

## **AGENDA ITEM**

### **REPORT TO APPEALS & COMPLAINTS COMMITTEE**

**19 MARCH 2009**

### **REPORT OF CORPORATE DIRECTOR OF DEVELOPMENT & NEIGHBOURHOOD SERVICES**

## **VYNER TERRACE/WEST BACK YARM ROAD, STOCKTON - AMENDMENT TO WAITING RESTRICTIONS**

### **1.0 SUMMARY**

The purpose of this report is to seek Members' views on an unresolved objection received following statutory advertising of a proposal to implement no waiting at anytime and no loading at anytime restrictions on Vyner Terrace and also along the rear access lane (West Back Yarm Road), Stockton.

It is not considered appropriate for the Head of Technical Services to consider the objection as he would effectively be reviewing his own decision.

### **2.0 RECOMMENDATIONS**

It is recommended that:-

- (i) Members give consideration to the objection raised by a local business and also to the comments of the Head of Technical Services.
- (ii) The local Ward Councillors and the objector be informed of the Committee's recommendation.

### **3.0 DETAIL**

- 3.1 In August 2008 approval was given to process a permanent Traffic Regulation Order to prohibit all parking on the approach to the new emergency access collapsible bollards on Vyner Terrace and also on the rear access lane referred to in the report as West Back Yarm Road.
- 3.2 The proposal was developed following complaints of parking which obstructs access to the rear car parks from West Back Yarm Road and will also obstruct the approach to the proposed emergency access collapsible bollards on Vyner Terrace.
- 3.3 The multi-million pounds regeneration scheme in the old Alliance Street area of Parkfield is currently underway. The site is called 'Nursery Gardens' and the scheme will provide 114 new homes, some of which will be for sale by Dunelm Acorn Homes and some for rent from Tees Valley Housing Group. Car parking, means of access and landscaping are associated with the development.

- 3.4 The existing houses on Hind Street, Alliance Street and Templar Street have been demolished and in June 2006 these streets were formally stopped up. (See **Appendix 1**).
- 3.5 The new route through the development will be known as Densham Drive and vehicular access will be via Spring Street, from the south of the new development only.
- 3.6 Access to the development from the north will not be possible, collapsible bollards will be installed so this access can only be used by emergency vehicles attending emergency calls.
- 3.7 There are existing Monday to Saturday 7.00am to 6.00pm waiting restrictions on Vyner Terrace although they do not cover both sides, do not prohibit loading or parking on Sunday or overnight between 6.00pm and 7.00am.
- 3.8 Properties on the west side of Yarm Road do not all have off street parking and there are no waiting at anytime restrictions and daytime loading restrictions (7.00am to 9.30am and 4.00pm to 6.00pm) prohibiting parking on street in addition to a bus shelter and the traffic signals at the Oxbridge Lane junction. Some of the properties have car parks accessed via the rear lane, West Back Yarm Road, it is therefore necessary to maintain unobstructed access to those car parks.
- 3.9 The proposal advertised was the intention to revoke the existing Monday to Saturday 7.00am to 6.00pm waiting restrictions on Vyner Terrace and introduce 24 hour waiting and 24 hour loading restrictions to cover the full length and both sides of Vyner Terrace and also the full length of the rear lane (West Back Yarm Road) between Vyner Terrace and Spring Street (**Appendix 2**).
- 3.10 Following publication of the statutory Notices on site and in local press on 5 December 2008, one objection was formally received during the objection period which expired on 31 December 2008. The objection was received by the Director of Law and Democracy, an exchange of correspondence has occurred but the objection could not be resolved and the objector has requested that the matter be referred to the Appeals and Complaints Committee (Copies of correspondence in **Appendix 3**).

