking of SDC since the closure of the consultation on the Issues and Options draft Plan in March 2021.

The workshop was conducted by participants invited by the facilitator, David Gluck, to record their views on the pros and cons of each currently known proposed replacement car park, and to do the same for additional sites that they were aware of.

A key consideration throughout the discussions was about the distance from the central business district of a replacement carpark(s), particularly for the disabled. Allied to this was confusion arising from conflicting suggestions in the draft Local Plan about the extent of carparking, and for whom, on the developed central carpark site. The Local Plan does make reference to disabled carparking being available after development of central carpark. This would be acceptable and more spaces for such would be desirable, either where they are currently located or:

- a. Near the ginnel down to High Street past the old surgery, or
- b. On the derelict land opposite the Methodist chapel on Chapel Street.

Site 1: St. Joseph's Street/Station Road junction

A site exists behind 2 derelict cottages on Station Road and bounded by a long limestone wall on St Joseph's Street. Used wisely, this space could accommodate up to 20 spaces, perhaps even more?

To utilise it, the dilapidated houses would need to be knocked down.

Although on the edge of the town centre, the parking would be useful for shops and facilities local to the site including the swimming pool, primary school and local shops and the Post Office sorting office.

Comments:

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"Good idea"

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"Limited size on a road with poor access at north end"

"Too far for disabled"

"Potentially a visual amenity issue for houses opposite?"

Site 2: Tadcaster Albion car park (and ground)

The site of the existing carpark is adjacent to Bridge Street, with pedestrian access from Bridge end along Wharfe Terrace and across a small gated paddock (PRoW). Vehicular access would have to be along New Street or Centre Lane.

Discussion centred on the car park itself, which is only used significantly on match days (hence Saturday afternoons when the town is usually very quiet after 2pm). However, consideration was also given to the potential of the whole site were TAFC to be relocated elsewhere.

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The whole site is very large and could replace central car-park entirely, with room for additional uses too potentially.

The car park alone could accommodate 70 vehicles easily.

Central location

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Access via roads which primarily accommodate brewery traffic presently. Doesn't give a good impression of the town!

Privately owned and the lowest point of the flood plan.

Pedestrian access would need to be resolved – not suitable for disabled.

Public footpaths from Bridge Street are constricted by kissing gates.

Not available on match days (or at least match afternoons) – as many as 15 days per annum?

Site 3: Community Swimming Pool extension

The Swimming Pool has a small, well set out carpark for its users. Behind it lies an area of unused open land, grassed with some trees. The land falls away towards the river but the area immediately behind the existing carpark and adjacent to the houses is level.

The land has an existing Local Plan designation as being important for nature conservation – although it is not clear what characteristics are being protected through this designation.

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Central location

Pool car park already at capacity at peak times

Serves other local facilities e.g. Riley Smith Hall, GPO, Shops

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Difficult to differentiate between pool users and general users if same access

Cobbles on existing carpark not good for disabled/elderly

Considerable engineering work may be necessary to extend?

Potential conflict with Scheduled Ancient Monument?

Is it Green Belt?

Not appropriate for disabled access to the town centre – too far.

Site 4: Manor Field

Manor Field is a large centrally located green space adjacent to the Bowling Club and Leisure Centre. Access is already available via the Leisure Centre carpark, although this may not be sufficient due to potential numbers of vehicle movements.

There are questions relating to the site about its current use and whether some or all of this might be replaced by the development at the Magnet's site/expansion? If the site becomes redundant, then it is perfectly located to either site new town centre housing on (instead of Central) or to replace Central carpark if that is the final option taken.

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The ONLY good alternative good housing site

'Edge of town centre'

Access towards the town centre could easily created, access for cars already exists off Station Road into the existing Leisure Centre carpark.

The site is owned by SDC.

Located well to serve other local facilities such as the Bowling Club, the Barn and also great for local industrial estate which has a parking problem too.

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A bit too far from the centre, especially for the disabled

Loss of green space near the town centre,

Access for vehicles and pedestrians. Need to ensure Magnet's replace at new extended facilities

Site 5: Mill lane/ Commercial Street (TADC-1/TADC-V)

Both are sites mentioned in the draft Local Plan. As they are riverside it is impossible to see them developed for housing so car parking is a more viable option.

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Currently visually unattractive land used for a useful purpose

Bridge Street nearby – albeit over the Bridge!

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Too far from main commercial centre.

Unclear what the extent proposed by the local plan is – “SE corner?”

