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SPEAKERS PANEL (PLANNING)

Day: Wednesday
Date: 7 September 2016
Time: 10.00 am
Place: Lesser Hall 2 - Dukinfield Town Hall

Item No.	AGENDA	Page No
1.	APOLOGIES FOR ABSENCE	
2.	DECLARATIONS OF INTEREST To receive any declarations of interest from Members of the Council.	
3.	MINUTES The Minutes of the meeting of the Speakers Panel (Planning) held on 27 July 2016, having been circulated, to be signed by the Chair as a correct record.	1 - 4
4.	PLANNING APPLICATIONS To consider the schedule of applications.	
a)	16/00561/FUL - THE OLD CHAPEL, OAKEN CLOUGH, ASHTON-UNDER-LYNE	5 - 12
b)	14/00859/REM - LAND ADJACENT TO STALEY CRICKET CLUB, HUDDERSFIELD ROAD, STALYBRIDGE	13 - 26
c)	15/01034/FUL - ST STEPHEN'S CHURCH, BENNETT STREET, HYDE	27 - 62
d)	16/00085/FUL - LAND AT MARKHAM STREET, HYDE	63 - 76
e)	16/00172/FUL - LAND WITH GARAGES, REAR OF 2 BOWDEN STREET, DENTON	77 - 86
f)	16/00386/FUL - 699 WINDMILL LANE, DENTON	87 - 96
5.	OBJECTIONS TO PROPOSED MOTTRAM ROAD AND ST PAULS HILL ROAD WAITING RESTRICTIONS To consider the attached report of the Assistant Executive Director – Environmental Services.	97 - 104
6.	URGENT ITEMS To consider any other items, which the Chair is of the opinion should be considered as a matter of urgency.	

From: Democratic Services Unit – any further information may be obtained from the reporting officer or from Carolyn Eaton, Senior Democratic Services Officer 0161 342 3050 or Carolyn.eaton@tameside.gov.uk, to whom any apologies for absence should be notified.

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Agenda Item 3

SPEAKERS PANEL (PLANNING)

27 July 2016

Commenced: 10.00am

Terminated: 12.40pm

Present: Councillor McNally (Chair)

Councillors: Ballagher, P Fitzpatrick, Glover, Middleton, Pearce, Ricci, Sweeton, Ward, Wild and Dickinson

Apologies for absence: Councillors: J and D Lane

10. DECLARATIONS OF INTEREST

Member	Subject Matter	Type of Interest	Nature of Interest
Councillor McNally	Planning application no: 15/00875	Prejudicial	On Board of Directors at Ashton Pioneer Homes.

Councillor McNally left the room during consideration of the above planning application and took no part in the voting or discussions thereon. Councillor Wild in the Chair for this item.

11. MINUTES

The Minutes of the proceedings of the meeting held on 22 June 2016 having been circulated, were taken as read and signed by the Chair as a correct record.

12. PLANNING APPLICATIONS

The Panel gave consideration to the schedule of applications submitted and it was:-

RESOLVED

That the applications for planning permission be determined as detailed below:-

Name and Application No.	16/00552/FUL MSB Construction Ltd, Norfolk Road, Walkden
Proposed Development	Repositioning of semi-detached dormer bungalows Plots 9 & 10 – Retrospective Former Audenshaw Community Centre, Denton Road, Audenshaw
Speaker(s)/Late Representations:	Mr Worrell spoke against the application. Mr Jones, Architect, on behalf of MSB Construction Ltd, spoke in favour of the application.
Decision	Approved subject to the conditions set out in the report.

Name and Application No.	15/0151/FUL CJW Property Investments Ltd
Proposed Development	Erection of six 2 bedroom apartments with associated landscaping and car park. Car park adjacent to 20 Stamford Street, Stalybridge
Speaker(s)/Late Representations:	Mr Black spoke against the application.
Decision	Approved subject to the conditions set out in the report and that the Assistant Executive Director Environmental Services be authorised to process any Traffic Regulation Order considered necessary and in accordance with the Road Traffic Regulation Act 1984, subject to the resolution of any objections received during the public consultation period.

Name and Application No.	16/00212/FUL Mr Terry Lewis
Proposed Development	New 2 storey house to replace existing single-storey building. 1 Fieldings Wharf, Fairfield Road, Droylsden
Speaker(s)/Late Representations:	Mrs Holik-Stocks spoke against the application. Mr Terry Lewis, applicant, spoke in favour of the application.
Decision	Approved subject to the conditions set out in the report.

Name and Application No.	15/00875/FUL Mr Babor Farook
Proposed Development	Change of use from shop (Class A1) to a Restaurant (Class A3) 115 Bentinck Street, Ashton-under-Lyne
Speaker(s)/Late Representations:	Peter Marland, Ashton Pioneer Homes, spoke against the application Mr Ahmed, on behalf of Mr Farook - applicant, spoke in favour of the application.
Decision	Refused (officer recommendation to refuse), as use of the shop as a restaurant would, because of the activities associated with the operation of such premises – the comings and goings of customers, potential increased noise, litter and cooking odours – cause harm to the established residential character of the locality. The proposal was thus contrary to policies 1.12 and S7 of Tameside’s Unitary Development Plan and to Sections 2 and 7 of the National Planning Policy Framework.

Name and Application No.	16/00481 Premier Aluminium System Ltd, Victor Mill, Tame Street, Stalybridge.
Proposed Development	Change of Use to Retail (Class A1) and new shopfront with roller shutters. 130 – 132 Taunton Road, Ashton-under-Lyne
Speaker(s)/Late Representations:	Councillor L Travis and Mr Fawcett spoke against the application. Mr Miza spoke in favour of the application.
Decision	Approved subject to the conditions set out in the report.

Name and Application No.	16/00313/FUL Mr Wills
Proposed Development	Single storey outbuilding 9 Church Avenue, Denton
Speaker(s)/Late Representations:	Mr Nesbitt spoke against the application.
Decision	Approved subject to the conditions set out in the report.

Name and Application No.	16/00176/FUL R B Air Ltd
Proposed Development	Two 3 bedroom dormer bungalows and associated parking and landscaping. Land at side of 22 Mottram Old Road, Stalybridge
Speaker(s)/Late Representations:	Mr Brodie spoke against the application. Mr Schofield spoke in favour of the application.
Decision	Approved subject to the conditions set out in the report.

Name and Application No.	16/00452/FUL Grove Products
Proposed Development	Demolition of existing covered store, extend existing distribution warehouse to front and rear. Grove Products, Broadway, Hyde
Decision	Approved subject to the conditions set out in the report.

Name and Application No.	15/01034/FUL Insite Properties (Manchester) Ltd
Proposed Development	Conversion of existing church into 14 no apartments and erection of 16 dwellings on land adjacent to church. St Stephen's Church, Bennett Street, Hyde
Decision	That this application be deferred to a future meeting of the Speakers' Panel (Planning).

CHAIR

Application Number 16/00561/FUL

Proposal Change of use of part of building to a mixed use Class D1 Non-residential institution and Class A1 Retail restricted to Hairdressers and Beautician use only - Retrospective.

Site Location The Old Chapel, Oaken Clough, Ashton

Applicant The Oaken Clough Partnership, Blackley House, Elland

Recommendation Approve

REPORT

1.0 SITE & SURROUNDINGS

- 1.1 The application site is a single storey rectangular building with pitched roof with established office and general industrial use. The building has no off street car parking provision.
- 1.2 To the east of the site is vacant Council owned land with mature trees adjacent to which is Oldham Road. Two storey terraced properties are to the north fronting Oldham Road and to the west fronting Oaken Street. To the south is Oaken Clough beyond which is open land. Oaken Clough and Oaken Street are both un-adopted roads.
- 1.3 Since August 2015, several of the existing units have been used as a hairdressers and beauticians and as a hypnotists and physiotherapists.

2.0 PROPOSAL

- 2.1 This application seeks full planning permission to regularise the change of use of part of the building to mixed use retail (Class A1) for Hairdressers and Beautician only and non-residential institution (Class D1) for use as a Hypnotist and Physiotherapist only. The applicant has confirmed all of the uses being applied for operate on an appointment basis.
- 2.2 The maximum floor areas for the uses being applied for are:

Class A1 Retail:	77 square metres. (Units 10 and 12 to 15)
Class D1 Non-residential institution:	73 square metres. (Units 3 and 16)
- 2.3 The hours of use proposed have been confirmed as 9.00am to 6.00pm Monday to Saturday with no working on Sunday's or bank Holiday's.
- 2.4 There will be no alterations or additions to the external elevation of the building.

3.0 PLANNING HISTORY

3.1 There are no records of any planning applications decided on this site.

4.0 RELEVANT PLANNING POLICIES

4.1 Tameside Unitary Development Plan (UDP) Allocation

Unallocated

4.2 Tameside UDP

Part 1 Policies

1.1 Capturing Quality Jobs for Tameside People

1.9 Maintaining Local Access to Employment and Services

1.12 Ensuring an Accessible, Safe and Healthy Environment

Part 2 Policies

H2 Unallocated Sites

S3 New Retail Developments outside Town Centres

S6 New Local Shopping Developments

S9 Detailed Design of Retail and Leisure Developments

4.3 Other Policies

National Planning Policy Framework (NPPF)

Section 2 Ensuring the vitality of town centres

Planning Practice Guidance (PPG)

This is intended to complement the NPPF and to provide a single resource for planning guidance, whilst rationalising and streamlining the material. Almost all previous planning Circulars and advice notes have been cancelled. Specific reference will be made to the PPG or other national advice in the Analysis section of the report, where appropriate.

5.0 PUBLICITY CARRIED OUT

As part of the assessment of the planning application 36 notification letters were sent out to neighbouring properties on 20th June 2016.

6.0 RESPONSES FROM CONSULTEES

Head of Environmental Services – Highways has no objections and requests a note for applicant is attached to any approval granted regarding the need to consult Engineering Services for street name/postal numbers.

Head of Environmental Services – Environmental Protection Unit has no objections and request a condition is attached to any approval granted limiting the hours of use to those applied for.

7.0 SUMMARY OF 3rd PARTY RESPONSES RECEIVED

7.1 9 letters of objection have been received on the following grounds: -

- brings attention to two incidents where obstruction to existing driveways caused verbal abuse to residents and on one occasion resulted in physical assault with Police being called.
- through traffic has already caused the road to be in a dangerous state, and since use has been operating, there has been an increase in traffic making the condition of the unadopted road worse.
- parking is an issue and there is no parking provided for business use with road being in private ownership.
- concerned about the amount of traffic and the way they have total disregard for safety.
- part of building is to be a crèche and area is not suitable for such a use.
- hours can often range from 8.30am until 11.30pm sometimes seven days per week which is unacceptable in a residential street.
- roller shutter doors are extremely noisy with neon signage also causing disturbance.
- clients stand outside and smoke often discarding cigarette butts in the street.
- no sign of any proper waste collection
- already sufficient hairdressers in area and do not need another one.
- customers do not have appointments and 90% come by car
- the use started in 2014 and not August 2015 as the applicant states.
- worry business will expand and parking situation will get worse. Surely best place for a business is within the town centre.

One letter states if assurance can be given by the Council or applicant that the development will not impact on access to property and repairs to the road would be repaired due to increased traffic by the council or applicant, will not oppose the application.

A letter has been received from an objectors employee concerned their employer has been having difficulty obtaining decent quality sleep. Employer required to work shifts and as work involves 'safety critical' work, this is of serious concern. The employee

strongly recommends everything reasonable be done to allow employee to get a decent rest and sleep in order to carry out work safely and ensure safety of customers.

8.0 ANALYSIS

The key issues in deciding this application are:-

- 1) Principle of development
- 2) Impact on character of the area and neighbours amenity
- 3) Highways and parking

Principle of development

- 8.2 Section 38 of the Planning and Compulsory Purchase Act 2004, states that applications should be determined in accordance with the development plan unless material considerations indicate otherwise. Consideration will also be necessary to the appropriate weight to be afforded to the development plan following the publication of the National Planning Policy Framework. Paragraphs 208 - 219 of the NPPF sets out how its policies should be implemented and the weight which should be attributed to the UDP policies. Paragraph 215 confirms that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. At the heart of the NPPF is the presumption in favour of sustainable development.
- 8.3 Paragraph 24 of the NPPF requires local planning authorities to apply a sequential test to planning applications for main town centre uses such as retail development that are not in an existing centre and are not in accordance with an up to date Local Plan. UDP policy S3 would only permit such developments outside of town centres where certain criteria can be satisfied. However, UDP policy S3 would not apply to developments of less than 1,400 square metres gross floor space. Policy S6 deals with development intended to primarily serve local needs where local small scale retail outlets serving local needs will be permitted. It is there considered that a sequential test is not necessary for this application.
- 8.5 The development will create approximately 77 square metres of retail floorspace and 73 square metres of non-residential institution floorspace and it is considered the proposed small scale development will comply with both the NPPF and UDP and will not impact on Ashton town centre or the local shopping centres or parades. The principle of the development is therefore considered acceptable with the development being in compliance with UDP policy S6(a).

Impact on character of the area and neighbours amenity

- 8.6 Given the small scale nature of the development in terms of floor area, the use as a Hairdressers, Physiotherapists and Hypnotists is considered not to raise any

significant environmental issues which may impact on the neighbouring residential properties. The uses will not involve any operations likely to result in unacceptable levels of noise or odours and with a restrictive condition on the hours of use applied for by the applicant and suggested by the Head of Environmental Services – Environmental Protection Unit, the proposed use is considered acceptable and would be in compliance with UDP policies S6(b) and S9(d).

- 8.7 The applicant has agreed to further restrictive conditions limiting the scope of uses within the Use Classes A1 and D1 to Hairdressers/Beauticians and Physiotherapists and Hypnotists only and maximum floor areas for these uses. It is therefore considered with suitably worded conditions to this effect, the development would comply with UDP policy S6(b)

Highways and Parking

- 8.8 The applicant has confirmed the remaining units within the building are being used for office and general industrial use which was the previous use of the units subject to this application. It is considered the previous use as office accommodation would have the potential to generate a significant amount of traffic if this use were to continue. The use as local services would reduce the size of vehicles servicing the property to the benefit of the local highway network and highway safety and is considered to be in accordance with UDP policies S6(c) and S9(a).
- 8.9 The Head of Environmental Services – Highways has raised no objections to the proposal despite there being no provision for off street car parking. Based on the floor areas being applied for, it is considered the level of traffic and associated car parking expected from the development operating an appointment system can be accommodated on the local highway without being detrimental to either highway safety or the local highway network.

Other matters

- 8.10 With reference to the point an objector has raised regarding the intention of a crèche facility to be provided within the building, the applicant has confirmed this is not the case. If this use were to be considered by the applicant, then this would need to be the subject of a separate planning application. This would also be the case for any increase in floor area resulting from any expansion of the businesses beyond the restrictive condition limiting floor area.

9.0 CONCLUSION

- 9.1 It is considered the services offered will provide for the local community and should result in more sustainable journey patterns being within a predominantly residential area.

RECOMMENDATION – To grant planning permission subject to the conditions set out below:

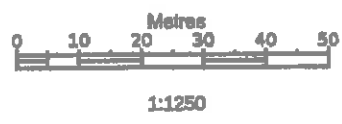
1. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, (as amended) and the Town and Country Planning (General Permitted Development) (England) Order 2015 or any equivalent Order following the amendment, revocation and re-enactment thereof, the Class A1 and Class D1 uses hereby authorised shall only be used as a Hairdressers and/or Beauticians and Physiotherapists and Hypnotists and for no other purposes within Class A1 and Class D1 of the above Order.
2. The permission relates to the floor plan drawing and location plan received on 9th June 2016
3. The use hereby permitted shall not be operated on Sundays and Bank Holidays and outside the hours of 0900 - 1800 Monday to Saturday.
4. The uses hereby approved shall not exceed the following floor areas;

Class A1 (Hairdressers/beautician):- 77 square metres.
Class D1 (Physiotherapists/Hypnotists) - 73 square metres.



Produced 10 Jun 2016 from the Ordnance Survey MasterMap (Topography) Database and incorporating surveyed revision available at this date.

The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.



The Old Chapel, Oak Clough, Ashton
Under Lyme
OL7 9NX

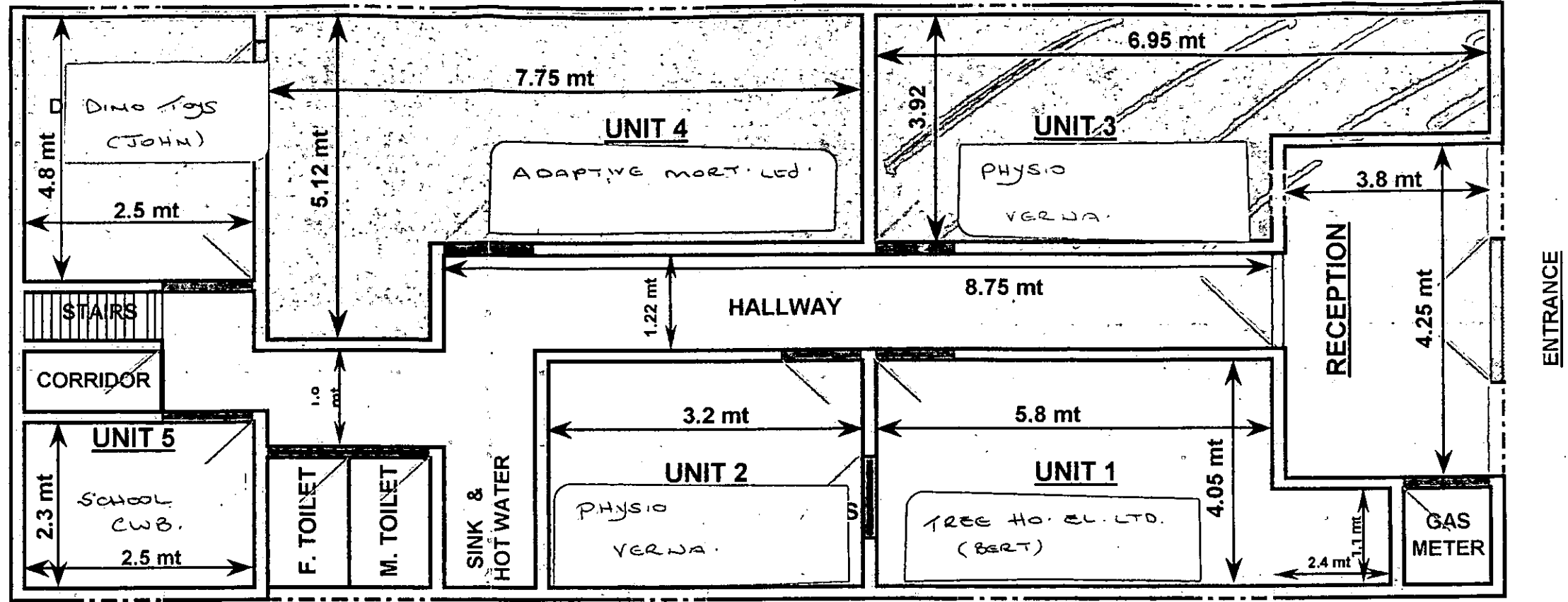
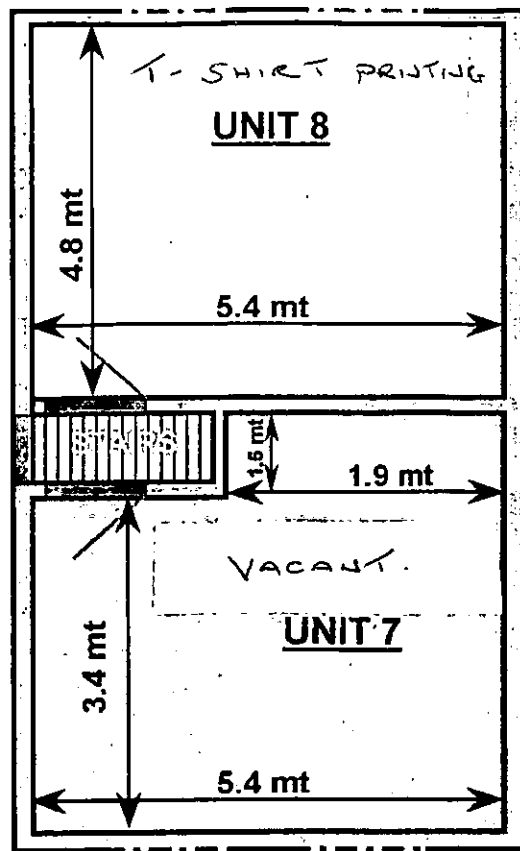
Supplied by: Stanfords 10 Jun 2016
Licence: © Crown Copyright and
database rights 2016 OS100035409
Order Licence Reference: O1008524
Centre coordinates: 393059 400862

* OAKEN CLOUGH & OAKEN STREET

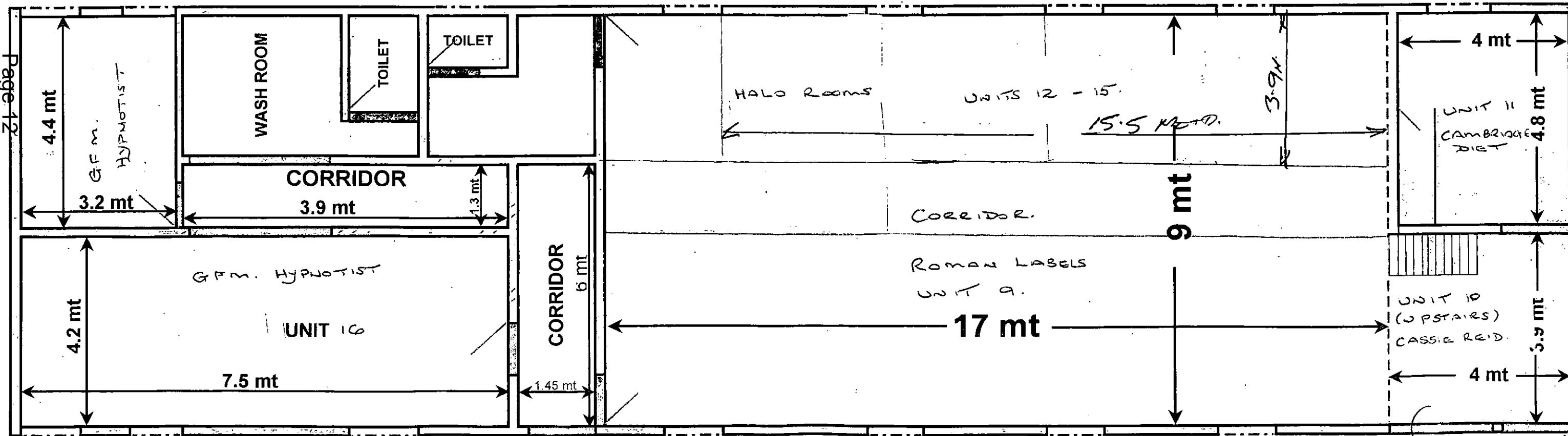
ARE BOTH UNADOPTED ROADS &

WE CAN NOT USE THEM FOR THE PURPOSE

OF SOME OF THE ROADS.



(Area marked for approval)



16.05.2016. 1st Floor!

Application Number 14/00859/REM

Proposal Approval of the details of layout, scale and appearance and landscaping for 29no dwellings following outline planning permission.