#### **4.0 OBJECTION DETAILS**

##### **4.1 Mr A Fidler, Company Secretary to Tees Valley Cabs Ltd, 8 Yarm Lane, Stockton on Tees**

###### **Detail of objection dated 30 December 2008**

Tees Valley Cabs own a maintenance garage premises with an access off West Back Yarm Road. The garage provides a facility for approximately 60 vehicles and access is required 24 hours a day 7 days per week. It is necessary for up to three vehicles to wait on the east side of West Back Yarm Road whilst awaiting access to the garage. To enable this to continue Tees Valley Cabs Ltd have requested the provision of three parking bays in the rear lane or that the Council exclude an appropriate length of West Back Yarm Road from the proposed Order.

##### **4.2 Response to objection**

It is intended that the access from the north of the 'Nursery Gardens' development is used by emergency vehicles only and collapsible bollards will be installed to prevent its use by non-emergency vehicles. It is essential that the approach to the bollards is kept clear of parking at all times. It is also essential that vehicles can proceed, unobstructed, along the rear lane, West Back Yarm Road, to access the private off street parking facilities. There is existing parking available to the front of the Tees Valley Cabs Ltd garage premises which is not adopted public highway and can accommodate the three vehicles awaiting maintenance, this exterior capacity is in addition to the vehicles parked inside the garage.

It is not feasible to accommodate the request for on street parking since the aim of the proposal is to prevent all parking in this vicinity.

## **5.0 DISCUSSION**

- 5.1 As part of the original proposed development residents were consulted by Regeneration on the option to have gated access to the rear lane, West Back Yarm Road. 80% of respondents indicated they did not want the gates installing and the option was subsequently withdrawn.
- 5.2 There is a 79.50 metre long parking lay-by constructed on the west side of West Back Yarm Road at the southern end which will not be covered by any waiting or loading restrictions. The east side has several vehicular accesses and the restrictions therefore are proposed to cover the entire length on that east side.
- 5.3 **Appendix 4** shows that if vehicles are parked on the approach to the bollards as shown in the photographs it is not possible for a fire appliance to access the collapsible bollards to serve the northern end of the development.

## **6.0 FINANCIAL IMPLICATIONS**

The estimated cost of processing the necessary Traffic Regulation Order is £1,600 and is being funded by Dunelm Acorn Homes and the Council's Regeneration Department.

## **7.0 POLICY CONTENT**

The regeneration of Parkfield is consistent with the key improvement priorities 2008-2011 as given in the Council's Community Plan. The proposals will ensure the new development is a safe and attractive place in which to live by maintaining access for emergency vehicles and access to private properties.

## **8.0 CONSULTATION**

Consultation on the redevelopment with local businesses and residents was previously undertaken by Regeneration. The Officers' Traffic Group, local Ward Councillors and the Cabinet Member for Regeneration and Transport have indicated their support for the advertised proposal. One objection was received during the statutory advertising and remains unresolved as part of the Traffic Regulation Order process.

## **9.0 CONCLUSIONS**

The proposed restrictions are necessary to maintain a clear approach to the collapsible bollards for emergency vehicles at all times. To prevent parking being displaced to the rear lane where access to off street parking facilities is required the restrictions on West Back Yarm Road are also deemed necessary.

Parking is possible for the required three taxi vehicles to the front of the Tees Valley Cabs Ltd garage which is private land and thereby is unaffected by the proposals.

It is requested that the Committee recommend that the objection is over ruled and the restrictions are implemented as originally advertised.

**Corporate Director of Development and Neighbourhood Services**

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Environmental Implications

The restrictions will ensure the redevelopment is a safe, healthy and attractive place in which to live and invest.

Community Safety Implications

Addresses concerns for emergency vehicle access from the north of the redevelopment.

Background Papers

Officers' Traffic Group 26.02.2008  
Cabinet Member Report TS.T.52.08  
Planning Application Ref: 05/3240/FUL  
Existing restrictions implemented under "The Teesside County Borough Council (Traffic Regulation Order Stockton and Thornaby) (No 1) Order 1973".

Education Related Item?

No

Ward(s) and Ward Councillors:

Parkfield & Oxbridge : Councillors Javed and Rix