

AGENDA ITEM

REPORT TO APPEALS & COMPLAINTS COMMITTEE

12 OCTOBER 2017

REPORT OF DIRECTOR OF ECONOMIC GROWTH & DEVELOPMENT

THE RINGS AND BANCROFT DRIVE, INGLEBY BARWICK – PROPOSED NO WAITING AT ANY TIME RESTRICTIONS (NWAAT) AND SANDGATE SHOPS CAR PARK, INGLEBY BARWICK – CONTROL OF USE ORDER

1.0 SUMMARY

The purpose of this report is to seek Member's views regarding outstanding objections received following the advertising of a proposal to introduce NWAAT restrictions on The Rings and Bancroft Drive, and a control of use Order on the Sandgate Shops car park.

2.0 RECOMMENDATIONS

It is recommended that:-

- (i) Members give consideration to the objections raised and the comments of the Director of Economic Growth & Development.
- (ii) The local Ward Councillors and the objectors are informed of the Committee's recommendation.

3.0 DETAIL

- 3.1 The NWAAT restrictions proposed on Bancroft Drive are associated with a planning condition as part of the planning approval for the new commercial units at Sandgate, (ref:15/3136/FUL).
- 3.2 The extent of the proposed NWAAT restrictions will link the existing restrictions associated with the new signalised junction at Myton Way/The Rings to the junction of Bancroft Drive. The restrictions were agreed by Stockton Council to prevent obstructive parking adjacent to the delivery vehicles exit from Sandgate shops and on the approach to the signals. The plan of the NWAAT restrictions for The Rings is shown on drawing number TPS001 REV C 2016. **Appendix 1.**
- 3.3 Bancroft Drive is currently not adopted Highway, however the developer Persimmon Homes have given the Council permission to install and enforce the NWAAT restrictions. A control of use order on the Sandgate shops car park has also been requested by the developer to assist with turnover within the car park for visitors to the area.
- 3.4 The NWAAT restrictions on Bancroft Drive are proposed to prevent obstructive parking that would prohibit the safe movement of the following:
 - Delivery vehicles accessing Sandgate shops
 - Residents exiting their driveways
 - Customers exiting Sandgate shops

The plan of the NWAAT for Bancroft Drive is shown on drawing number TPS001 REV C 2016. **Appendix 2.**

- 3.5 The Sandgate Shops car park is privately owned and has a parking capacity of 50 vehicles. Currently there are no parking restrictions and therefore no parking enforcement is possible at this time.

The purpose of introducing a control of use order limited to three hours will increase the turnover of parking spaces and enable enforcement of the car park and reduce the demand for parking in the surrounding area. The plan of the control of use of the Sandgate Shops car park is shown on drawing number TPS001 REV C 2016. **Appendix 3.**

- 3.6 It is proposed that following completion of these proposals monitoring be undertaken of the parking on Bancroft Drive and surrounding area. The developer has been contacted about providing an element of staff parking to reduce the impact of long stay parking on surrounding residential areas following receipt of objections.
- 3.7 'The Borough Of Stockton-On-Tees Myton Way, Ingleby Barwick Traffic Regulation Order 2015 (Amendment No. 1) Order 2017' was advertised in the Evening Gazette on Thursday 27 July 2017 with the statutory objection period ending on 17 August 2017. Following publication of the statutory Notices, the Director of HR, Legal and Communications formally received two emails of objection, **Appendix 4.**

4.0 DETAILS OF THE OBJECTIONS/RESPONSE

A copy of the outstanding objections from abiholt84@gmail.com and nina.pendlington@gamil.com both dated 24 August 2017 is attached as **Appendix 5.**

- 4.1 The following table summarises the objections and the Councils comments to these objections.