Site Location Land Adjacent Staley Cricket Club Huddersfield Road Stalybridge

Applicant Libra Homes

Recommendation Approve

REPORT

1.0 Application Description

1.1 This application seeks approval of details of layout, scale and appearance and landscaping for 29no dwellings following the grant of outline planning permission for means of access on the 23 September 2011.

1.2 The proposed residential development will comprise a mixture of detached and semi-detached houses, providing family sized four bedroom accommodation. A breakdown of the proposed houses includes: -

- 8no. 2 ½ storey four bedroom semi-detached town houses.

- 4no. 2 ½ storey four bedroom detached town houses.

- 17no. 2 storey detached houses.

1.3 There would be a mix of four different house types constructed with external materials that include stone, brick or render external walls and grey tiles.

House type A would be constructed in either stone or red facing brick rising to a height of 5.8m at eaves level and 9.7m at roof ridge;

House type B would be constructed using red facing brick rising to a height of 5.4m at eaves level and 8.6m at roof ridge;

House type C would be constructed with red facing brick on the ground floor and a rendered first floor rising to a height of 5.3m at eaves level and 8.4m at roof ridge;

House type D would be constructed with red bricks rising to a height of 5.3m at eaves level and 9.2m at roof ridge.

1.4 The proposed layout of the development is influenced by the approved new access off Crowswood Drive, serving a double cul-de-sac internal road. The houses will be laid out alongside 2no. cul-de-sacs, with a private driveways leading from the turning heads of one cul-de-sac to provide access to 7no. dwellings. Parking provision will be entirely in-curtilage, comprising a combination of integral garages and driveways, with 2no. parking spaces per dwelling. All houses will benefit from amenity space,

with the provision of private rear gardens. Space for the discrete storage of refuse bins would be provided behind each of the houses.

- 1.5 Not all of the site would be developed and an area to the north of the site under the existing overhead power lines would be retained as public open space.
- 1.6 As part of the development proposal, 9no. trees would require removal with the most prominent being mature poplar trees situated along Huddersfield Road. As part of the application, a landscaping plan has been submitted that includes replacement tree planting.

2.0 SITE & SURROUNDINGS

- 2.1 This application site lies at the northern edge of Millbrook Conservation Area and comprises 1.3 hectares of disused and overgrown land located off Crowswood Drive.
- 2.2 The site is situated between a residential housing estate, to the north, Huddersfield Road to the east, Stayley Cricket Club to the west of the site and houses to the south.
- 2.3 The site extends from Crowswood Drive to the rear of terraced housing fronting Huddersfield Road and forms a boundary onto Oxford Street, adjacent to the cricket club. The site is relatively flat with overhead electric pylon lines along the northern edge of the site, within the vicinity of a small stream which flows towards Swineshaw Brook.

3.0 PLANNING HISTORY

- 3.1 Policy H1(4) in the UDP has previously identified this site for residential development as part of Oakwood Mill and land surrounding Stayley Cricket Club.
- 3.2 Outline planning permission 10/00738/OUT was granted on the 23rd of September 2011 for residential development at the application site, with approval of means of access to the site. The planning permission was subject to a Section 106 agreement securing improvement works to Stayley Cricket Ground and a financial contribution to the club. The obligations of the Section 106 agreement have since been met and discharged.

4.0 RELEVANT PLANNING POLICIES

- 4.1 Tameside Unitary Development Plan (UDP) Allocation
H1(4) Oakwood Mill and land around Stayley Cricket Club, Millbrook, Stalybridge

4.2 POLICIES

Part One Policies

- 1.3 Creating a Cleaner and Greener Environment
- 1.4 Providing More Choice and Quality of Homes
- 1.5 Following the Principles of Sustainable Development
- 1.6 Securing Urban Regeneration
- 1.12 Ensuring an Accessible, Safe and Healthy Environment

Part Two Policies

- C1 Townscape and Urban Form
- C2 Conservation Areas
- C4 Control of development in or adjoining Conservation Areas
- H1 Housing Land Provision
- H4 Type, Size and Affordability of Dwellings.
- H10 Detailed Design of Housing Developments
- MW11 Contaminated Land.
- N4: Trees and Woodland
- N5 Trees within Development Sites
- T10 Parking

5.3 Other Policies

- 5.3.1 Residential Design SPD
- 5.3.2 Millbrook Conservation Area Appraisal and Management Proposals

5.4 National Planning Policy Framework (NPPF)

- 5.4.1 Section 6 Delivering a wide choice of high quality homes
- Section 7 Requiring good design
- Section 11 Conserving and enhancing the natural environment

5.5 Planning Practice Guidance (PPG)

This is intended to complement the NPPF and to provide a single resource for planning guidance, whilst rationalising and streamlining the material. Almost all previous planning Circulars and advice notes have been cancelled. Specific reference will be made to the PPG or other national advice in the Analysis section of the report, where appropriate.

6.0 PUBLICITY CARRIED OUT

- 6.1 As part of the planning application process, 28 notification letters were sent out to neighbouring properties on 11th September 2014 and the 20th June 2016 and a notice was posted at the site on the 11th September 2014 and in a local newspaper on 18th September 2014.

7.0 RESPONSES FROM CONSULTEES

- 7.1 Head of Environmental Services – Highways has raised no objections to the proposals.
- 7.2 Head of Environmental Services – Environmental Protection has raised no objections to the proposals.
- 7.3 Head of Environmental Services - Operations and Greenspace agrees with the findings of the tree report and raised no objections to the proposal.
- 7.4 Public Health England – Raise no objections to the proposals.
- 7.5 United Utilities has no objection to the proposal and has requested conditions to be added to any approval.
- 7.6 National Grid has no objections to the proposals.
- 7.7 Environment Agency has no objections to the proposal.
- 7.8 Greater Manchester Ecology Unit raise no objections to the proposal.

8.0 SUMMARY OF THIRD PARTY RESPONSES RECEIVED

- 8.1 Objections have been received from 7 households. The reasons given for objecting are:
- New houses too close to existing properties on Huddersfield Road.
 - Increased traffic would have a negative effect on the surrounding area.
 - Increase in noise and loss of light.
 - Was promised the land would not be built on.
 - Oxford Street and Stamford Street are not suitable for a second access.
 - Land should remain as Conservation Area and not built on.
 - Will result in town cramming.
 - Loss of open space for dog walkers and horse riders who wish to avoid dangerous traffic.
 - Site is a SSSI and haven for birds, insects and wildlife.
 - Inadequate infrastructure including schools and drains.

9.0 ANALYSIS

- 9.1 The key issues in deciding this application are:-
- 1) The principle of the development
 - 2) Design, appearance, layout and landscaping
 - 3) Impact on the conservation area

- 4) Loss of existing trees
- 5) Environment

10.0 Principle of the development

- 10.1 Section 38 of the Planning and Compulsory Purchase Act 2004, states that applications should be determined in accordance with the development plan unless material considerations indicate otherwise. Consideration will also be necessary to the appropriate weight to be afforded to the development plan following the publication of the National Planning Policy Framework. Paragraphs 208 - 219 of the NPPF sets out how its policies should be implemented and the weight which should be attributed to the UDP policies. Paragraph 215 confirms that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. At the heart of the NPPF is the presumption in favour of sustainable development and would support the delivery of a wide choice of quality homes with housing applications being considered in the context of a presumption in favour of sustainable development.
- 10.2 Policy H1(4) in the UDP has previously identified this site for residential development as part of Oakwood Mill and land surrounding Stayley Cricket Club. Policy H1 (4) states that "It is now envisaged that the outline of the green wedge would be reshaped and some housing development take place within this area, in order to achieve a number of benefits. These would include an enlargement to the cricket ground and improvement of its facilities".
- 10.3 Outline planning permission for residential development on this site was granted on the 23rd of September 2011 with approval of means of access. Therefore the principle of developing this site for residential development has been established.

11.0 Design, appearance, layout and landscaping

- 11.1 The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. The NPPF states that "it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes." Whilst the NPPF confirms any decision should not attempt to impose architectural styles or particular tastes and not stifle innovation but adds it is proper to promote or reinforce local distinction.
- 11.2 In this regard the proposal should also be considered against UDP Policies C1, C4 and H10 which seek to ensure that the design and layout of proposed housing developments are of high quality and complement or enhance the character and appearance of the surrounding area.

- 11.3 The site is located in the Millbrook Conservation Area and any developments proposed to be built within the Conservation Area must be sympathetic to the setting and character of the area and also be aware of their proximity to the other features of interest within the Conservation area.
- 11.4 The proposed houses would be constructed with a mixture of materials which include stone, red bricks or render with grey roof tiles. The houses on the east side of the site access road backing onto Huddersfield Road would be constructed in stone to respect the character of the conservation area along the Huddersfield Road corridor. The houses to the west of the internal access road would be of predominantly brick construction to reflect the character of the housing estate to the north of the site. The design and appearance of the houses together with the choice of materials is considered appropriate and compliant with the NPPF, UDP and Residential Design SPD.
- 11.5 The layout of the site allows for each house to have generous sized gardens and parking area located for a minimum of two vehicles in front of the houses. Each house type conforms to the minimum housing sizes contained in policy RD18 of the Residential Design SPD.
- 11.6 The Residential Design SPD Policy RD5 requires a minimum separation distance of 14m between habitable windows in existing houses and a two-storey blank wall. The privacy and spacing distance to the nearest existing residential properties at 453 & 455 Huddersfield Road is approx. 14.3m and therefore the minimum separation distance has been achieved. The layout proposed maintains adequate spacing between the new houses and complies with the Councils guidelines with regard to their proximity to existing properties surrounding the site. As a result it is not considered that the proposed development would have any undue impact on the amenities of surrounding residents in terms of overshadowing or loss of privacy.
- 11.7 In overall terms, the design, appearance and layout of the proposal is considered to be high quality and would not impinge unduly on the amenity of existing residents and would preserve or enhance the character and appearance of the Conservation Area.
- 11.8 The application proposes tree planting within the site and in the rear gardens of houses along Huddersfield Road. Hedge planting is proposed along the Crowswood Drive boundary. The chosen species reflect those that are native to the area and will blend into the local landscape. Street landscaping has also been incorporated in the design.
- 11.9 It is considered that the design, appearance, layout and landscaping of the proposed development conforms to the requirements of the Residential Design SPD, UDP Policy H10 and Sections 1, 6 and 7 of the NPPF and is therefore acceptable.

12.0 Impact on the Conservation Area

- 12.1 In determining planning applications, the NPPF requires applicants to submit Heritage Statements to describe the significance of any heritage asset affected and include any contribution made by their setting. The applicant has submitted a Design and Access Statement that includes a Heritage Statement which, attempts to justify the proposed layout and design of the development.
- 12.2 Paragraph 131 of the NPPF provides guidance that local planning authorities should take account of in determining planning applications. The criteria includes; the desirability of new development making a positive contribution to local character and distinctiveness
- 12.3 The Millbrook Conservation Area Appraisal and Management Proposals note that planning proposals for new development will need to be carefully designed to respond to local heritage context. The key is to ensure that the urban design and architectural quality of any scheme is appropriate to the context and enhances the Conservation Area and its setting.
- 12.4 The application site sits between the older remaining historic core of the conservation area and large housing development to the north of the site. The layout and design of the development reflects the location of the application site at the interface of the conservation area and adjacent housing development. The boundaries onto Huddersfield Road and Oxford Street also incorporate provision of natural stone walls to both frontages. The stone walls are considered to be of a suitable height to secure privacy and security for occupiers of the development whilst providing a positive contribution to the setting of the conservation area.
- 12.5 Prior to the submission of this application, the applicant has liaised with the Officers in order to design a scheme that delivers a development that would enhance the site within the Conservation Area.
- 12.6 This scheme will create a modern housing development which integrates well into the street scene and respects the character of the Millbrook Conservation Area. Taking into account the proposed layout, design of the houses and proposed materials, it is considered the development would make a positive contribution to the local character and distinctiveness of Millbrook Conservation Area and therefore fully accords with the NPPF and UDP.

13.0 Loss of existing trees

- 13.1 A tree survey has been submitted with the application that identifies a number of trees that would be felled to accommodate the development. The tree survey has identified 9no trees that are potentially hazardous and will require removal. The most prominent trees on site are a row of mature poplars along Huddersfield Road to the east of site. Although they are highly visible, the survey acknowledges they have a limited safe useful life expectancy, especially in their position adjacent to the busy

highway. Several defects were identified including major deadwood and previous branch failures; one specimen has collapsed and is hung up in the crown of a neighbouring tree.

- 13.2 The Head of Environmental Services - Operations and Greenspace agrees with the findings of the tree survey and recommends removal of the identified trees.
- 13.3 To mitigate for loss of the trees, replacement planting will be undertaken. This will include tree and shrub planting at prominent locations to enhance the streetscene and setting of the housing development. Tree planting will also be undertaken within the rear gardens of the houses backing onto Huddersfield Road to compensate for the loss of the poplar trees within the Huddersfield Road site boundary.

14.0 Environment

- 14.1 In overall terms the flood risk to the site is considered low. The site falls within flood zone 1 where all forms of development are considered acceptable. There is no evidence of any significant risk of groundwater flooding. Surface water run-off would be dealt with by appropriate SuDs related techniques that include natural drainage of the surface water runoff into the ground and reduction of impermeable areas.
- 14.2 An ecological survey has been submitted with the application that confirms an evaluation of the site and its surroundings has been carried out and reports that the site contains no significant ecological constraints on the development proposals. The ecological survey concludes the development will have no adverse effect on statutory or local wildlife sites, or on biodiversity.
- 14.3 The Greater Manchester Ecology Unit has visited the site and confirmed site supports habitat of limited ecological value. The most valuable habitats are found along the stream, which is being retained.

15.0 Conclusion

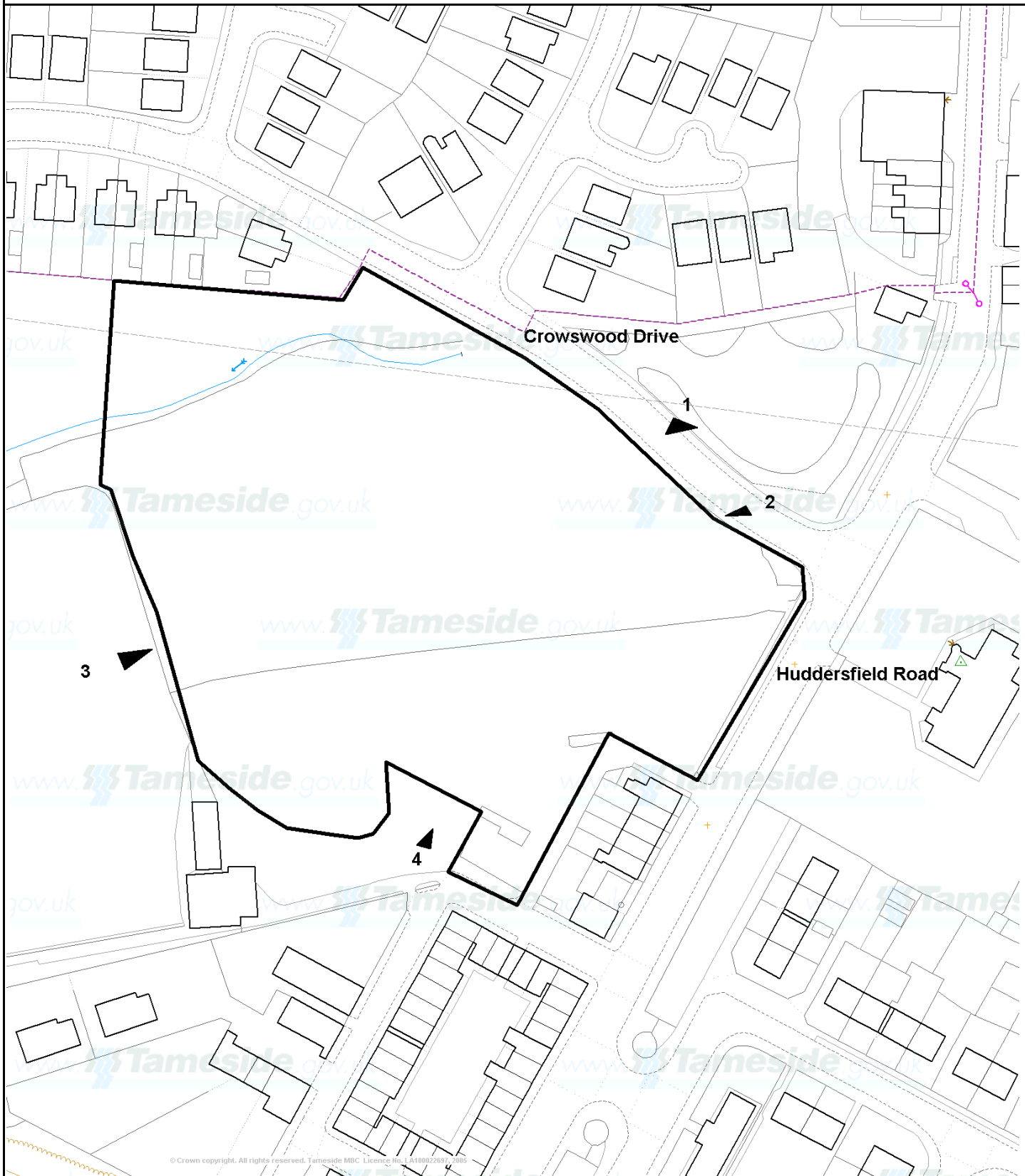
- 15.1 The UDP has previously identified this site for residential development as part of Oakwood Mill and land surrounding Stayley Cricket Club. Outline Planning Permission was granted in September 2011 for residential development at the application site, with approval of means of access to the site.
- 15.2 The appearance of the dwellings are an appropriate scale and massing in relation to the surrounding built form and represents a quality construction using materials complementing the residential area. For these reasons, the proposal conforms to the requirements of the Residential Design SPD, UDP Policy H10 and Sections 1, 6, 7 & 12 of the NPPF.

RECOMMENDATION

To grant planning permission subject to the conditions set out below:

1. The development shall be carried out in accordance with the following approved drawings: 533-13; 15045_01; 15045_03; 15045_05; 15045_HT_01; 15045_HT_02; 15045_HT_03; 15045_HT_04; 15045_HT_05; 15045_HT_06; 15045_HT_07; 15045_HT_08; 15045_HT_09.
2. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and/or a full specification of materials to be used externally on the buildings have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.
3. The approved scheme of landscaping shall be implemented before the development is brought in to use or in accordance with a programme agreed previously with the local planning authority. Any newly planted trees or plants forming part of the approved scheme which, within a period of 5 years from the completion of the planting, are removed, damaged, destroyed or die shall be replaced in the next appropriate planting season with others of similar size and species by the developer unless the local planning authority gives written consent to any variation
4. Notwithstanding the details shown on the approved plans and the requirements of condition 1 of this permission, within 3 months of development first taking place details of the siting, height, design, materials and finish of boundary treatments for each plot shall be submitted to and approved in writing by the Local Planning Authority. The duly approved boundary treatments shall be constructed in full accordance with the approved details before the dwelling on that plot is first occupied, and shall be retained as such thereafter.
5. No removal of or works to any hedgerows, trees or shrubs, clearance of vegetation that may be used by breeding birds shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of all suitable areas for active birds' nests immediately before any works commence or vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.
6. No development or works of site preparation shall take place until all trees that are to be retained within or adjacent to the site have been enclosed with temporary protective fencing in accordance with BS: 5837:2012 'Trees in relation to design, demolition and construction. Recommendations'. The fencing shall be retained throughout the period of construction and no activity prohibited by BS: 5837:2012 shall take place within such protective fencing during the construction period.

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Scale 1/1250 15/08/2016

Centre = 397996 E 399872 N

Crowswood Drive, Stalybridge

Page 25



Scene A-A



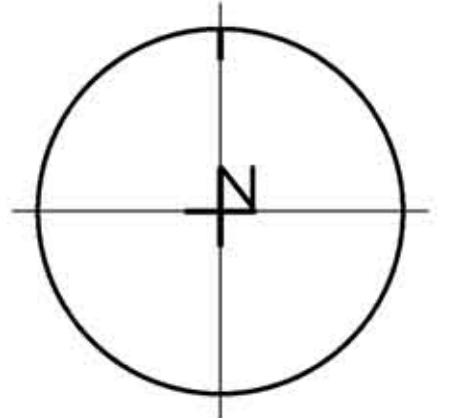
Scene B-B



Scene C-C



Indicative Site Plan
not to scale



All levels and dimensions must be checked on site by contractor prior to commencement of works. Any variations must be reported to GHA.

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Client	LIBRA HOMES	
Project	Crowswood Drive, Stalybridge	
Title	PROPOSED STREET SCENES	

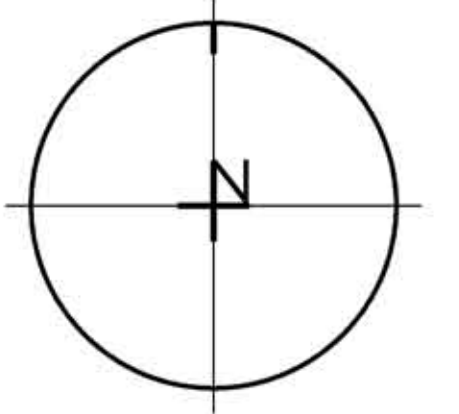
GHA
GRAHAM HITCHEN ASSOCIATES
 Planning & Development Consultancy
 13 Sherbrooke Ave, Uppermill, Oldham. OL3 6EF
 Tel 01457 874836 Fax 05601159380

dwg No	Drawn by	Date
15045_03	Chk by	October 2015
	scale	rev
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PLANNING



Crowswood Drive, Stalybridge



- Key:**
- 1.8m high Close boarded fence
 - 1.8m high brick wall
 - 0.9m high stone wall & 0.9m high railings with artstone coping and piers. To Crowswood Drive & Huddersfield Road frontage.
 - Contrasting surface to shared driveways
 - Block paving to accessways and focal parking
 - Dashed line denotes trees to be removed
 - Indicative landscaping and tree planting to detail
 - Proposed hedge planting to provide screening to Crowswood Drive & Huddersfield Road
 - Plot specific elevational treatments to plots 14 & 29.
 - Denotes plots featuring render.

House Type Mix					
Type	Description	Height	SqFt	No.	Footage
Type A	4 Bed Townhouse	2.5 Storey	1263	12	15156 SqFt
Type B	4 Bed Detached	2 Storey	1318	7	9226 SqFt
Type C	4 Bed Detached	2 Storey	1365	3	4095 SqFt
Type D	4 Bed Detached	2 Storey	1172	7	8204 SqFt
Total				29	36681 SqFt

Site Area Gross	3.28 Acres	1.3 Ha
POS	0.6 Acres	0.2 Ha
Site Area Nett	2.68 Acres	1.1 Ha
Footage	13687 SqFu/Acre	

All levels and dimensions must be checked on site by contractor prior to commencement of works. Any variations must be reported to GHA.