Too far for disabled people to access town centre

Not convenient for public buildings other than surgery

This proposal, allied with the existing Britannia and Sainsburys car parks, would turn this part of Tadcaster into a large car park effectively

Site 6: Britannia (Extension)¹

The field to the east of the existing carpark could be extended to create further capacity, albeit this would be at the loss of greenspace and not central for the town centre. If the pub carpark was incorporated, then space could be developed nearer top the Bridge, but this is private land.

Add to policy for Commercial Street?

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Good utilisation of unused space

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Floods

Access to the commercial centre of the town not great

I hope the Brittania will be brought back into use

Private land

Too far for disabled/elderly

¹ Note £350,000 allocated for the redevelopment of the existing carpark and bus station at Council meeting 9/9/21.

Site 7: Land behind the Girl's Sunday School/Chapel Street

The large open greenspace adjacent to the vicarage and bounded by Westgate and Chapel Street – and the existing carpark - would be an ideal alternative site, as it is as central town and key facilities as the existing one.

The point was made about why lose the existing carpark only to build a new one next door, when houses could be built on the green space instead?

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Alternative to the central car park .

A good place – central

Why was this not in the local plan?

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Loss of greenspace which could be a key amenity for new town centre residents

Currently this space is privately owned and unused.

Site 8: London Road (TADC-M)

The extension of the Magnet's site has an allocation for additional carparking primarily for the users of the site but some suggestion that it could also provide some public carparking for the town when not in use for sports activities – during the week presumably.

A good place for coaches once they have dropped off.

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If the existing and underused Heineken carpark was part of the solution then it might help but not the location that is referred to in the Local Plan.

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Too far from the centre

Not suitable for the disabled as too far

How will disabled people travel into town from this site?

Already allocated to community sport

Over ½ mile for disabled access

Site 9: Robin Hood Yard (TADC-N)

The site referred to in the draft Local Plan could provide significant numbers of spaces although it is somewhat unclear the extent of the site and this is also confused by access/egress issues if Kirkgate is to be pedestrianised.

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Convenient for existing shops and riverbank

If access is sorted, a good location for shops

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Only good for housing

Stops pedestrianisation of Kirkgate

No good for other uses due to floodplain

Difficulty of access to the site both for vehicles and pedestrians

Lose control of ownership:

- Possible control of charging
- Restrictions on use, overnight parking
- Use for events
- Closure of the site
- If car parking is free, who pays for operation of the car park?

Impact on traffic turnings into and out of Kirkgate

Closure of car park outside Costa (?)

Not suitable for the disabled as no way out is accessible. Particularly when owner wants stone surface

Site 10: Cobbles at Costa

Currently in use as 7 spaces owned by NYCC, this would make ideal replacement disabled parking. Although how would this be achieved if Kirkgate is pedestrianised?

GENERAL COMMENTS

1/ Present car park convenient for many public sites - Churches/chapels/Boys Sunday school/Riley Smith Hall.

Most proposals involve greater distances for walking to town centre for infirm people.

2/ Trust – SSOB have a track record for not complying with the spirit of agreement

Potential issues: Derelict house, improved but no “suitable” tenants can be found. rents increased of a disincentive to occupation.

New carparking if created must be in the control of a local public authority not privately owned/controlled.

New carparking should avoid cobbles such as at Costa/Swimming pool that are unfriendly to disabled/infirm.

3/ Businesses in town rely on adequate, close car parking. Without it, they will lose trade to places that do offer car parking.

4/ All alternative sites are to a greater or less extent further from the commercial centre of the town rather than the central car park.

5/ The central car park is publically owned by the council (SDC), if it is replaced by alternative car park areas which are privately owned, the inhabitants of Tadcaster may lose control of aspects such as:

- a. Charging
- b. Closure of the site on a temporary basis (or permanent)
- c. Restrictions on use, overnight parking, times of opening
- d. use for non – car parking purposes e.g. Remembrance Day
- e. Specification of the quality of the car park, lighting, assessment of maintaining standards
- f. If the car parking is free, who pays for the operation of the car park? Lighting, security, insurance
- g. Loss of public space

6. More on street parking(e.g. Boston Spa) especially disabled parking

7/Closure of central car park will require funding 175 car parking spaces else where in the town

8/Improved signage if there are to be multiple car parks so visitors don't give up after visiting the first full one.

Time for everyone to start talking together rather than behind closed doors and come to workable solution which is acceptable to all parties.