OBJECTOR 1

CONCERN	COMMENTS
<ol style="list-style-type: none"> 1. The introduction of these restrictions will exacerbate anti-social parking on the residential street of Bancroft Drive as a result of the inadequately sized parking facility of the new shops. 2. This will be further exacerbated by the introduction and enforcement of the proposed three hour parking limit of the Sandgate Park shopping site leading to an increase in on-street parking on these residential streets. 3. Visitors to the Sandgate shops at peak times utilise the kerb area by the shops to park temporarily to access the amenities. This alleviates some disruption to residents by reducing the level of parking directly outside people’s properties and drives. The presence of these parked cars are not causing a disruption so as to warrant the introduction of waiting restrictions which will just lead to displacement parking in undesirable locations. 4. In addition the presence of these parked cars acts as a traffic calming measures, leading to reduced speeds and greater care for manoeuvres including accessing Bancroft Drive from The Rings and the ingress and egress points of Sandgate Park. I would therefore state that the current arrangements provide greater benefit in terms of road safety and lead to the reduced speed of traffic on Bancroft Drive. 	<ol style="list-style-type: none"> 1. The restrictions on Bancroft Drive will assist in the enforcement of anti-social parking and assist in the safe movement of delivery vehicles accessing Sandgate shops; residents exiting their driveways; customers exiting Sandgate shops. When this application was being considered, the required level of parking to serve the development, based on the uses indicated, was calculated at 41 spaces. The final level of parking provided, due to changes in the proposed layout, is 50 spaces. 2. The introduction of the three hours waiting will increase the turnover of each bay per day and therefore reduce the demand for parking in Bancroft Drive. 3. The presence of parked vehicles on Bancroft Drive around the access/exit to the Sandgate Shops prohibits; the safe movement of delivery vehicles accessing the shops; residents exiting their driveways and customers exiting the Sandgate Shops. 4. Parking on the kerb area at the entrance/exit of the Sandgate Shops car park restricts forward visibility of drivers when travelling along Bancroft Drive and vehicles exiting Sandgate Shops. The obstructive parking would also result in delivery vehicles being unable to access the shops in one movement and result in an increase in large vehicles reversing. The introduction of the NWAAT restrictions will address road safety concerns expressed when this development application was originally submitted.

OBJECTOR 2

<ol style="list-style-type: none"> 1. I have already been inconvenienced and frustrated by the current parking situation at Sandgate Park which is due to obvious bad planning. 2. When I saw the size of the car park, even I could see that there were barely enough spaces for shop employees, never mind customers. This has meant that people leave their cars dangerously along my street and nearby Magnis Close. 3. This has caused issues with me being blocked in and unable to leave my own driveway. 4. I also have an 8 month old baby and am struggling to get along the street with the pram due to the amount of cars that are abandoned along the road. 5. Enforcing a 3 hour maximum stay in the allocated car park would just mean that more people would park on my street and neighbouring streets, which only exasperates the problem. 6. Children live on this street and are currently very vulnerable due to the parking on streets and the erratic driving of some customers. 7. Might I suggest that a more appropriate idea would be to have RESIDENTS ONLY parking along the street up to and past the shops and down Magnis Close. 	<ol style="list-style-type: none"> 1. When this application was being considered, the required level of parking to serve the development, based on the uses indicated, was calculated at 41 spaces. However, the final level of parking provided, due to changes in the proposed layout, is 50 spaces. The Control of use order on Sandgate Shops car park and waiting restrictions on Bancroft Drive will enable enforcement and reduce the demand for parking in the surrounding areas. 2. See point 1. 3. The introduction of the three hours waiting will limit the length of time shoppers are able to park their vehicles in the Sandgate Shops car park, thus increasing the turnover rate of each bay per day and therefore reduce the demand for parking in the surrounding residential area. 4. See point 3. 5. See point 3. 6. See point 3. 7. As Bancroft Drive and the surrounding area are not currently adopted highway, the introduction of a residents parking scheme is not under consideration at this time. However, it is proposed to undertake monitoring of parking on Bancroft Drive and surrounding areas following the implementation of these restrictions if supported.
---	--

5.0 FINANCIAL & LEGAL IMPLICATIONS

The estimated cost of implementing the Traffic Regulation Order and signing is £1,500 to be funded from the Traffic Management budget.

6.0 POLICY CONTENT

The proposals are consistent with the Council's Local Transport Plan and Sustainable Community Strategy.

7.0 CONSULTATION

Scheme approval has been given by the Director of Economic Growth and Development Services in consultation with the Cabinet Member for Environment and Transport. Statutory consultations involving advertising on site and in the local press were undertaken. This resulted in 2 (two) outstanding objections being received. The objectors have been invited to the Appeals Committee Meeting.

8.0 CONCLUSION

The introduction of no waiting at any time restrictions on The Rings & Bancroft Drive and a control of use for the Sandgate Shops car park will prevent obstructive parking and increase the turnover rate of bays within the car park.

Director of Economic Growth & Development

Contact Officer : **Adrian Thickett**
Tel No. : **01642 526855**
E-mail address : **adrian.thickett@stockton.gov.uk**

Environmental Implications

None.

Community Safety Implications

None.

Background Papers

Planning application 15/3136/FUL.

Education Related Item?

No

Ward(s) and Ward Councillors

Ingleby Barwick West Councillors K Dixon, D Harrington and R Patterson