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Client
LIBRA HOMES

Project
Crowswood Drive, Stalybridge

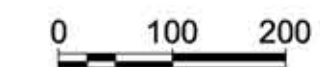
Title
PROPOSED SITE LAYOUT

GHA
GRAHAM HITCHEN ASSOCIATES
Planning & Development Consultancy
13 Sherbrooke Ave, Uppermill, Oldham. OL3 6EF
Tel 01457 874836 Fax 05601159380

dwg No 15045_01	Drawn by Chk by scale 1:500@a1	Date 19.05.15 rev A
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PLANNING

- Materials:**
- Plots 1 - 11**
 - Reconstituted stone facings (TBC)
 - Concrete interlocking roof tiles in slate grey with thin leading edge (TBC)
 - Art stone surrounds and details
 - UPVC windows in charcoal grey
 - Plots 12 - 29**
 - Red multi brick facings (TBC)
 - Concrete interlocking roof tiles in slate grey with thin leading edge (TBC)
 - Art stone surrounds and details
 - uPVC windows in charcoal grey
 - Render to feature on Plots 14/17/19/22/24/27



Application Number 15/01034/FUL

Proposal	Conversion of existing church into 16 no. apartments and erection of 14 houses on land adjacent to church.
Site	St Stephens Church, Bennett Street, Hyde
Applicant	Insite Properties (Manchester) Ltd
Recommendation	Grant planning permission subject to the prior signing of a S106 legal agreement and subject to conditions.

REPORT

1 APPLICATION DESCRIPTION

- 1.1 The proposal is twofold; to convert the existing, grade II listed church to 16 apartments and to build 14 houses on the land behind. This application is accompanied by a concurrent application (ref. 15/01035/LBC) for listed building consent work the works to the church.
- 1.2 The main pedestrian and vehicular access to, and egress from, the site would be from an existing lane at the western end of the frontage to Bennett Street and that runs parallel to the gable of the church and also serves as access to school playing fields to the south of the site. The lane would be improved to an adoptable standard and then wrap around the southern elevation of the church, before continuing around the eastern gable where parking spaces for residents of the apartments would be provided. A fully-enclosed bin store for use by occupants of the converted church would be located at the site's north-eastern corner, close to the boundary with Bennett Street, at the end of the parking area.
- 1.3 A spur from the access road, where it passes in front of the southern elevation of the church would provide access to the houses.
- 1.4 Existing gated accesses in the stone boundary wall to Lower Bennett Street would be retained.

The church

- 1.5 The conversion of the church would include the construction of a mezzanine level within the building. All but five of the apartments would be split level. Accommodation would be provided on the ground floor and on the mezzanine for ten of the apartments. One apartment would be solely on the ground floor and occupy the whole of the western section of the building. Four apartments would occupy space on the first-floor only and one would occupy space on the mezzanine and the first-floor. There would be ten, one-bedroom apartments and six, two-bedroom apartments.
- 1.6 A new main entrance will be created in the south elevation of the building facing towards the proposed housing site. This entrance will be formed within in the central bay of the tracery windows and framed by external buttresses. One ground floor apartment would have its own discreet entrance utilising existing doors in to the northern elevation of the building.

- 1.7 The new entrance will open into an atrium where a central corridor will run along the east and west axis of the building providing access to the eleven ground floor apartments and one first floor apartment. A staircase from the atrium will lead to a landing running above the ground floor corridor and providing access to the first floor apartments.

The houses

- 1.8 The proposed mix of houses includes 9, 3-bedroom houses and five, 4-bedroom houses. Each house would be two-storey, and in four instances utilise the roofspace to provide additional accommodation.
- 1.9 The houses would be arranged in three blocks. There would be a pair of semi-detached houses on one side of the spur from the road in front of the church and a terrace of four houses on the other side. The spur would end at a private driveway in front of a row of houses parallel with the site's southern boundary. This row would consist of two detached houses at either end and a terrace of four houses in between. Each house would be provided with two car parking spaces.
- 1.10 The houses would be brick-built with tiled roofs. Each house would have a projecting gable on the front and the arrangement would provide a symmetrical appearance on either side of the central point of the longer row of houses. The appearance of the terrace of four houses facing on to the spur would largely mirror the central terrace in the row of houses along the southern end of the site.

2.0 SITE AND SURROUNDINGS

- 2.1 The site is located on the southern side of Bennett Street in the Flowery Field area of Hyde 0.7km north of the town centre. The Church occupies the northern portion of the site with the proposed housing development being behind the Church to the south.
- 2.1 The church was built in the late nineteenth and is constructed mainly from rock faced stone with ashlar dressings with a Welsh slate roof. It is built to a typical plan, with a 5 bay nave, clerestory, aisles, buttresses, polygonal chancel and southern porch. The most notable feature of the building is the prominent three stage tower. The spire atop the tower is referred to as a 'broach spire' whilst the tower itself has angled corner buttresses with three clock apertures.
- 2.2 The development land is relatively flat but is overgrown and previously accommodated a Sunday School and tennis courts. The site comprises 0.8 acres in total.
- 2.3 The surroundings are predominantly residential and comprise a mix of a mix of Victorian, Edwardian and later terraced houses and 1960s local authority housing. The development of land immediately to the west of the site, and extending to the south-west, on the former Castrol Oil site for 102 houses is nearing completion and is largely now occupied. To the east and south the site adjoins the Thomas Ashton School.
- 2.4 The local shopping centre at the junction of Bennett Street and Ashton Road is 540m to the east of the site. Flowery Field Railway Station is located 300m to the east of the site on Bennett Street and there are bus stops on Dukinfield Road 500m to the

west of the site on the route of the regular 330 service between Stockport, calling at Hyde, to Ashton.

3.0 PLANNING HISTORY

- 3.1 At the meeting in February 2014 the Panel approved an application (ref. 13/00253/LBC) for listed building consent for works to convert St Stephen's Church into twelve apartments and was minded to approve an outline application (ref. 13/00441/OUT) to develop 14 houses on the land behind the church, subject to completion of a Section 106 Agreement to ensure the housing scheme is not developed fully until the church conversion has been completed and is ready for occupation. The Agreement was never pursued.

4.0 RELEVANT PLANNING POLICIES

- 4.1 Tameside Unitary Development Plan (UDP) Allocation
4.1.1 Unallocated.

4.2 Tameside UDP

4.2.1 Part 1 Policies

- 1.3: Creating a Cleaner and Greener Environment.
- 1.4: Providing More Choice and Quality Homes.
- 1.5: Following the Principles of Sustainable Development
- 1.11: Conserving Built Heritage and Retaining Local Identity.
- 1.12: Ensuring an Accessible, Safe and Healthy Environment.

4.2.2 Part 2 Policies

- H2: Unallocated Sites.
- H4: Type, Size and Affordability of Dwellings.
- H10: Detailed Design of Housing Developments
- OL4: Protected Green Space
- T1: Highway Improvement and Traffic Management.
- Policy T10: Parking.
- C1: Townscape and Urban Form
- C5: Alternative Uses, Alterations and Additions for Listed Buildings.
- C6: Setting of Listed Buildings.
- C7: Enabling Development for Conservation of Heritage Assets
- MW11: Contaminated Land.

4.3 Other Policies

- 4.3.1 Residential Design Supplementary Planning Document.

4.4 National Planning Policy Framework (NPPF)

- 4.4.1 Section 1 Delivering sustainable development
Section 6 Delivering a wide choice of high quality homes
Section 7 Requiring good design
Section 8 Promoting healthy communities
Section 12 Conserving and enhancing the historic environment
Section 13 Conserving and enhancing the natural environment

4.5 Planning Practice Guidance (PPG)

This is intended to complement the NPPF and to provide a single resource for planning guidance, whilst rationalising and streamlining the material. Almost all previous planning Circulars and advice notes have been cancelled. Specific reference will be made to the PPG or other national advice in the Analysis section of the report, where appropriate.

5.0 PUBLICITY CARRIED OUT

5.1 As part of the planning application process 17 notification letters were sent out to neighbouring properties on 4th February 2016 and a notice was posted at the site and published in a local newspaper on 21st January 2016.

6.0 RESPONSES FROM CONSULTEES

6.1 The Head of Environmental Services – Highways has raised no objections to the proposal and has requested conditions and informative notes to be attached to any approval.

6.2 The Head of Environmental Services – Environmental Protection has raised no objections to the proposal and has requested conditions be attached to any approval.

6.3 United Utilities has raised no objections to the proposal and has requested that conditions be added to any approval.

6.4 The Coal Authority has raised no objections to the proposal and has requested that a informative note to be added to any approval.

6.5 The GM Police Design for Security Unit has raised no objections to the proposal and has requested that a condition be added to any approval.

6.6 The GM Archaeological Unit has raised no objections to the proposal and has requested that a condition be added to any approval.

7.0 SUMMARY OF THIRD PARTY RESPONSES RECEIVED

7.1 None received.

8.0 ANALYSIS

8.1 The principal issues in deciding this application are:-

- 1) The principle of the development and the loss of the open space,
- 2) Layout and design, and the setting of the listed building,
- 3) Accessibility and Highways,
- 4) Residential amenity
- 5) The works to the Church.
- 5) Section 106 Legal Agreement
- 6) Ecology.

9.0 The principle of the development and the loss of the open space

- 9.1 In overall terms the principle of development is acceptable. The site is situated in a highly accessible urban area close to services and would secure the restoration of the church, which is an important listed building in Hyde. The proposal would deliver high-quality, well-designed homes contributing to housing land supply and providing new homes bonus.
- 9.2 Whilst the housing site might be considered as being a 'greenfield' site, the Panel having been minded to approve the previous application (ref. 13/00441/OUT) accepts the principle that residential development is appropriate on the site. Nevertheless, because evidence of the previous development of the site has mostly disappeared it must be considered as Protected Open Space. The principle of whether built development is acceptable on this area of Protected Open Space must therefore be considered against UDP policy OL4 in context of Section 8 of the NPPF.
- 9.3 The site is incidental open space, but with no formal access or facilities. Its contribution to the wider community is therefore limited to a visual, open amenity space rather than serving a functional purpose. The open space is not 'demonstrably special to a local community (nor) holds a particular local significance', which is defined by paragraph 77 of the NPPF as reason to include and retain land as open space. The retention of the site solely for the purpose of limited amenity value for residents immediately adjacent would represent the inefficient use of land within the urban area and would not comply with the Core Principles of NPPF.
- 9.4 The development of the site is therefore considered compliant with paragraph 77 of the NPPF and policy OL4 of the UDP and remains acceptable in principle.

10.0 Layout and design, and the setting of the listed building

- 10.1 The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, indivisible from good planning and should contribute positively to making places better for people. The NPPF states that "it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes." Whilst the NPPF confirms any decision should not attempt to impose architectural styles or particular tastes and not stifle innovation but adds it is proper to promote or reinforce local distinction.
- 10.2 Unlike the previous proposal that involved the creation of a new means of access into the site from Bennett Street, to the eastern side of the Church, the proposal is now to utilise the existing access road to the west of the Church. By doing so, there is no need to open up sections of the boundary wall to Bennett Street that forms part of curtilage of the listed building. As did the previous proposal, the houses would be laid out in an almost courtyard arrangement and be accessed from a new adoptable road, but now from the western side of the Church. A feature of the proposed layout is that the house that would face the entrance road is turned through 90 degrees and looks out from the front towards the road and the southern elevation of the Church.
- 10.3 The scale of the proposed houses is in-keeping with the local vernacular, including the new houses on the adjacent site. Being influenced by the roof of the Church the houses would include steeply pitched roofed, projecting gables.

- 10.4 A consistent palette of external finishes would be used throughout the housing development so as to achieve a cohesive scheme that acknowledges the character of the locality within which it is set whilst remaining identifiably contemporary, including such features as full-height windows in the projecting gables at each end of both of the terraces, stone window surrounds and canopied front doorways. The houses would be brick-built and roofed with materials to compliment and reflect the Church. In the full-height windows the glazing would be opaque at the necessary level so as to hide the floor plate behind.
- 10.5 The road would have a bituminous surface, containing red aggregate, and driveways and parking spaces would be block paved.
- 10.6 The land behind the listed Church is currently disused and unkempt. Appropriate development on the land could only serve to enhance the setting of the listed building. It is considered that the layout and design of the proposed housing development, and the impact it would have on the setting of the listed building, conforms to the requirements of: the Residential Design SPD; UDP policies H10, C1 and C6; and, Sections 1, 6, 7 and 12 of the NPPF, and is therefore acceptable.

11.0 Accessibility and Highways

- 11.1 Pedestrian and vehicular access to the houses would be provided by improvements, and the adoption of the existing access lane that runs parallel to the western gable of the church. The lane also serves as access to the school playing fields to the south of the site.
- 11.2 Sixteen parking spaces would be provided for the residents of the apartments, together with two visitor parking spaces. Each house would be provided with two discrete parking spaces, some in integral garages. The parking provision proposed complies with the maximum car parking standards and is considered acceptable to serve the development.
- 11.3 Existing gated accesses in the stone boundary wall to Lower Bennett Street are retained so as to provide access to the apartment that fronts the street and also to allow access to the proposed bin store for use by residents of the apartments.
- 11.4 The site is relatively flat and will allow disabled residents or visitors, along with the less able, to access the dwellings without incurring any steps or significant rises in land levels.
- 11.5 The development would be within 500m of a bus service running every 15 minutes during the day and Flowery Field railway station on the Glossop to Manchester Piccadilly line with train services every 20 minutes.

12.0 Residential amenity

- 12.1 In overall terms, the scheme is considered to be acceptable in terms of residential amenity having regard to both existing and future residents. There being a spacing of more than 23m between the houses facing one another across the spur of the new road and a distance of 14m between the front of those houses in the row at the southern end of the site and the sides of the houses in front the proposal complies with policies designed to prevent undue over-shadowing and over-looking of neighbouring properties.

- 12.2 Each of the houses would have gardens at the front and the back to provide outdoor amenity space and appropriate provision has also been made for the transportation of refuse bins from the back of the houses to the front for collection.
- 12.3 There is the potential for the development to be impacted on by noise from traffic, the railway, plant serving Thomas Ashton School and activities at the all-weather sports pitch that the site borders to the south. As in the previous proposal, in order to attenuate noise from the sports pitch a 2m high, close-boarded fence would be installed along the southern boundary of the site. In order to protect the new houses from noise from plant and equipment at Thomas Ashton School, to achieve acceptable internal noise limits during the daytime, a specified glazing and ventilation system will be required to rooms on the rear elevations of houses on the eastern side of the site. During evenings and weekends when the school is closed noise levels would be well within acceptable limits.
- 12.4 The housing development as proposed would provide an appropriate level of amenity for future residents and would therefore comply with UDP policies 1.12 and H10.

13.0 **Works to the Church**

- 13.1 Whilst the proposal includes an increased number of apartments in the converted Church the level of intervention in the built fabric and alterations to the building would be less intrusive than was proposed previously. The scheme that has listed building consent (ref. 13/00253/LBC) included the conversion of the roof void into apartments. By reducing the number of two-bedroom units proposed, and by utilising the space more effectively, the current proposal avoids utilising the roof space. The current proposal also reduces the number of new openings in the external envelope of the Church than were proposed previously.
- 13.2 External alterations would include the new main doorway in the southern elevation and the construction of rooflights in the single-storey aisle roofs on both the east and west elevations. The new main doorway would be fully glazed and situated between existing buttresses and centrally within the tracery window bay. The rooflights would be flush with, and not protrude above, the plane of the roofs. In both instances the interventions would not detract unduly from the character or historic and architectural importance of the building.
- 13.3 The most significant windows in the building would be retained. These include the large stained glass window in the east elevation and the main rose window in the west elevation as well as all high-level round windows. These would be repaired where necessary and secondary glazed internally. The windows in the Bell Tower, which is not included in any of the apartments, would be retained. All other windows would be replaced with aluminium frames.
- 13.4 Internally new partition walls would be chamfered where necessary so as not to intersect with tracery windows. However at the eastern end of building, in three apartments, the mezzanine would intersect with six windows. In two instances the intersections would be below, and thus hidden by, the roofs of the single-storey sections that run along both of the longer, north and south, elevations. In two other instances the intersections would be behind existing stained glass windows and frosted panes, respectively. Two of the intersections would therefore be visible. In the wider context of the scheme the fact that the mezzanine level would be visible in two instances is considered acceptable and in the long term the importance of the

retention, by conversion, of the building is considered to be far outweighed by any minor impacts that might result from the visible mezzanine floor.

- 13.5 The chamfered nave arcade arches would remain exposed within the apartments by means of the partition walls meeting at the existing columns.
- 13.6 The existing ground floors will be removed in sections to allow drain runs and foundations for the apartment party walls. The floors will also be overlaid with rigid insulation and a concrete screed to upgrade levels of thermal insulation. With the upgrading of the insulation to the roof there will be no requirement to line the face of the internal walls to satisfy the building regulations thus allowing for architectural features around the window openings to be retained. The floor in the entrance lobby would be re-laid with parquet flooring reclaimed from what was the main hall in the Church.
- 13.7 Whilst Historic England objected initially to the previous application for listed building consent due to the amount of demolition involved, they have raised no concerns about the current application (ref. 15/01035/LBC) for listed building consent, albeit this is a separate application that will be determined under delegated powers pending the decision of Speakers Panel.
- 13.8 In terms of internal space, all of the proposed apartments achieve National Space Standard requirements for minimum gross internal floor area and built in storage.
- 13.9 In accordance with the view taken by Historic England, the conversion of the Church would not prejudice unduly the reasons for the listing, but would secure a beneficial future for the building whilst retaining the majority of the architectural features, and is therefore considered in accordance with UDP policy C5 and, Section 12 of the NPPF, and is therefore acceptable.
- 14.0 **Section 106 agreement**
- 14.1 This is one application and proposes the conversion of the Church and the development of the houses. The applicant estimates that the conversion of the Church would be at a cost to the developer and acknowledges that the viability of the scheme lies solely within the housing development. There is then the risk that if the application is approved the houses would be built but the Church would remain vacant. It is therefore recommended that any permission should be subject to the prior completion of an Agreement under Section 106 of the Planning Act 1990. The agreement would be that the development of the houses will not commence until listed building consent for the residential development of the listed St Stephens church building has been obtained and a building contract has been let for the construction and completion of the Church redevelopment.
- 14.2 In accordance with the Community Infrastructure Levy Regulations 2015, which is intended to provide infrastructure to support development, rather than to make individual planning applications acceptable in planning terms, it is agreed additionally with the applicant, so as to compensate for the impact of the development on the demand for school places, other terms of the agreement would be that a financial contribution of £25,000 be made toward the construction cost of the development of the new Discovery Academy in Porlock Street in Hyde.
- 14.3 In order to achieve and maintain an appropriate residential environment for occupants of the apartments, and so that the condition of the church and its

surroundings are maintained in a condition that would not detract from the amenities enjoyed by occupiers of the houses, it is further recommended that the agreement includes also that none of the apartments hereby approved are occupied until details of a maintenance management plan for the building and its environs has been submitted to, and approved in writing by, the local planning authority. Following occupation, the management plan shall be implemented in accordance with the approved details

15. Ecology

- 15.1 The proposed development would not impact upon any statutory or non-statutory designated sites of ecological importance. The development proposals include the retention of the building with its conversion to apartments. It is understood that no works are to be undertaken to the roof or within the bell tower, where the potential for bats to roost was identified during the initial dusk emergence survey. The report recommended that further bat survey work was required. A further Bat Survey Report has subsequently been submitted (REC, Ref 100809EC2R0, August 2016). A dawn re-entry survey was undertaken which confirmed that bats were not currently roosting within the church, though bats were anticipated to be roosting in close proximity to the building. No further surveys for bats are therefore considered necessary and work can proceed with a low risk to roosting bats.
- 15.2 In more general terms, the development would provide the opportunity to enhance the number of tree species present. The proposal includes new tree planting within the car parking areas to the south of the site, and it is recommended that a variety of native species are used. Moreover, the provision of a range of artificial bird boxes on the new buildings or woodland trees, or both, would target bird species associated with urban fringe habitats such as sparrows and bullfinch.

RECOMMENDATION

Grant planning permission subject to a) the prior signing of a Section 106 Legal Agreement and b) the following conditions.

- a) Section 106 Legal Agreement which secures the following:

That listed building consent for the residential development of the listed St Stephens church building has been obtained and a building contract has been let for the construction and completion of the Church redevelopment before development commences on the new residential dwelling houses and that the applicants submit a phasing plan for approval which sets out the timetable for restoration of the church and construction of the approved residential dwellings and carry out the development in accordance with the approved phasing plan.

Education contribution of £25,000 to be spent at the new Discovery Academy – payment of contribution to be made prior to occupation of first dwelling.

That none of the apartments are occupied until details of a maintenance management plan for the converted church building and its environs has been submitted to, and approved in writing by, the local planning authority.

- b) Conditions

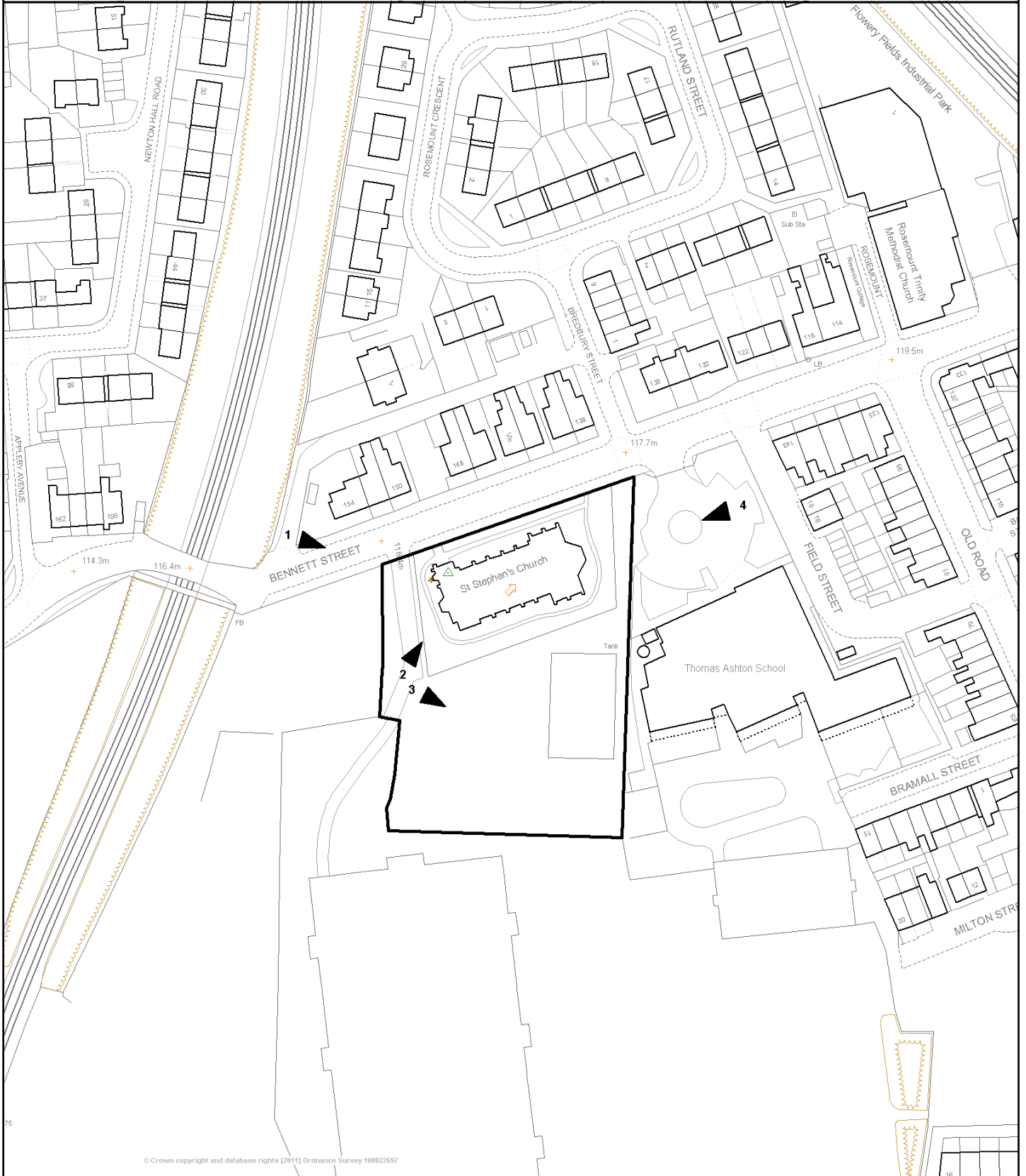
- 1) The development must be begun not later than the expiration of three years beginning with the date of this permission.
- 2) Prior to the commencement of the houses samples or a full specification of the materials to be used in the external above ground finishes to the houses (including window frames, door fronts and garage door fronts), in the above ground construction of all boundary treatments and to all external hard surfaces have been submitted to, and approved in writing by, the local planning authority. The development shall then be implemented in accordance with the approved details.
- 3) Prior to the commencement of development precise details of window frame designs for the houses and the church shall be submitted to, and approved in writing by the local planning authority. The development shall then be implemented in accordance with the approved details. All windows and doors to the houses shall be constructed with reveals, or recesses, to a depth of at least by 90mm.
- 4) The development hereby permitted shall be carried out in accordance with the following approved plans: those ref. 2041.EX.001 rev. A (received on 01/04/16), 2041.EX.002, 2041.EX.100, 2041.EX.101, 2041.EX.103, 2041.EX.601, 2041.EX.602, 2041.EX.603, 2041.EX.604 (each received on 23/11/15), 2041.PL.001 E (received on 13/07/16), 2041.PL.100 G, 2041.PL.102 E (both received on 01/04/16), 2041.PL.110 C, 2041.PL.120 D, 2041.PL.130 D, 2041.PL.131 B, 2041.PL.140 E, 2041.PL.150 (each received 13/07/16), 2041.PL.601 F, 2041.PL.602 F, 2041.PL.603 F (each received 01/04/16), 2041.PL.610 C (received on 13/07/16), 2041.PL.620 A, 2041.PL.630 A (both received 01/04/16), 2041.PL.701 D, 2041.PL.702 B, 2041.PL.703 B, 2041.PL.704 B, 2041.PL.705 C, 2041.WD.1 C (each received on 27/02/16) and section 3.3 of the Crime Impact Statement dated (28/01/2016 – URN: 2013/0479/CIS/02 Version A)..
- 5) No development shall commence until full details of the proposed planting indicated on the approved plans have been submitted to, and approved in writing by, the local planning authority. The approved scheme of planting shall then be implemented before the development is brought in to use or in accordance with a programme agreed previously with the local planning authority. Any newly planted trees or plants forming part of the approved scheme which, within a period of 5 years from the completion of the planting, are removed, damaged, destroyed or die shall be replaced in the next appropriate planting season with others of similar size and species by the developer unless the local planning authority gives written consent to any variation.
- 6) Prior to first occupation of the apartments the bin storage facility indicated on the approved plans shall be provided and thereafter kept unobstructed and available for its intended purpose at all times.
- 7) The boundary treatments indicated on the approved plans shall be provided prior to first occupation of the houses.
- 8) Prior to first occupation of either the houses or the apartments, or both, the respective car parking indicated on the approved plan shall be provided and thereafter kept unobstructed and available for its intended purpose.
- 9) The development shall not commence until details of the wheel cleaning facilities, temporary access, vehicle parking and turning facilities to be provided during the construction period, has been submitted to and approved in writing by the local planning authority. These measures shall be retained in operation through the duration of the building works.

- 10) During the period of construction no work (including vehicle and plant movements, deliveries, loading and unloading) shall take place outside the hours of 07:30 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays. No work shall take place on Sundays and Bank Holidays.
- 11) The glazing in the rear of houses occupying plots 11 – 14 shall achieve a sound insulation value of 38dB(D when measured internally following installation of the windows.
- 12) Development shall not commence until the following information has been submitted in writing and written permission at each stage has been granted by the Local Planning Authority.
 - i) A preliminary risk assessment to determine the potential for the site to be contaminated shall be undertaken and approved by the Local Planning Authority. Prior to any physical site investigation, a methodology shall be approved by the Local Planning Authority. This shall include an assessment to determine the nature and extent of any contamination affecting the site and the potential for off-site migration.
 - ii) Where necessary a scheme of remediation to remove any unacceptable risk to human health, buildings and the environment shall be approved by the Local Planning Authority prior to implementation.
 - iii) Any additional or unforeseen contamination encountered during development shall be notified to the Local Planning Authority as soon as practicably possible and a remedial scheme to deal with this approved by the Local Planning Authority.
 - iv) Upon completion of any approved remediation schemes, and prior to occupation, a completion report demonstrating that the scheme has been appropriately implemented and the site is suitable for its intended end use shall be approved in writing by the Local Planning Authority.

The discharge of this planning condition will be given in writing by the Local Planning Authority on completion of the development and once all information specified within this condition and other requested information have been provided to the satisfaction of the Local Planning Authority and occupation/use of the development shall not commence until this time, unless otherwise agreed by the Local Planning Authority.

- 13) No development shall take place until the applicant or their agents or their successors in title have secured the implementation and of a programme of archaeological work. The programme is to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by the local planning authority. The WSI shall cover the following:
 1. A phased programme and methodology of investigation and recording to include:
 - Background documentary research
 - Archaeological building survey and building recording at English Heritage level 3.
 2. A programme for post investigation assessment to include:
 - analysis of the site investigation records and finds
 - any outstanding historical research into the site
 - production of a final report
 3. Provision for public engagement during the fieldwork, for publication and dissemination of the analysis and report on the site investigation.
 4. Provision for archive deposition of the report, finds and records of the site investigation.
 5. Nomination of a competent person or persons/organisation to undertake the programme set-out within the approved WSI.

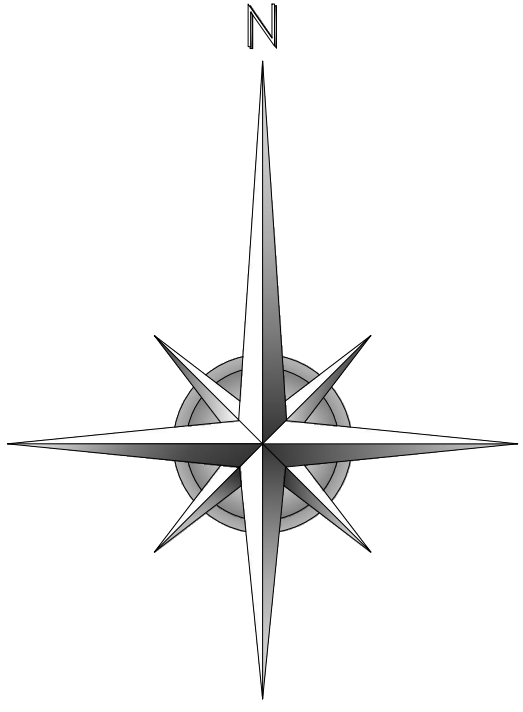
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Scale 1/1474 Date 18/7/2016

Centre = 394527 E 396040 N

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REMOVE REMAINS OF WALL & REGRADE LAND

EXISTING GATES
EXISTING GATES
FIXED SHUT

BIN STORE

16 APARTMENTS

PROPOSED ENTRANCE

SCHOOL BUILDING

ACCESS TO SCHOOL PLAYING FIELDS

ACOUSTIC FENCE

FENCES TO REAR OF PLOTS 3-10 TO BE 1.2M HIGH

- HOUSE TYPE A - 4 No. THIS TYPE
- HOUSE TYPE B - 2 No. THIS TYPE
- HOUSE TYPE C - 2 No. THIS TYPE
- HOUSE TYPE C1 - 1 No. THIS TYPE
- HOUSE TYPE D - 3 No. THIS TYPE
- HOUSE TYPE D1 - 2 No. THIS TYPE

- TARMAC WITH RED AGGREGATE
- HERRINGBONE SETTS
- DENOTES 0.6M WALL WITH FENCE ABOVE
- DENOTES 0.6 M CHESHIRE FENCE
- DENOTES 2M CLOSE BOARDED FENCE
- PROPOSED TREE



CHESHIRE FENCE



WALL WITH FENCE ABOVE

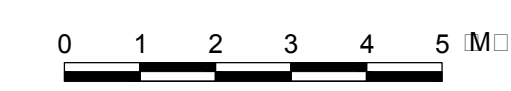
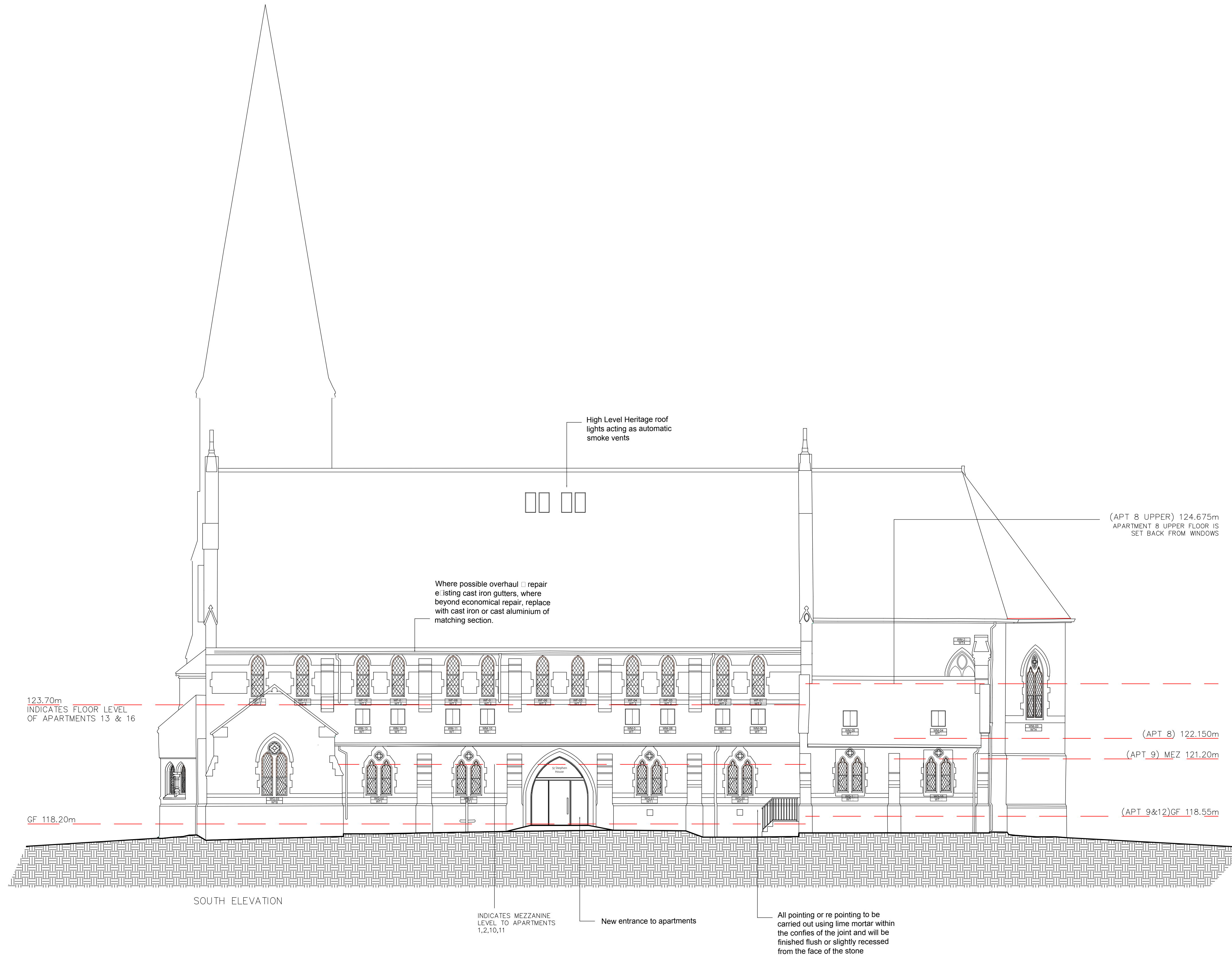
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16-Jun-16 Site Redesign

INSITE PROPERTIES (MANCHESTER)	
Date	SEPT 2015
Drawn	AR
Scale	1:200
Rev.	E
Client	PLANNING
Checked	PM
Size	A1
Drawing Nr.	2041.PL.001
Drawing Title	PROPOSED SITE PLAN
Project Title	ST STEPHEN'S CHURCH
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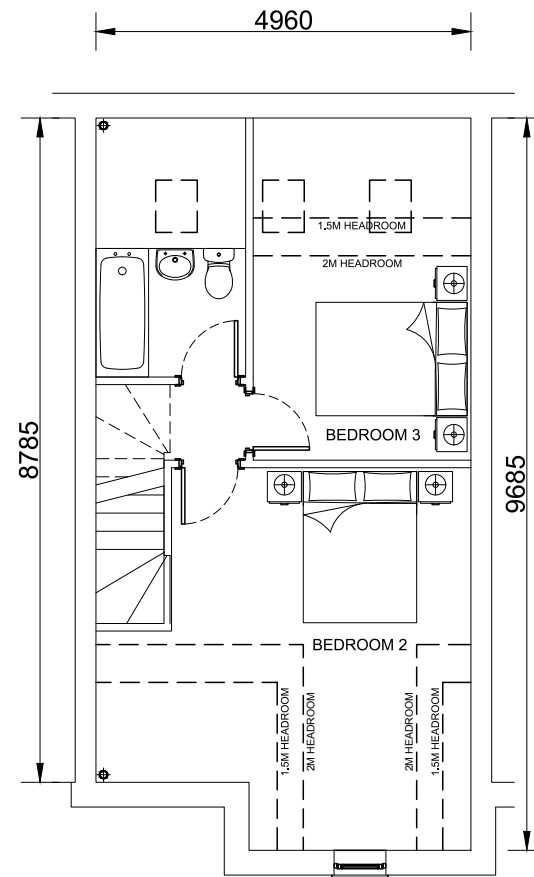
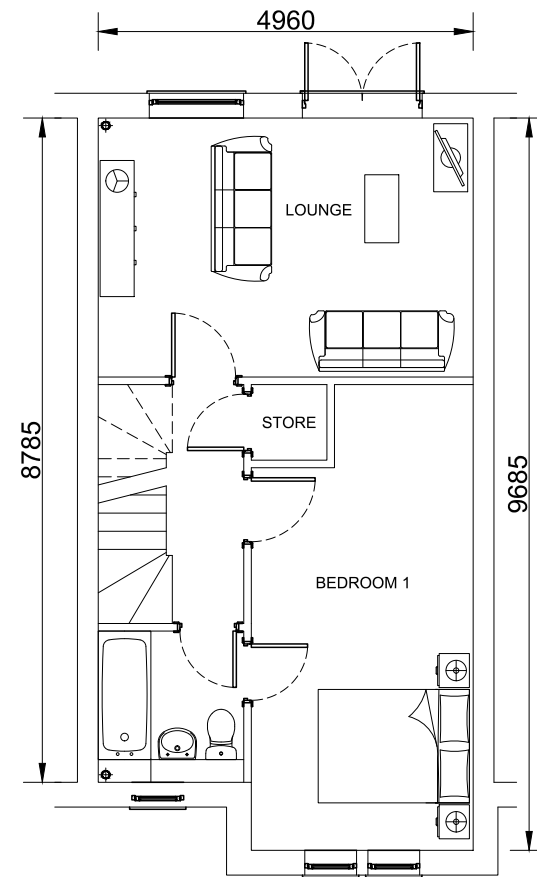
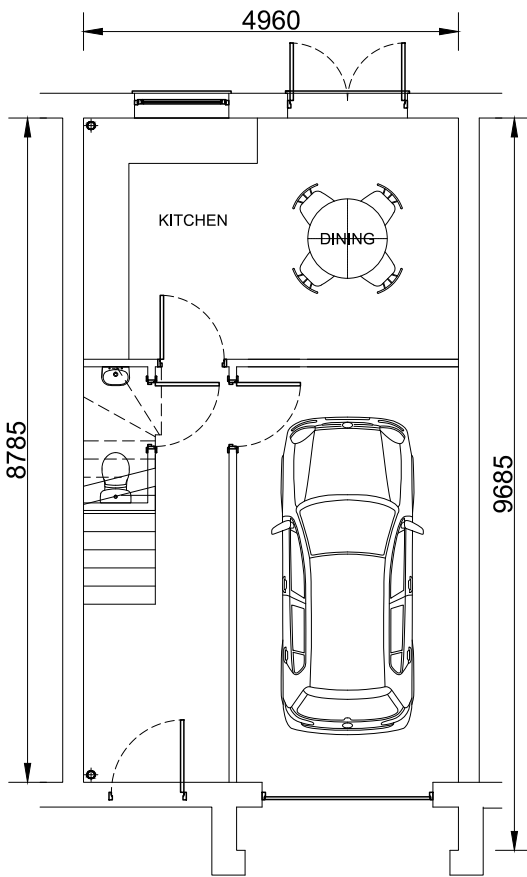
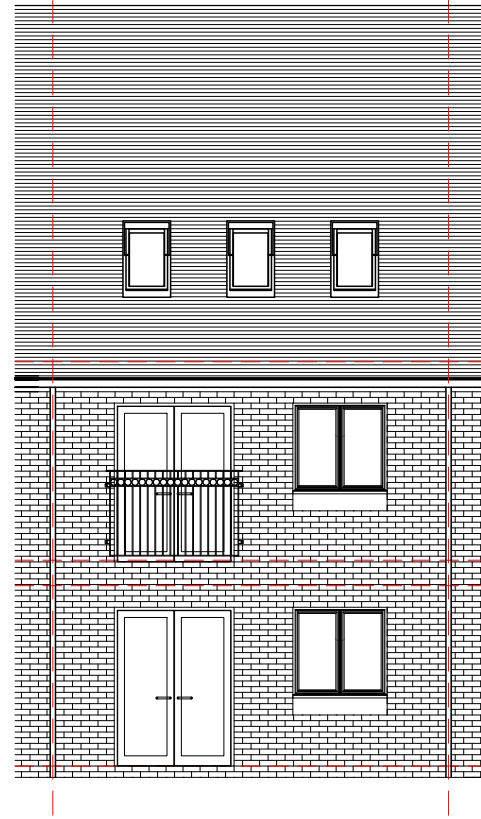


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F 22-Mar-16 CLEANING NOTES REMOVED GUTTER NOTE AMENDED

INSITE PROPERTIES (MANCHESTER)	Client	PROPOSED ELEVATION SOUTH		Date	NOV 2015	Status	PLANNING	Millson Associates UK North Office: Byron House, 10 Kennedy Street, Manchester, M2 4BY 1 0161 228 0558 general@millsonassociates.co.uk www.millsonassociates.co.uk
	Project Title	ST STEPHENS CHURCH FLOWERY FIELD, HYDE		Drawn	AR	Checked	PM	
	Scale	1:100		Size	A1			
	Rev.	F		Drawing Nr.	2041.PL.602			





GROUND FLOOR

FIRST FLOOR

HOUSE TYPE A
3 BED
GIA = 110.7 M²

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C 10-Jul-16 HOUSE TYPE RE-DESIGNED

INSITE PROPERTIES (MANCHESTER)			
			Client
Date	SEPT 2015	Status	PLANNING
Drawn	AR	Checked	-
Scale	1:100	Size	A3
Rev.	C	Drawing Nr.	2041.PL.110
HOUSE TYPE A			Drawing Title
ST STEPHEN'S CHURCH			Project Title
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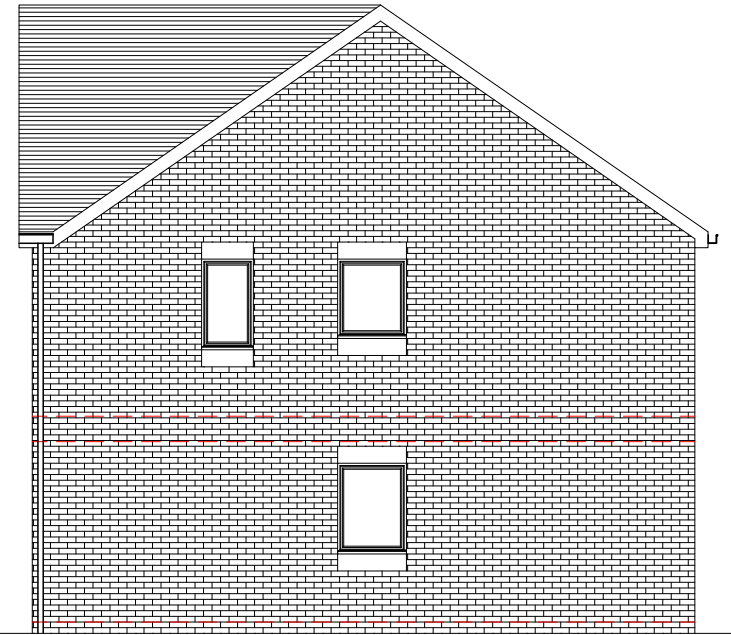
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FRONT ELEVATION



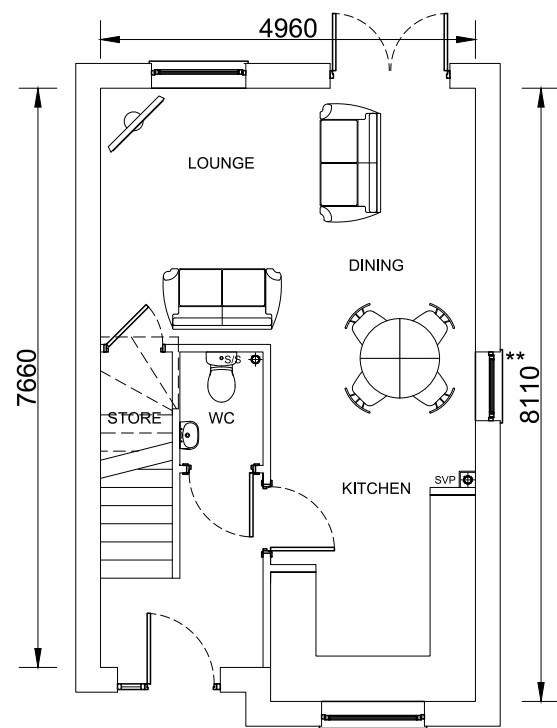
REAR ELEVATION



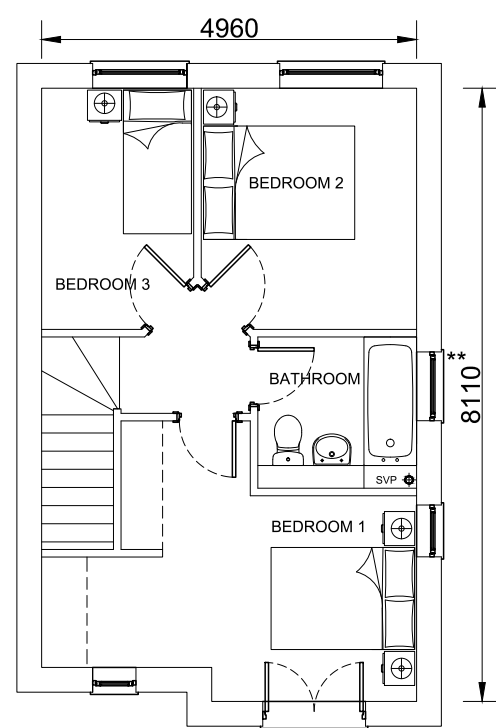
SIDE ELEVATION - PLOTS 3 & 11

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GROUND FLOOR



FIRST FLOOR

HOUSE TYPE B
3 BED
GIA = 78.4 M²

PLOTS : 3 & 10*

* DENOTES HANDED PLOT

D 10-Jul-16 HOUSE TYPE RE-DESIGNED

INSITE PROPERTIES (MANCHESTER)			
			Client
Date	SEPT 2015	Status	PLANNING
Drawn	AR	Checked	-
Scale	1:100	Size	A3
Rev.	D	Drawing Nr.	2041.PL.120
HOUSE TYPE B			Drawing Title
ST STEPHEN'S CHURCH			Project Title
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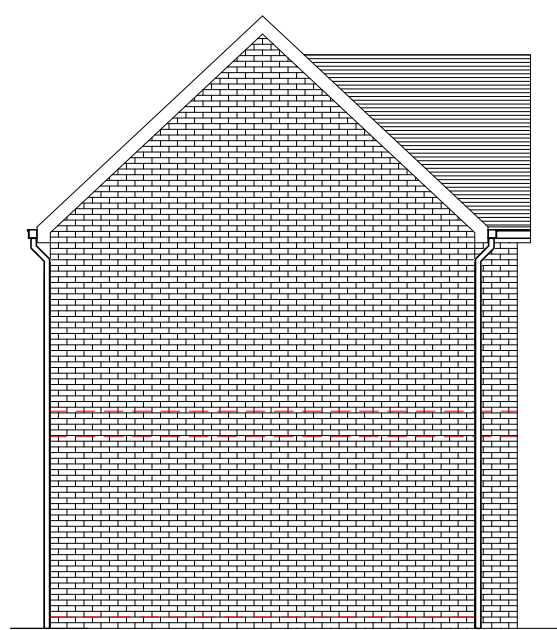
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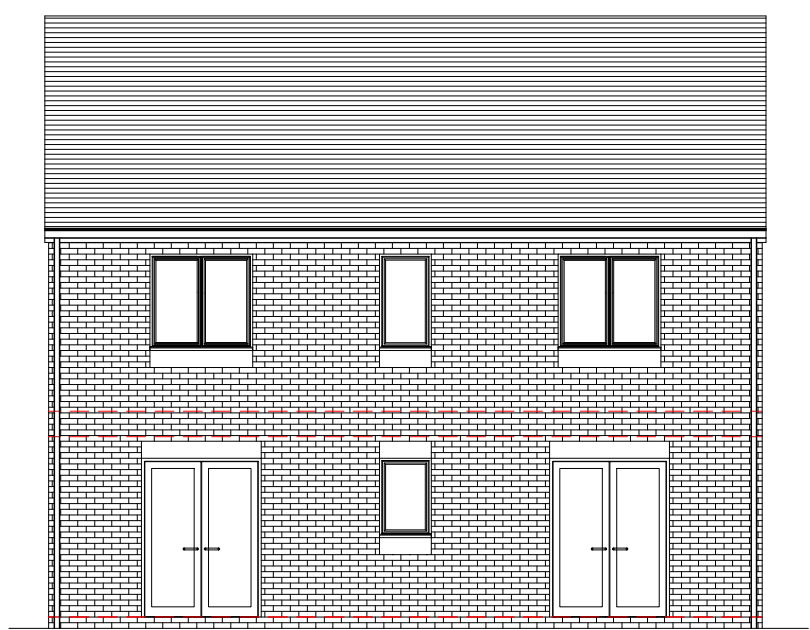
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FRONT ELEVATION

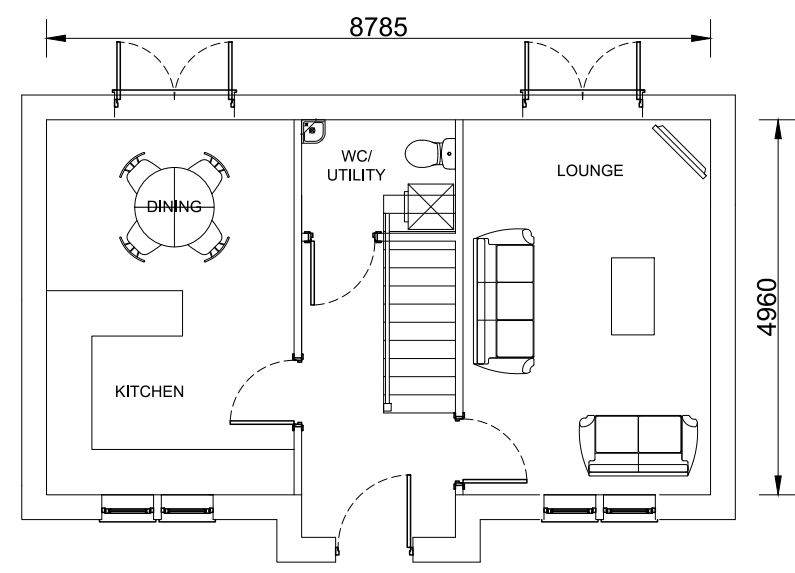


SIDE ELEVATION

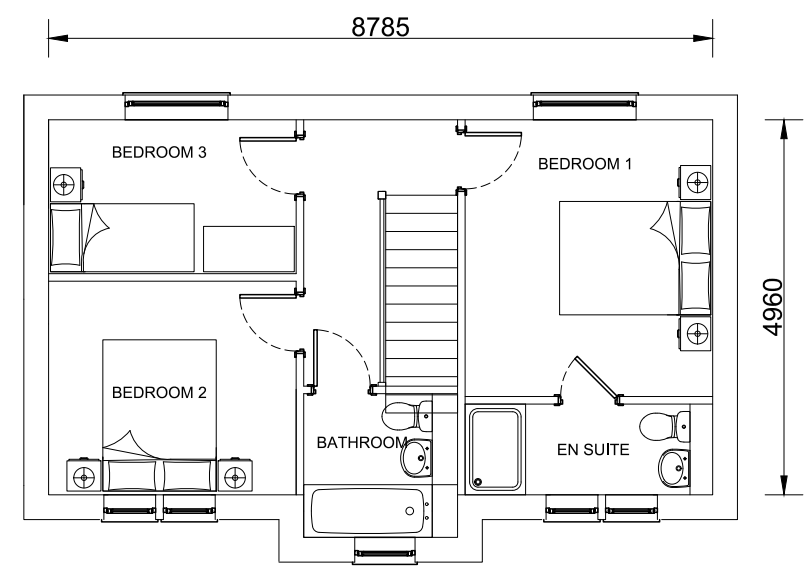


REAR ELEVATION

Page 44



GROUND FLOOR



FIRST FLOOR

HOUSE TYPE C
 3 BED
 GIA = 89.4 M²
 PLOTS: 4 & 9

B 10-Jul-16 HOUSE TYPE RE-DESIGNED

INSITE PROPERTIES (MANCHESTER)			
			Client
Date	SEPT 2015	Status	PLANNING
Drawn	AR	Checked	-
Scale	1:100	Size	A3
Rev.	B	Drawing Nr.	2041.PL.131
			Drawing Title
HOUSE TYPES C			
			Project Title
ST STEPHEN'S CHURCH			
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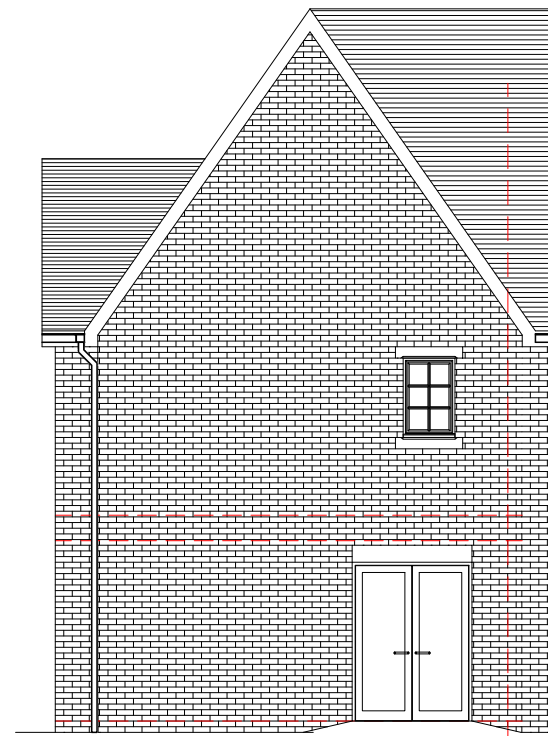
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FRONT ELEVATION



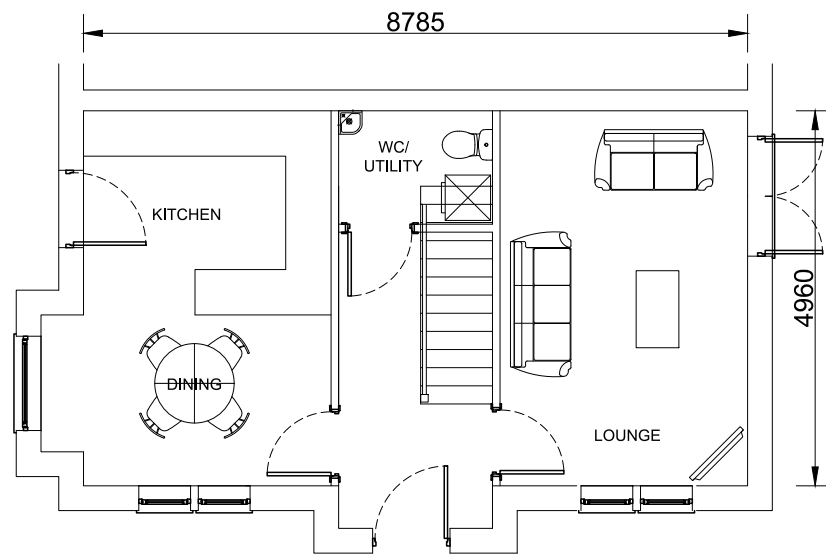
SIDE ELEVATION



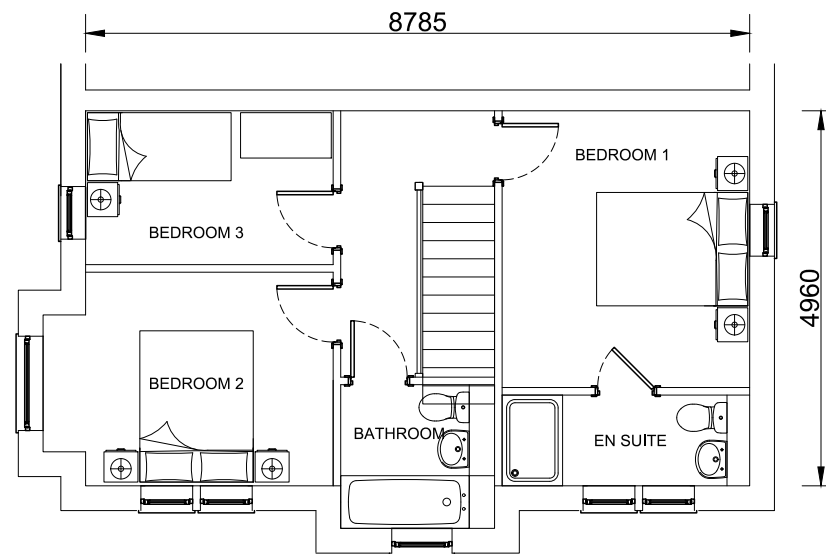
SIDE ELEVATION

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GROUND FLOOR



FIRST FLOOR

HOUSE TYPE C1
3 BED
GIA = 91.5 M²

PLOTS: 1

D 10-Jul-16 HOUSE TYPE RE-DESIGNED

INSITE PROPERTIES (MANCHESTER)			
			Client
Date	SEPT 2015	Status	PLANNING
Drawn	AR	Checked	-
Scale	1:100	Size	A3
Rev.	D	Drawing Nr.	2041.PL.130
			Drawing Title
HOUSE TYPES C1			
			Project Title
ST STEPHEN'S CHURCH			
Millson Associates UK North Office: Byron House, 10 Kennedy Street, Manchester, M2 4BY t:0161 228 0558 general@millsonassociates.co.uk www.millsonassociates.co.uk			

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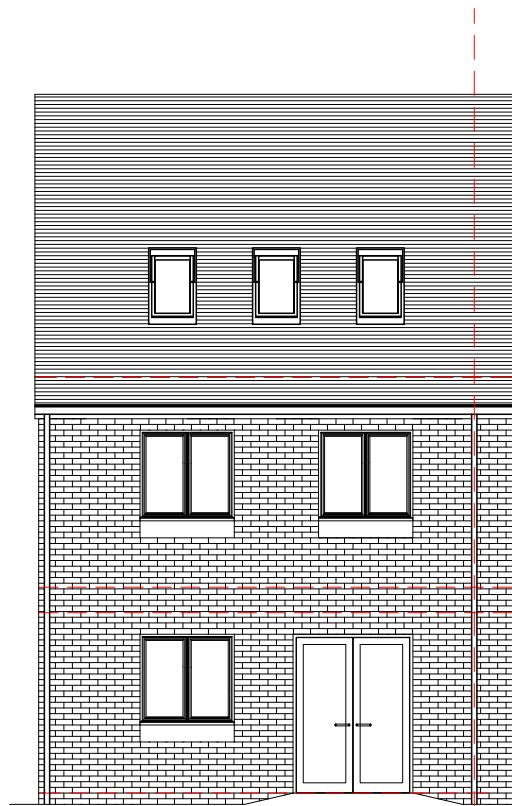
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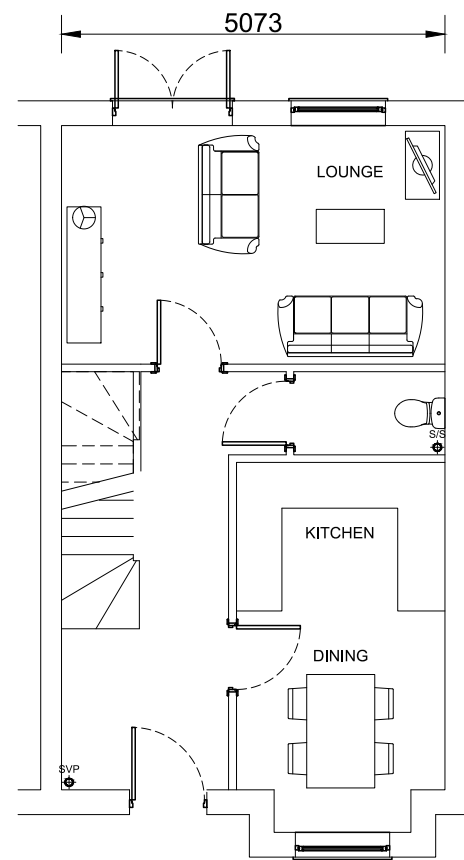
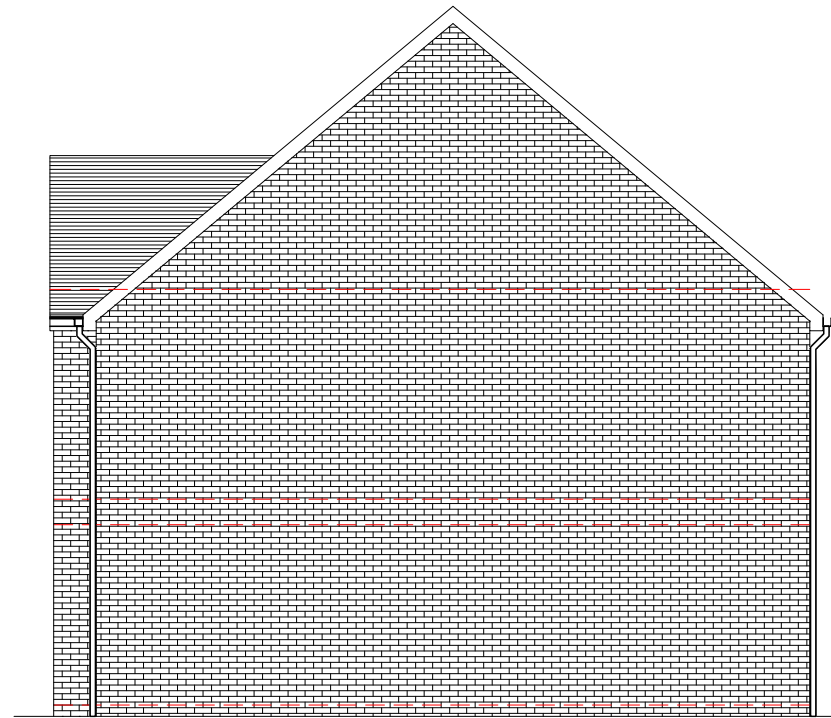
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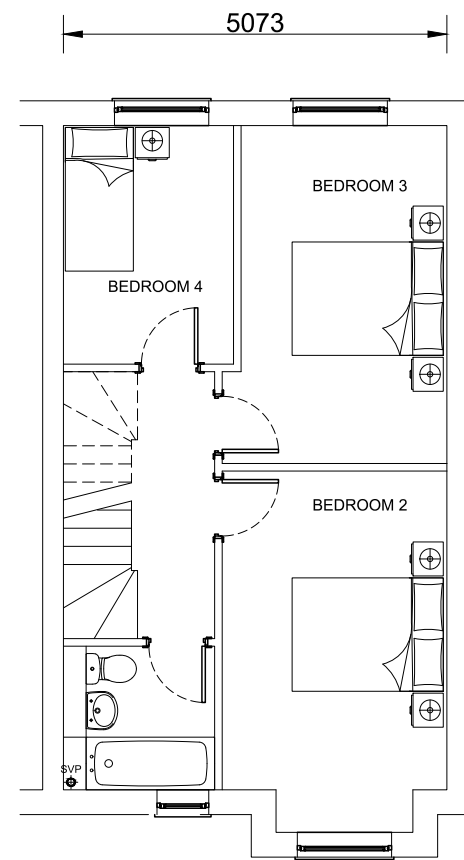
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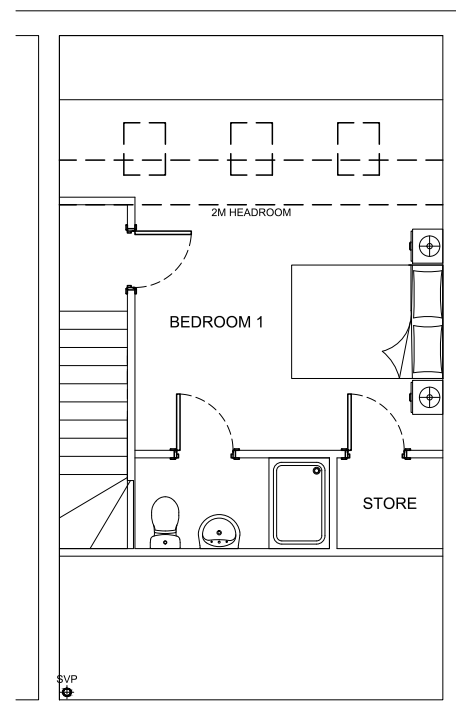
REAR ELEVATION



GROUND FLOOR



FIRST FLOOR



SECOND FLOOR

Page 46

E 22-Mar-16 HOUSE TYPE RE-DESIGNED

INSITE PROPERTIES (MANCHESTER)			
			Client
Date	SEPT 2015	Status	PLANNING
Drawn	AR	Checked	-
Scale	1:100	Size	A3
Rev.	E	Drawing Nr.	2041.PL.140
			Drawing Title
			Project Title
HOUSE TYPE D			
ST STEPHEN'S CHURCH			
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HOUSE TYPE D
4 BED
GIA = 117.0 M²

PLOTS: 2

MillsonAssociates

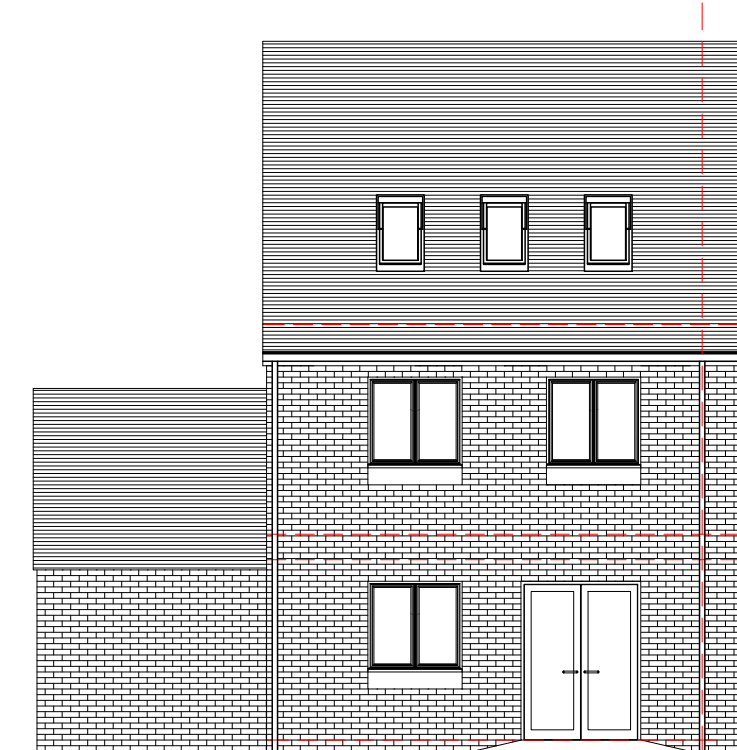
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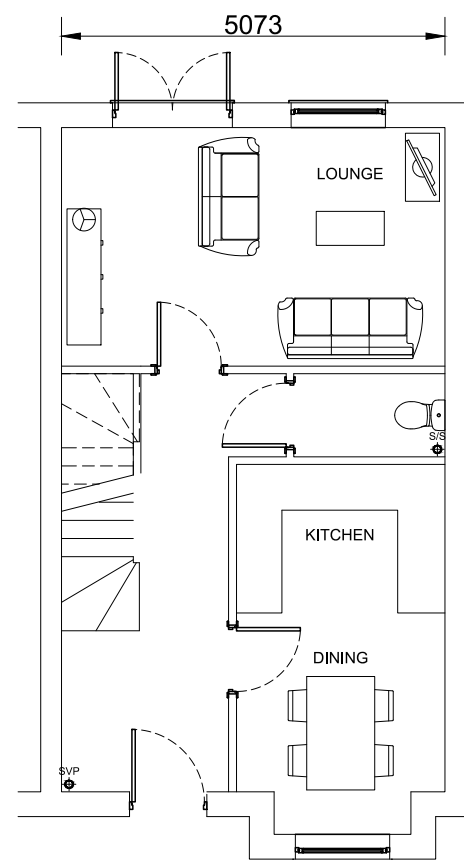
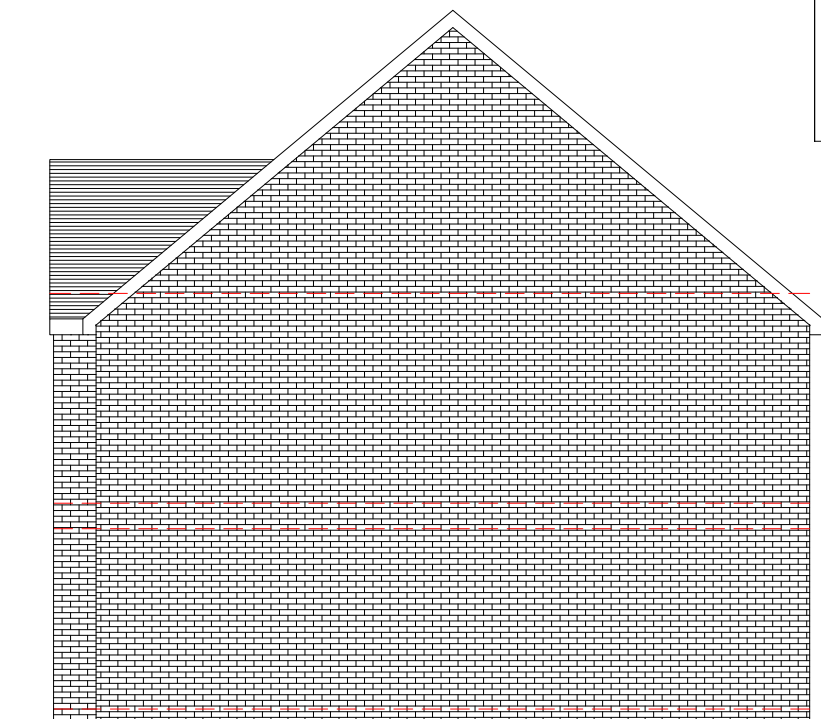
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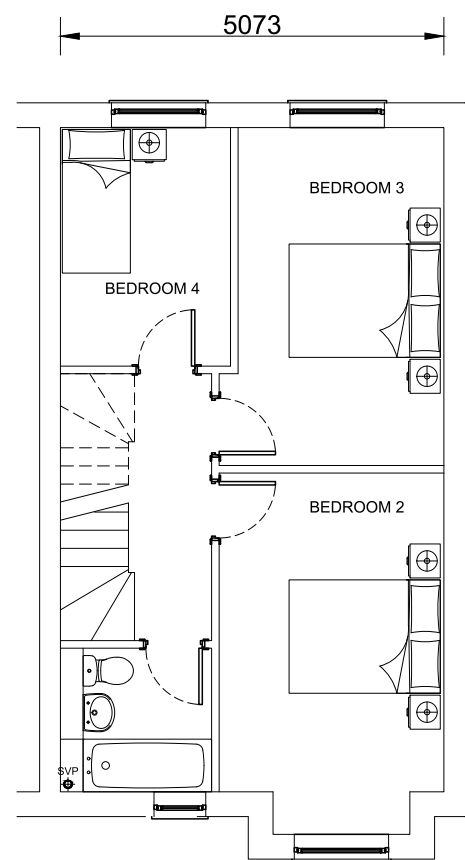
FRONT ELEVATION



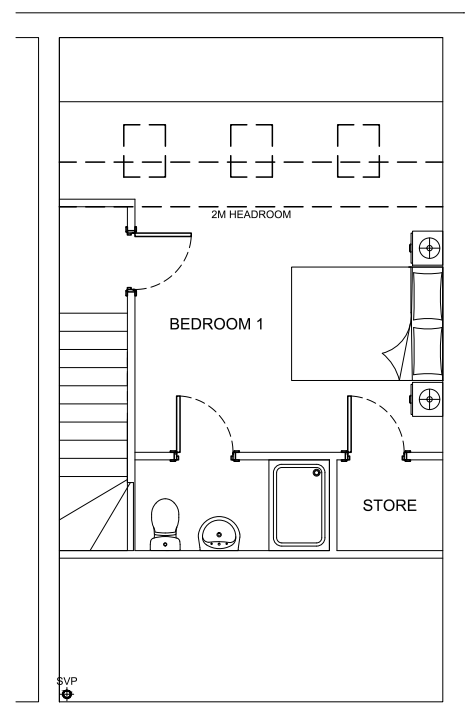
REAR ELEVATION



GROUND FLOOR



FIRST FLOOR



SECOND FLOOR

HOUSE TYPE D
4 BED
GIA = 117.0 M²

PLOTS: 11 & 14*

* DENOTES HANDED PLOT

- 10-Jul-16 -

INSITE PROPERTIES (MANCHESTER)			
			Client
Date	SEPT 2015	Status	PLANNING
Drawn	AR	Checked	-
Scale	1:100	Size	A3
Rev.	-	Drawing Nr.	2041.PL.150
Drawing Title			HOUSE TYPE D1
Project Title			ST STEPHEN'S CHURCH
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C 12-Jul-16 UPDATED TO REFLECT NEW LAYOUT

INSITE PROPERTIES (MANCHESTER)		Client
Date	SEPT 2015	Status PLANNING
Drawn	AR	Checked PM
Scale	1:100	Size A2
Rev.	C	Drawing Nr. 2041.PL.610
BLOCK ELEVATIONS FRONT		Drawing Title
ST STEPHEN'S CHURCH		Project Title
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MillsonAssociates

Design. Develop. Deliver.

Application Number: 15/01034/FUL

Photo 1



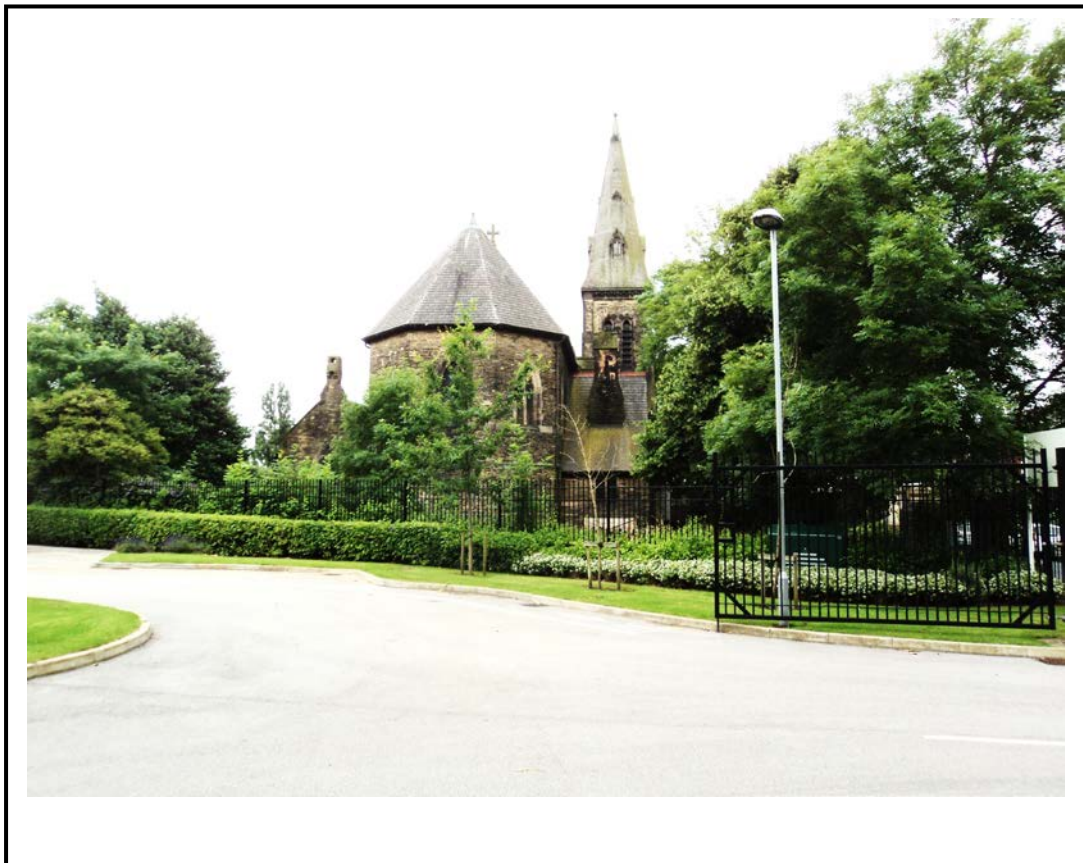
Photo 2

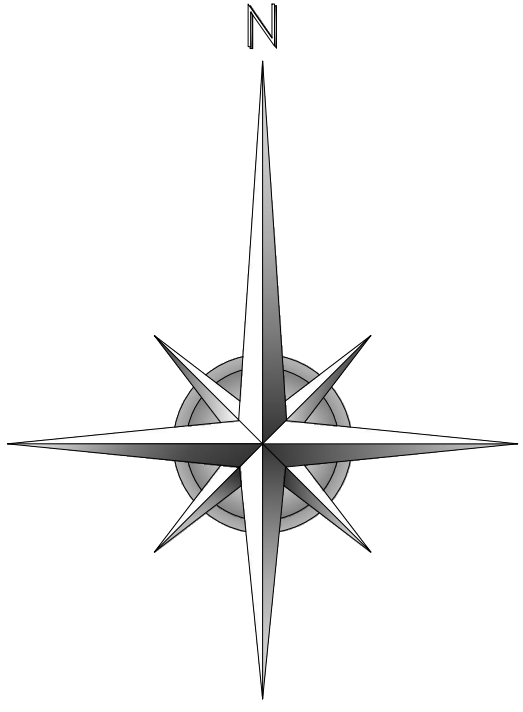


Photo 3



Photo 4





FENCES TO REAR OF PLOTS 3-10 TO BE 1.2M HIGH

- HOUSE TYPE A - 4 No. THIS TYPE
- HOUSE TYPE B - 2 No. THIS TYPE
- HOUSE TYPE C - 2 No. THIS TYPE
- HOUSE TYPE C1 - 1 No. THIS TYPE
- HOUSE TYPE D - 3 No. THIS TYPE
- HOUSE TYPE D1 - 2 No. THIS TYPE

- TARMAC WITH RED AGGREGATE
- HERRINGBONE SETTS
- DENOTES 0.6M WALL WITH FENCE ABOVE
- DENOTES 0.6 M CHESHIRE FENCE
- DENOTES 2M CLOSE BOARDED FENCE
- PROPOSED TREE



CHESHIRE FENCE



WALL WITH FENCE ABOVE

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16-Jun-16 Site Redesign

INSITE PROPERTIES (MANCHESTER)

Date	SEPT 2015	Status	PLANNING
Drawn	AR	Checked	PM
Scale	1:200	Size	A1
Rev.	E	Drawing Nr.	2041.PL.001

PROPOSED SITE PLAN

ST STEPHEN'S CHURCH Project Title

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Manchester, M2 4BY T:0161 228 0558
general@millsonassociates.co.uk
www.millsonassociates.co.uk

MillsonAssociates

Design, Develop, Deliver.

Application Number: 15/01034/FUL

Photo 1

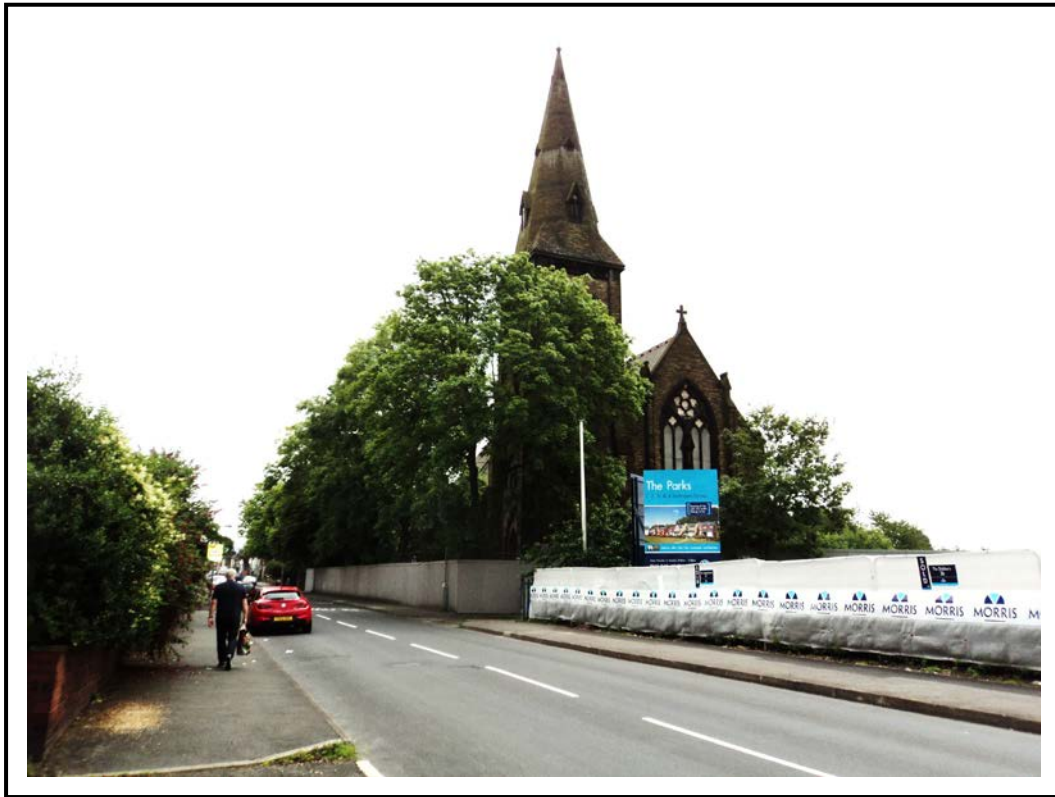


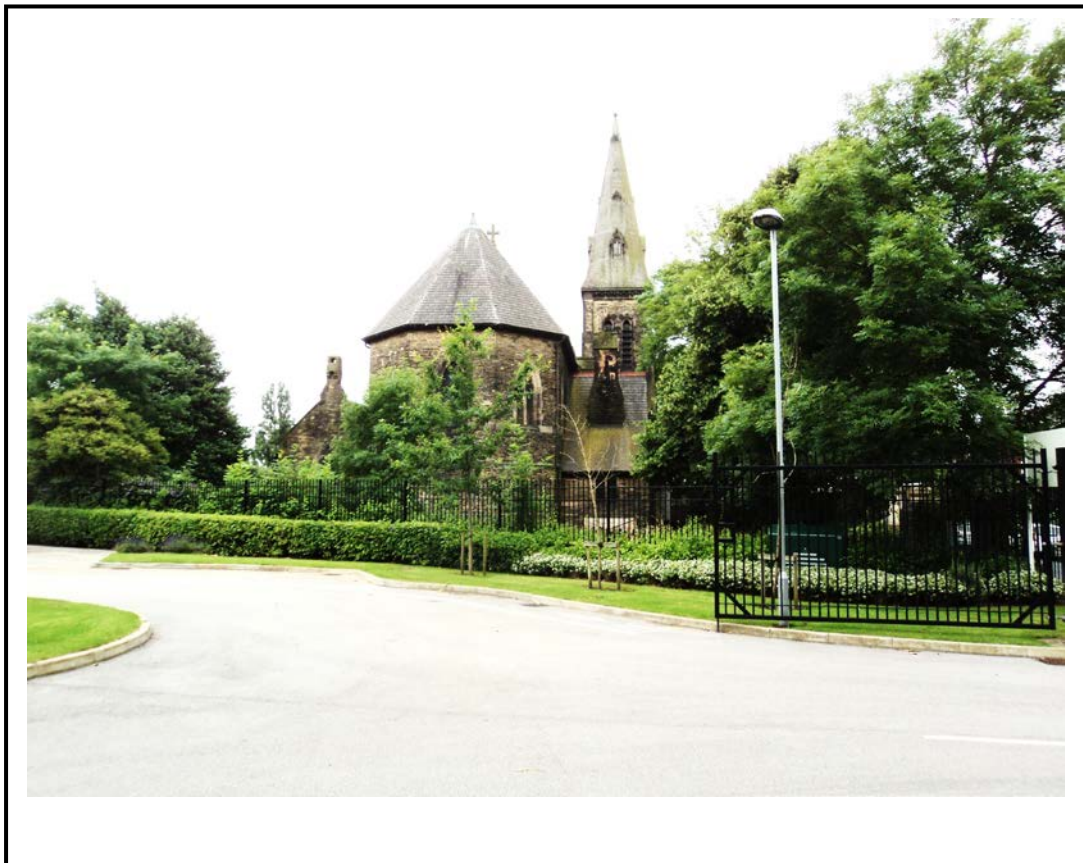
Photo 2

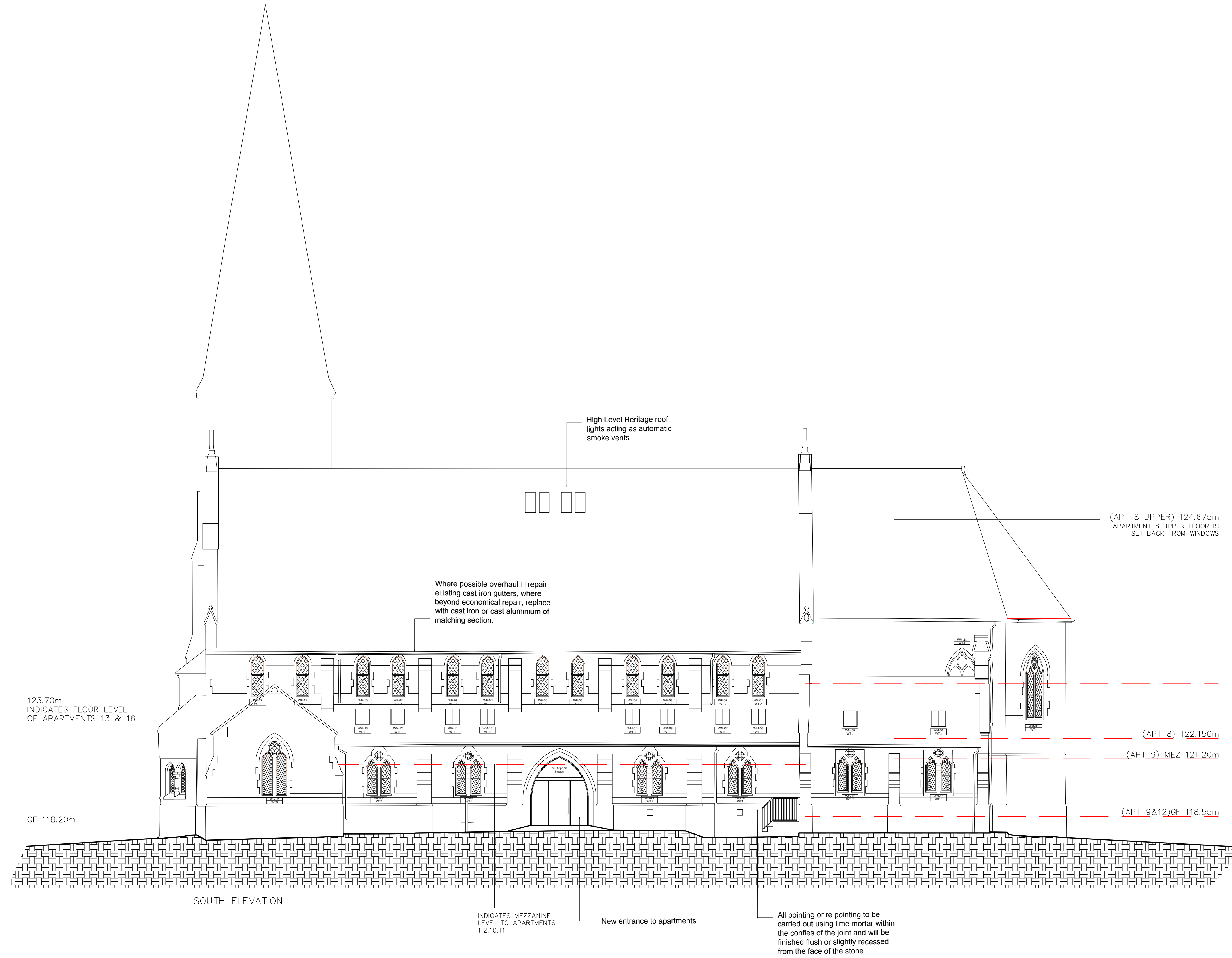


Photo 3



Photo 4



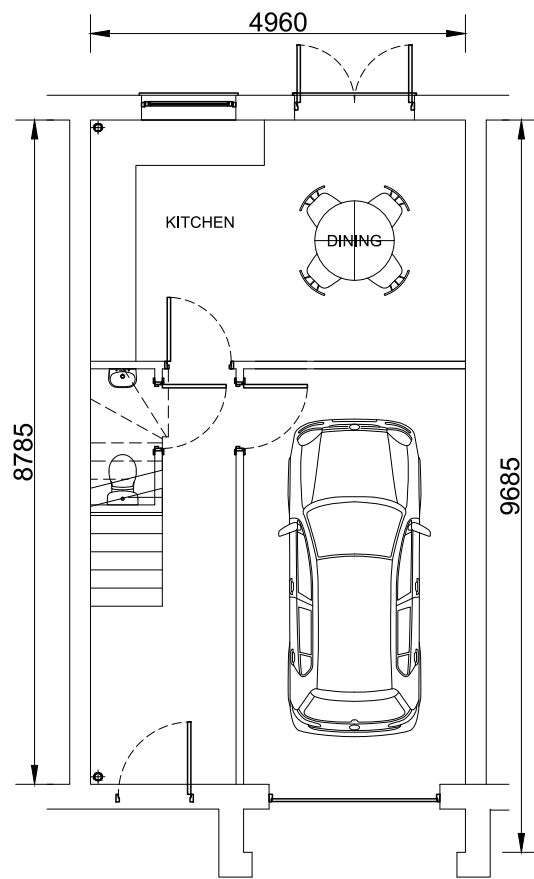
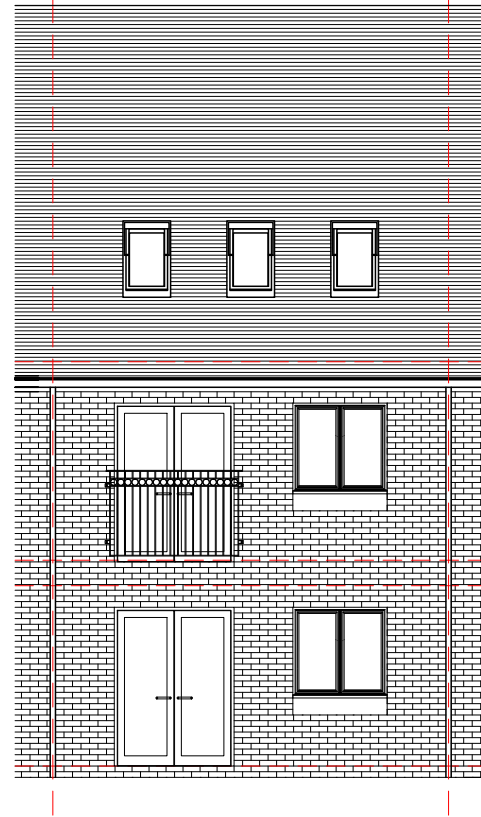


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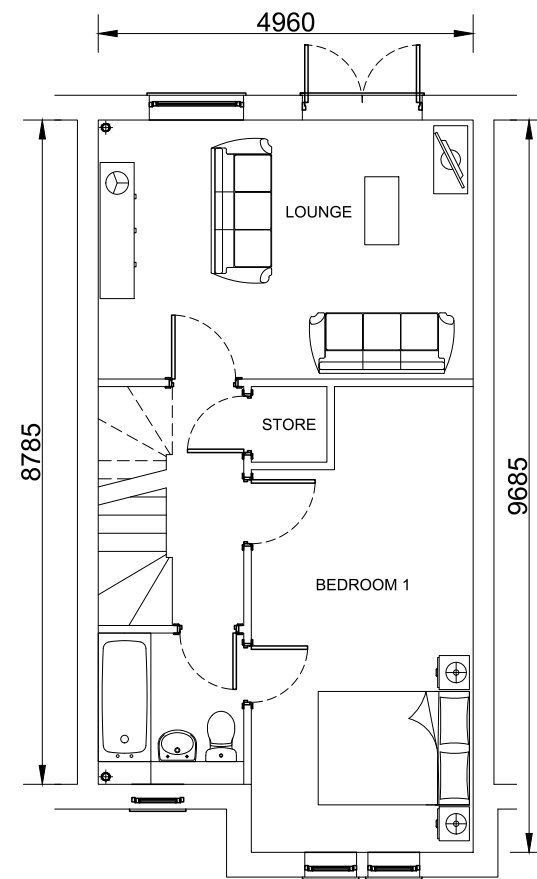
F 22-Mar-16 CLEANING NOTES REMOVED GUTTER NOTE AMENDED

INSITE PROPERTIES (MANCHESTER)	Client	PROPOSED ELEVATION SOUTH		Date	NOV 2015	Status	PLANNING	Millson Associates UK North Office: Byron House, 10 Kennedy Street, Manchester, M2 4BY 1 0161 228 0558 general@millsonassociates.co.uk www.millsonassociates.co.uk
	Project Title	ST STEPHENS CHURCH FLOWERY FIELD, HYDE		Drawn	AR	Checked	PM	
	Scale	1:100		Size	A1			
	Rev.	F		Drawing Nr.	2041.PL.602			

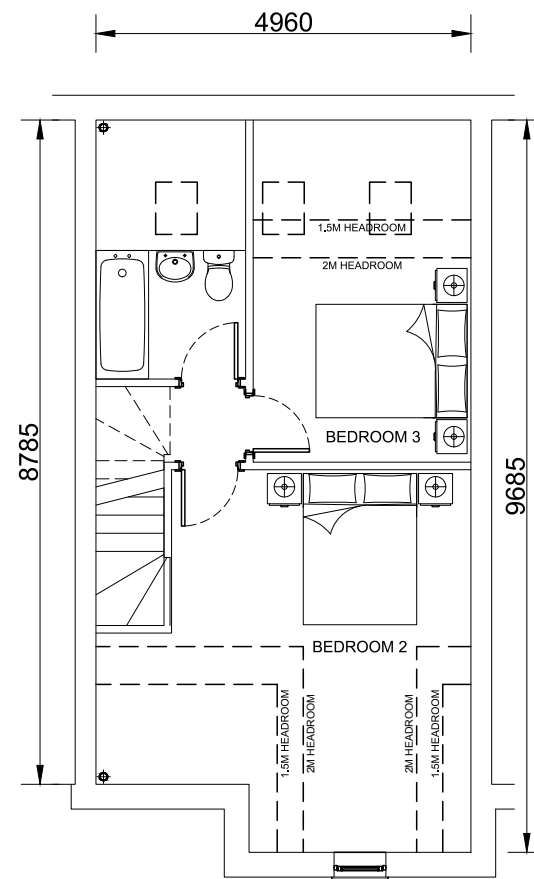




GROUND FLOOR



FIRST FLOOR



HOUSE TYPE A
3 BED
GIA = 110.7 M²

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C 10-Jul-16 HOUSE TYPE RE-DESIGNED

INSITE PROPERTIES (MANCHESTER)			
			Client
Date	SEPT 2015	Status	PLANNING
Drawn	AR	Checked	-
Scale	1:100	Size	A3
Rev.	C	Drawing Nr.	2041.PL.110
HOUSE TYPE A			Drawing Title
ST STEPHEN'S CHURCH			Project Title
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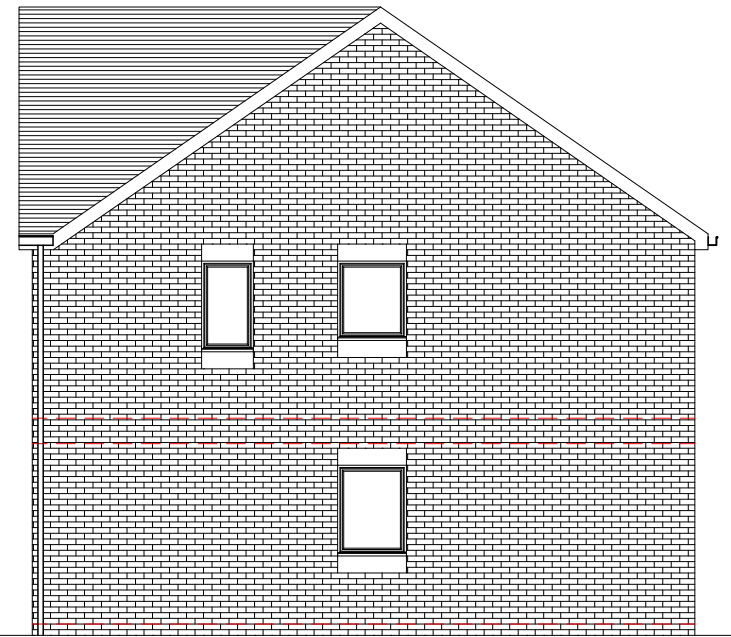
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FRONT ELEVATION

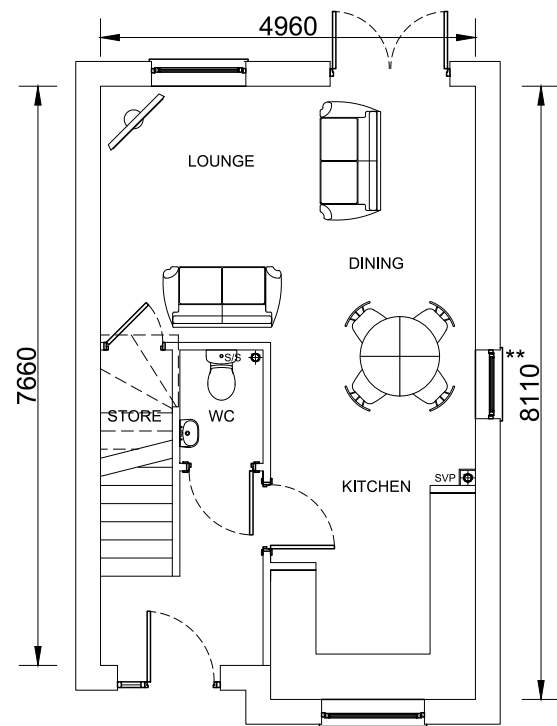


REAR ELEVATION

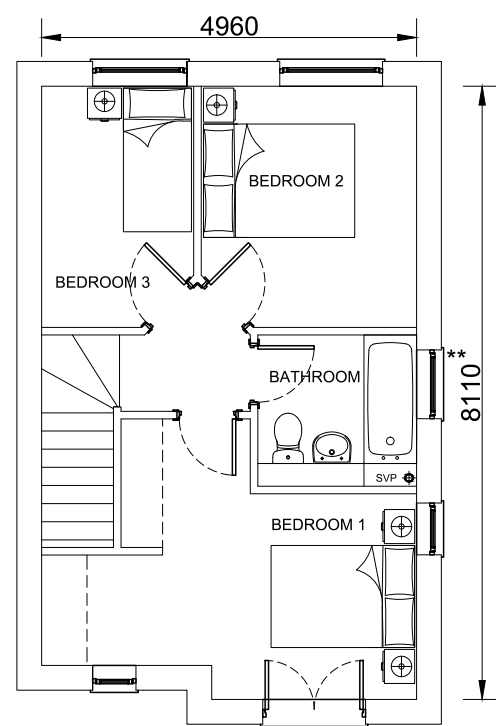


SIDE ELEVATION - PLOTS 3 & 11

Page 56



GROUND FLOOR



FIRST FLOOR

HOUSE TYPE B
3 BED
GIA = 78.4 M²

PLOTS : 3 & 10*

* DENOTES HANDED PLOT

D 10-Jul-16 HOUSE TYPE RE-DESIGNED

INSITE PROPERTIES (MANCHESTER)			
			Client
Date	SEPT 2015	Status	PLANNING
Drawn	AR	Checked	-
Scale	1:100	Size	A3
Rev.	D	Drawing Nr.	2041.PL.120
HOUSE TYPE B			Drawing Title
ST STEPHEN'S CHURCH			Project Title
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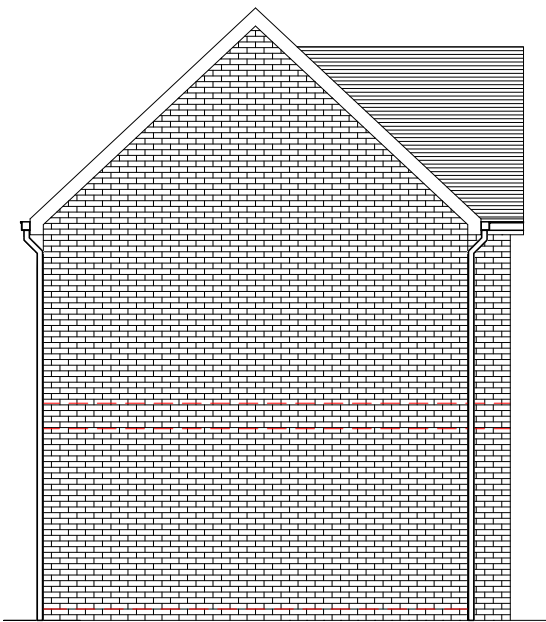
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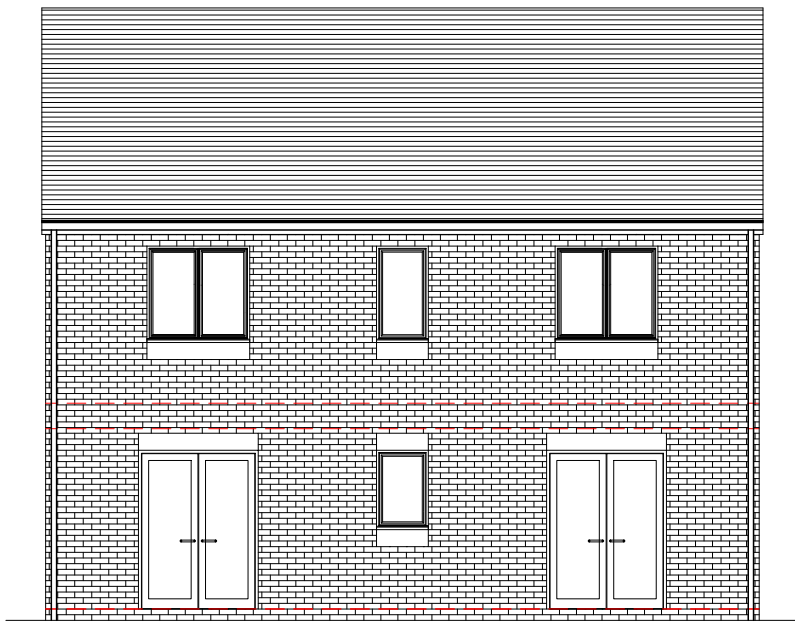
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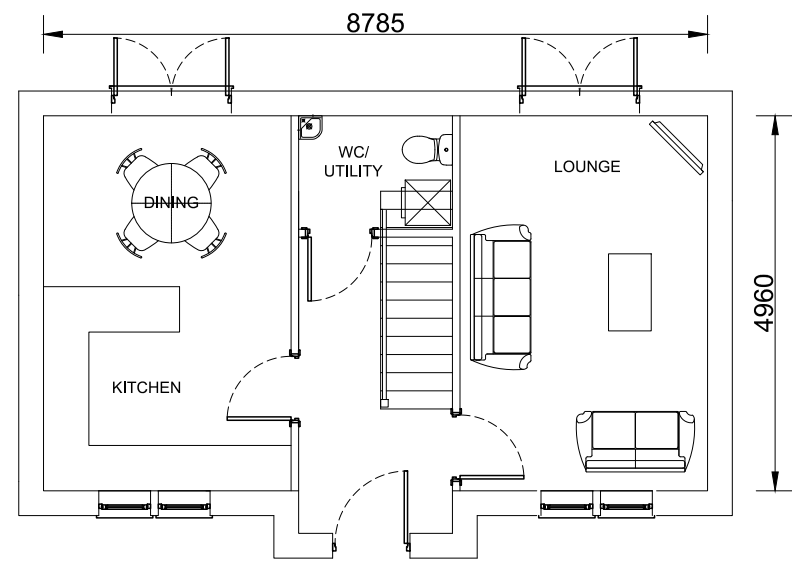
FRONT ELEVATION



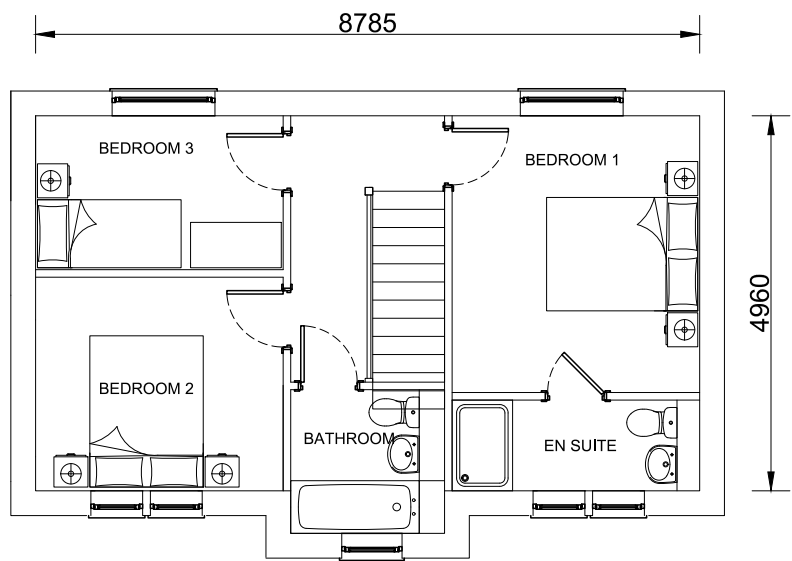
SIDE ELEVATION



REAR ELEVATION



GROUND FLOOR



FIRST FLOOR

HOUSE TYPE C
3 BED
GIA = 89.4 M²

PLOTS: 4 & 9

B 10-Jul-16 HOUSE TYPE RE-DESIGNED

INSITE PROPERTIES (MANCHESTER)			
			Client
Date	SEPT 2015	Status	PLANNING
Drawn	AR	Checked	-
Scale	1:100	Size	A3
Rev.	B	Drawing Nr.	2041.PL.131
			Drawing Title
HOUSE TYPES C			
			Project Title
ST STEPHEN'S CHURCH			
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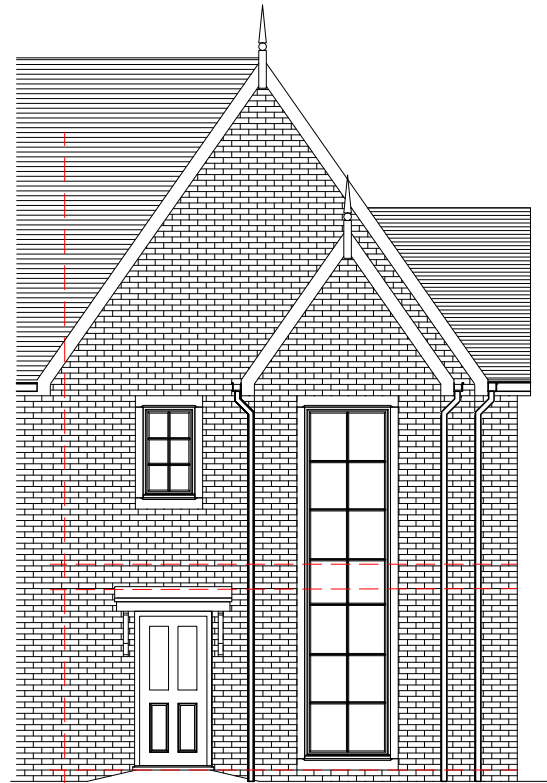
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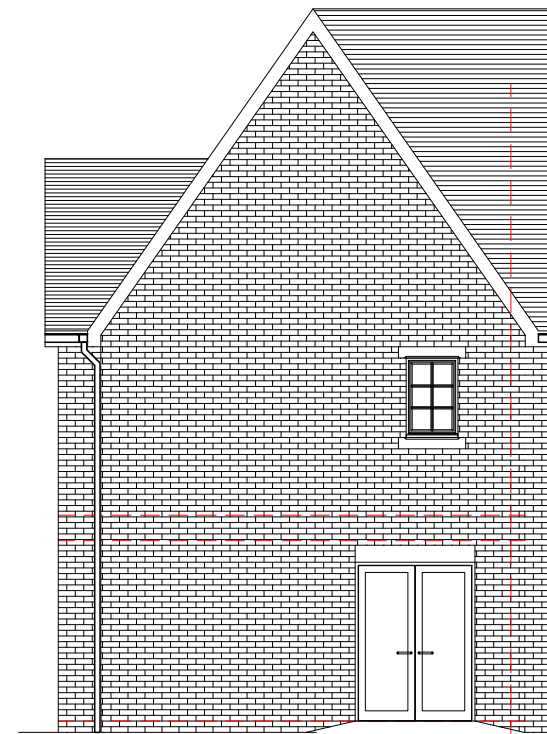
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FRONT ELEVATION

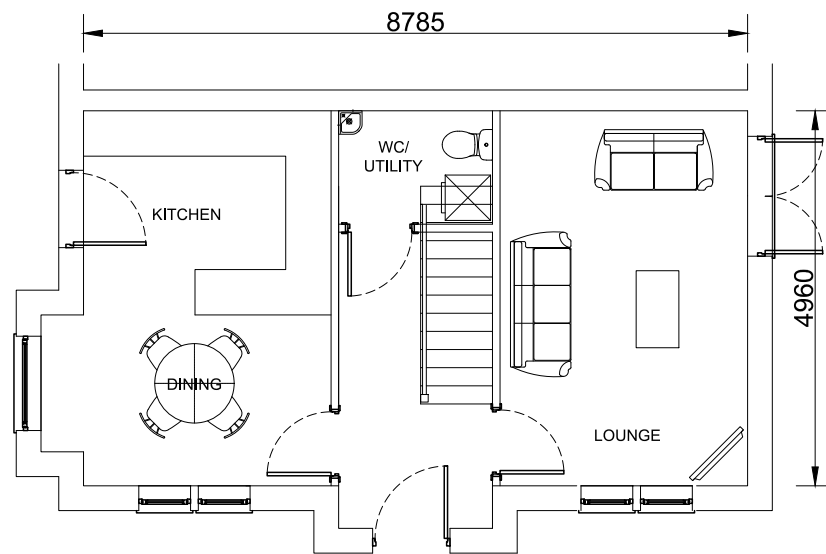


SIDE ELEVATION

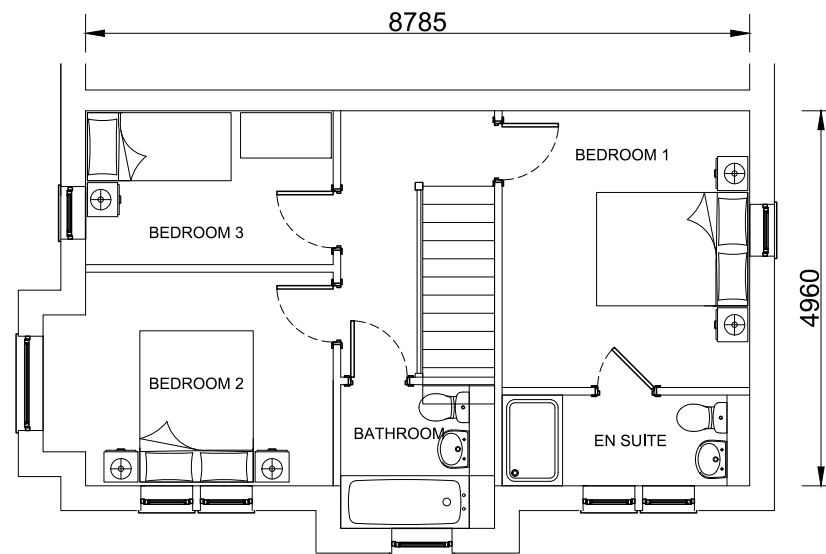


SIDE ELEVATION

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GROUND FLOOR



FIRST FLOOR

HOUSE TYPE C1
3 BED
GIA = 91.5 M²

PLOTS: 1

D 10-Jul-16 HOUSE TYPE RE-DESIGNED

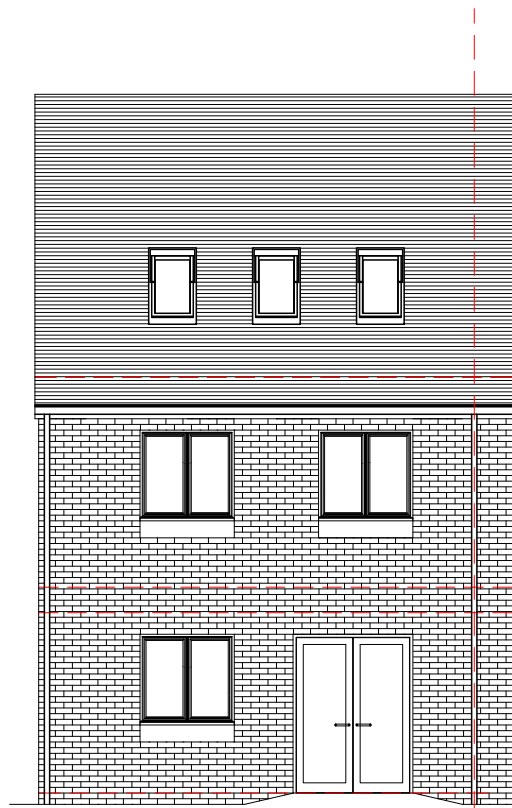
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Rev.	D	Drawing Nr.	2041.PL.130
			Drawing Title
HOUSE TYPES C1			
			Project Title
ST STEPHEN'S CHURCH			
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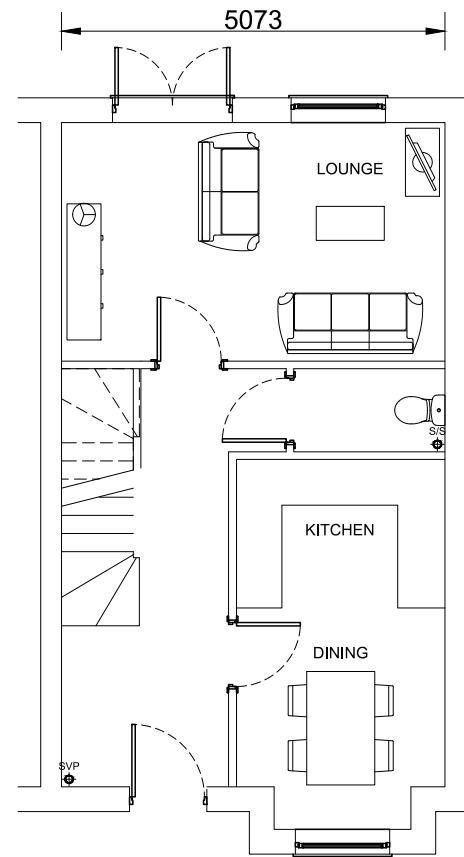
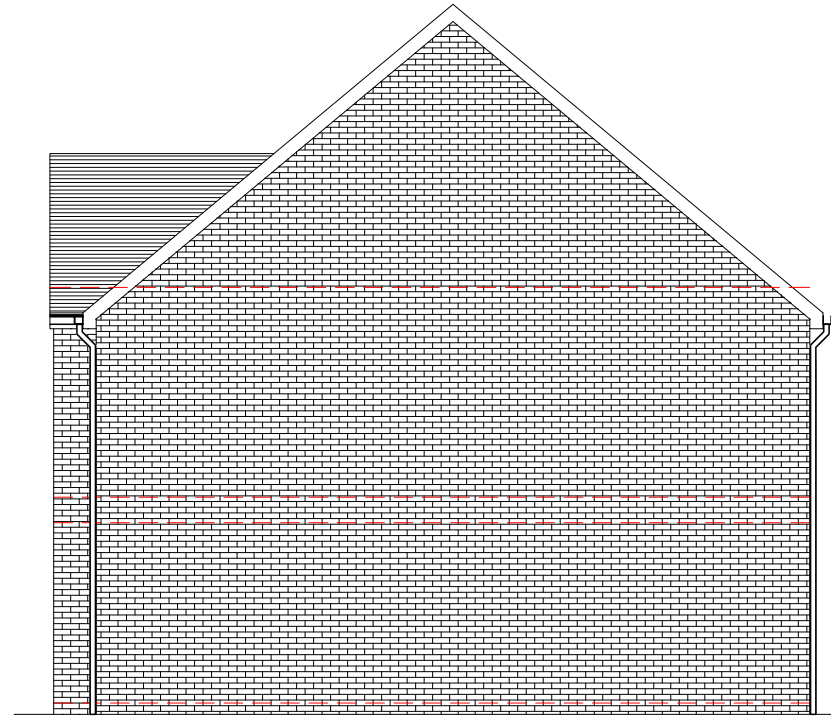
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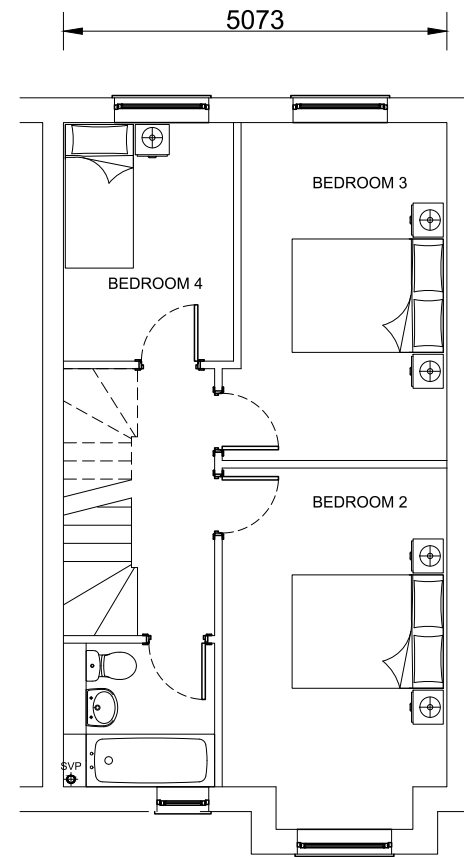
FRONT ELEVATION



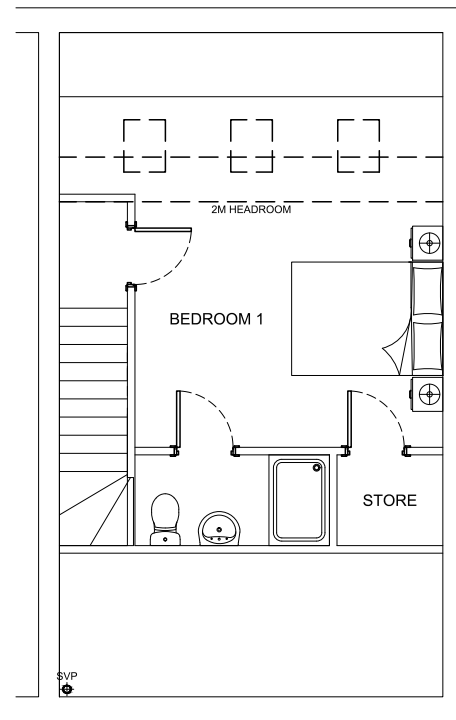
REAR ELEVATION



GROUND FLOOR



FIRST FLOOR



SECOND FLOOR

HOUSE TYPE D
4 BED
GIA = 117.0 M²

PLOTS: 2

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E 22-Mar-16 HOUSE TYPE RE-DESIGNED

INSITE PROPERTIES (MANCHESTER)			
			Client
Date	SEPT 2015	Status	PLANNING
Drawn	AR	Checked	-
Scale	1:100	Size	A3
Rev.	E	Drawing Nr.	2041.PL.140
HOUSE TYPE D			Drawing Title
ST STEPHEN'S CHURCH			Project Title
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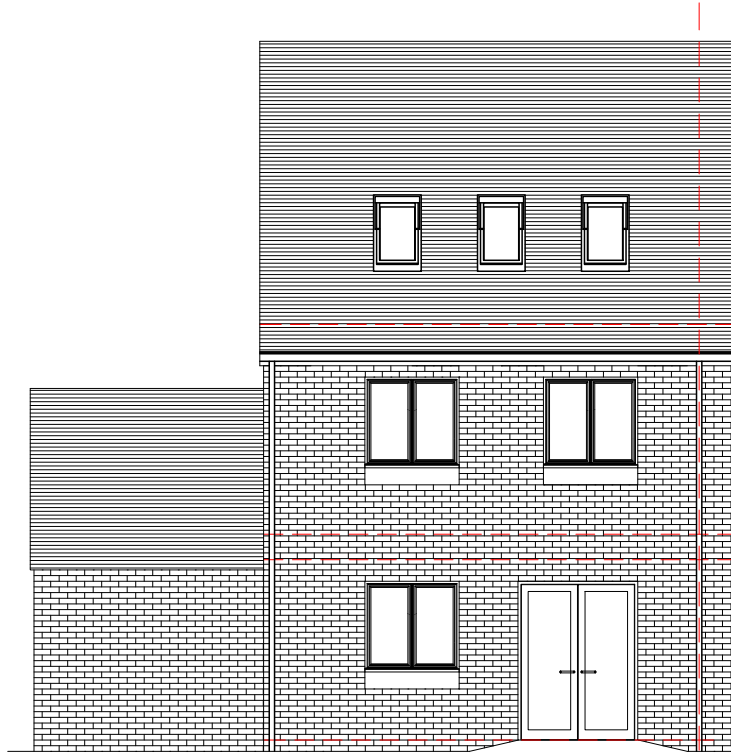
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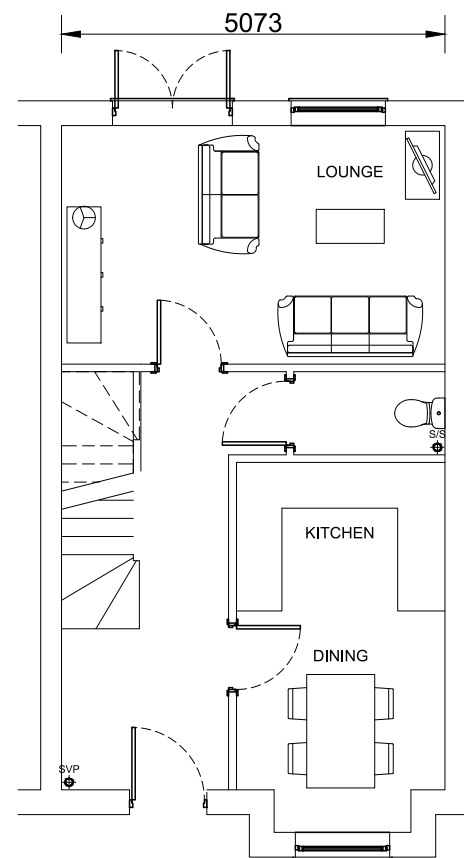
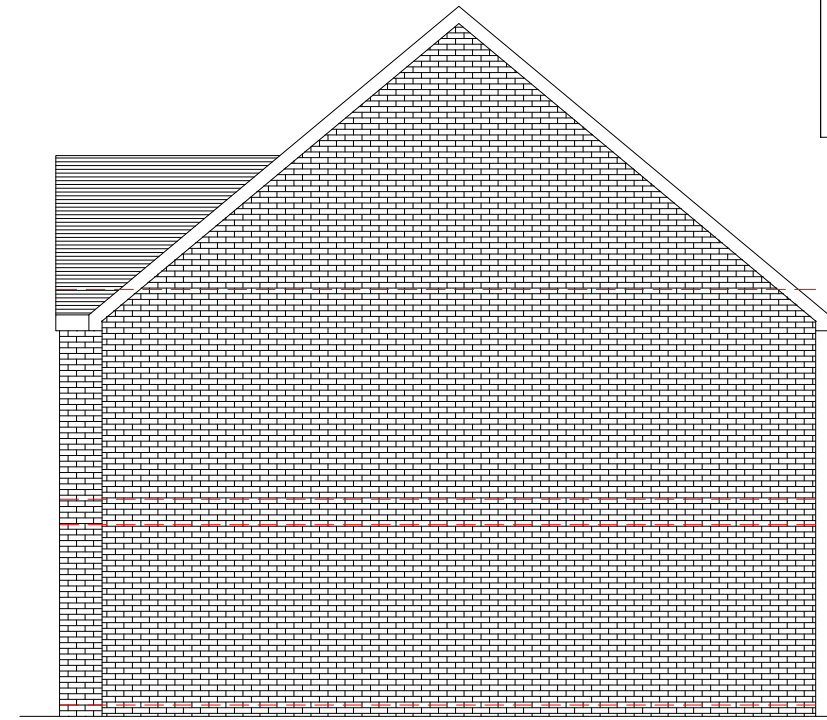
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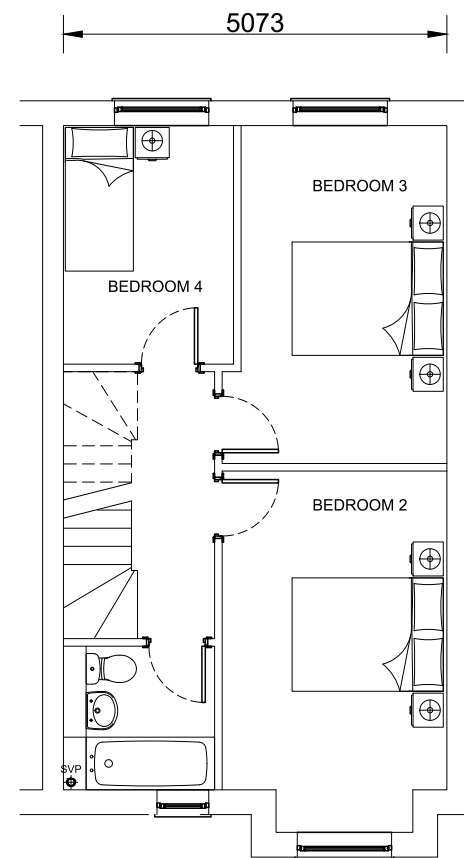
FRONT ELEVATION



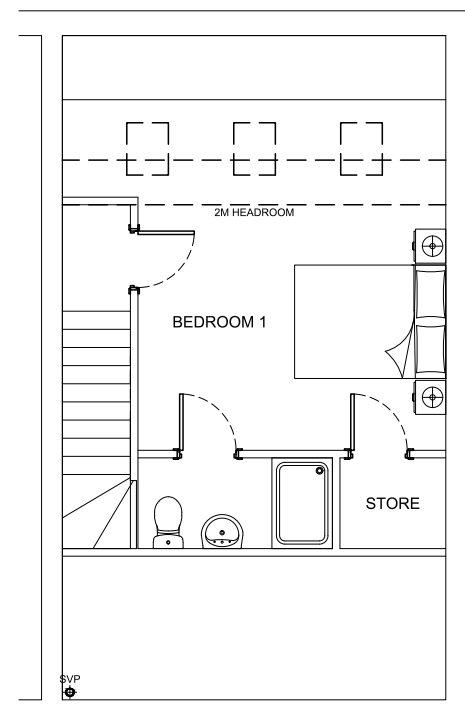
REAR ELEVATION



GROUND FLOOR



FIRST FLOOR



SECOND FLOOR

- 10-Jul-16 -

Page 60

INSITE PROPERTIES (MANCHESTER)			
			Client
Date	SEPT 2015	Status	PLANNING
Drawn	AR	Checked	-
Scale	1:100	Size	A3
Rev.	-	Drawing Nr.	2041.PL.150
			Drawing Title
HOUSE TYPE D1			
			Project Title
ST STEPHEN'S CHURCH			
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HOUSE TYPE D
4 BED
GIA = 117.0 M²

PLOTS: 11 & 14*

* DENOTES HANDED PLOT

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C 12-Jul-16 UPDATED TO REFLECT NEW LAYOUT

INSITE PROPERTIES (MANCHESTER)

Date	SEPT 2015	Status	PLANNING
Drawn	AR	Checked	PM
Scale	1:100	Size	A2
Rev.	C	Drawing Nr.	2041.PL.610

BLOCK ELEVATIONS FRONT

ST STEPHEN'S CHURCH

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Design. Develop. Deliver.

Application Number 16/00085/FUL

Proposal To erect 24 family homes with associated landscaping and parking. Mix includes: eight, 2-bed, 3-person apartments; two, 3-bed, 5-person houses; and, fourteen, 2-bed, 4-person houses.

Site Land at Markham Street, Hyde

Applicant New Charter Housing

Recommendation **Approve**

REPORT

1.0 APPLICATION DESCRIPTION

1.1 The application is for full planning permission for the development of 24 dwellings for affordable occupancy on 0.37 hectares of land at the junction of Markham Street and Johnsonbrook Road in Hyde. The mix of dwellings includes:

- 2 no., 3 bedroom (5 person) houses;
- 14 no., 2 bedroom (4 person) houses; and,
- 8 no., 2 bedroom (3 person) apartments.

1.2 A row of 6 terraced, 2-bedroom (4 person) houses and a block containing 4, 2-bedroom (3 person) apartments would be situated along the north-eastern boundary of the site and face out on to Markham Street. These houses and apartments would be separated by a new access road leading in to the site from Markham Street. The access road would be a cul-de-sac terminating at a turning head. Arranged around the turning head would be three pairs of semi-detached houses; two of the pairs being 2 bedroom (4 person houses) and the other being a pair of 3 bedroom (5 person) houses. The remaining dwellings, comprising two pairs of 2 bedroom (4 person) semi-detached houses and a second block of 4, 2-bedroom (3 person) apartments, would be situated along the site's north-western boundary and face out on to Johnsonbrook Road.

1.3 Each house would have a rear garden. All but one of the houses would be provided with one car parking space in front (in one case at the side) and the other would have two spaces. Eight parking spaces would be provided to serve the adjacent apartment blocks. Four visitor spaces would be provided. In addition to serving the three pairs of semi-detached houses, the new road would provide access to 8 car parking spaces for the apartment blocks. A bicycle store with 8 spaces would be situated behind the apartment block that would face on to Johnsonbrook Road and be accessed via the new road. The car parking spaces in front of the houses facing on to Markham Street and Johnsonbrook Road, and 4 spaces serving the apartments facing on to Johnsonbrook Road, would be accessed directly from the existing roads.

1.4 All of the buildings would be 2-storey rising to a height of 5.6m at eaves level and 8.7m at roof ridge. All would be brick-built, including feature brick banding, with grey, slate-effect, tiled roofs.

1.5 Space for the discrete storage of refuse bins would be provided behind each of the houses and bin storage facilities, which, as would the bicycle store, would be fully enclosed and lockable.

- 1.6 The development would result in the loss of all but one of the existing trees in the site.

2.0 SITE & SURROUNDINGS

- 2.1 The site is currently open grassland that includes a number of mature trees around its periphery, in the Newton area of Hyde approximately 2.5km north of the town centre. Johnsonbrook Road forms the site's north-western boundary and Markham Street its north-eastern boundary. Beyond the site's south-western boundary there is a steep, wooded embankment beyond which is publically-accessible open space that continues for approximately another 195m along Johnsonbrook Road until reaching the factory at Johnsonbrook Works before the railway bridge. At its most southerly point, the site's south-western western boundary abuts the garden of the house at 10 Pimlott Grove. The site's south-eastern boundary is formed by the edge of a footpath that links Markham Street with Pimlott Grove and which abuts the side of the neighbouring house at 65 Markham Street.
- 2.2 The site level rises between 3.4m and 3.8m from south to north but is relatively flat from east to west. A culverted watercourse crosses the site.
- 2.3 Other than the open land to the west, the site is situated in an established and predominantly residential area. The railway station at Hyde North is located less than 300m along Johnsonbrook Road to the west of the site. St Mary's Primary School and Oakdale Primary School are situated approximately 330m to the north-east of the site.

3.0 RELEVANT PLANNING POLICIES

- 3.1 Tameside Unitary Development Plan (UDP) Allocation
3.1.1 Allocated as Protected Green Space

3.2 Tameside UDP

3.2.1 Part 1 Policies

- 1.3: Creating a Cleaner and Greener Environment.
1.4: Providing More Choice and Quality Homes.
1.5: Following the Principles of Sustainable Development
1.10: Protecting and Enhancing the Natural Environment.
1.12: Ensuring an Accessible, Safe and Healthy Environment.

3.2.2 Part 2 Policies

- H1: Housing Land Provision
H4: Type, Size and Affordability of Dwellings.
H10: Detailed Design of Housing Developments
OL4: Protected Green Space
T1: Highway Improvement and Traffic Management.
T7: Cycling
T10: Parking
N4: Trees and Woodland.
N5: Trees Within Development Sites
MW11 Contaminated Land.

3.3 Other Policies

3.3.1 Residential Design SPD

3.3.2 Tameside Open Space Study Final Assessment Report (2010)

3.4 National Planning Policy Framework (NPPF)

3.4.1 Section 6 Delivering a wide choice of high quality homes

Section 7 Requiring good design

Section 8. Promoting healthy communities

Section 11 Conserving and enhancing the natural environment

3.5 Planning Practice Guidance (PPG)

This is intended to complement the NPPF and to provide a single resource for planning guidance, whilst rationalising and streamlining the material. Almost all previous planning Circulars and advice notes have been cancelled. Specific reference will be made to the PPG or other national advice in the Analysis section of the report, where appropriate.

4.0 PUBLICITY CARRIED OUT

4.1 Prior to the application being submitted the proposals were presented to a public meeting held in a mobile suite at the site on the 21st January 2016.

4.2 As part of the planning application process, 35 notification letters were sent out to neighbouring properties on 18th March 2016 and a notice was posted at the site and in a local newspaper on 24th March 2016.

5.0 RESPONSES FROM CONSULTEES

5.1 Head of Environmental Services – Highways has raised no objections to the proposals and has requested conditions to be added to any approval.

5.2 Head of Environmental Services – Environmental Protection has raised no objections to the proposals and has requested a condition. to be added to any approval.

5.3 The GM Police Design for Security Unit has no objection and has requested a condition to be added to any approval.

5.4 United Utilities has no objection to the proposal and has requested conditions to be added to any approval.

6.0 SUMMARY OF THIRD PARTY RESPONSES RECEIVED

6.1 Objections have been received from 13 households; one being anonymous, 7 from addresses in Markham Street, 2 from Johnsonbrook Road, and one each from Talbot Road, Southfield and Cheetham Hill Road. The reasons given for objecting are:

- the loss of the green space, including the trees;
- that the increase in traffic generated would exacerbate existing problems of congestion and highway safety where Johnsonbrook Road is used as a rat run;

- the development would have a negative impact on house prices;
- over-looking and loss of privacy;
- potential for flooding due to the loss of the grassed area;
- a lack of local school places to cater for the increased demand;
- the new residents may cause social problems in the locality;
- disturbance during the period of construction; and
- the remaining open space beyond the site's western boundary is less accessible and more secluded and so less usable.

7.0 ANALYSIS

7.1 The principal issues in deciding this application are:-

- 1) The principle of the development,
- 2) The layout and design/residential amenity,
- 3) Loss of existing trees,
- 4) Highway safety and accessibility and
- 5) Car parking

8.0 Principle of Development

- 8.1 Section 38 of the Planning and Compulsory Purchase Act 2004, states that applications should be determined in accordance with the development plan unless material considerations indicate otherwise. Consideration will also be necessary to the appropriate weight to be afforded to the development plan following the publication of the National Planning Policy Framework. Paragraphs 208 - 219 of the NPPF sets out how its policies should be implemented and the weight which should be attributed to the UDP policies. Paragraph 215 confirms that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. At the heart of the NPPF is the presumption in favour of sustainable development and would support the delivery of a wide choice of quality homes with housing applications being considered in the context of a presumption in favour of sustainable development.
- 8.2 The site is designated as a Protected Green Space on the UDP Proposals Map and so the principle of the development must therefore be considered against the policies of Section 8 of the NPPF and UDP policy OL4 and whether built development is acceptable on these areas of Protected Open Space.
- 8.3 The site constitutes informal amenity space but with no specific function. It provides informal recreational opportunities and a visual break in the built-up area of Hyde. The main beneficiaries of this are occupiers of properties on Markham Street and Pimlott Grove.
- 8.4 A Planning and Open Space Statement has been submitted in support of the application. In this document it is demonstrated, with reference to the Council's Tameside Open Space Study Final Assessment Report (2010) that there are several

alternative open spaces within 10 minutes walking distance (440m) of the proposed development sites, which is the recommended walking distance threshold for Tameside. These alternative open spaces include the land immediately adjacent to the site, the woodland corridor to the north of Johnsonbrook Road (40m), the playing field at Leigh Fold (375m), as well as the formal parks and gardens at Hyde Park (750m) and playing fields and sports facilities at Dukinfield Astley High School (700m).

- 8.5 The application site forms part of a swathe of open land, stretching from Hyde North station to Markham Street, the majority of the which (1.6 Ha) will be retained and continue to contribute to the visual amenity of local residents and provide for informal recreation. Additionally there are several alternative open spaces within close proximity.
- 8.6 The retention of the site solely for the purpose of limited amenity value for residents immediately adjacent would represent the inefficient use of land within the urban area and would not comply with the Core Principles of NPPF. In addition, UDP policy OL4 allows for development on Protected Open Space where it can be demonstrated, by means of a suitable supply and demand study that the retention of a site is not necessary and the site has no special significance to the interests of sport and recreation.
- 8.7 The development is therefore considered compliant with paragraph 77 of the NPPF and policy OL4 of the UDP and therefore acceptable in principle.

9.0 Layout and Design/Residential Amenity

- 9.1 The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. The NPPF states that “it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.” Whilst the NPPF confirms any decision should not attempt to impose architectural styles or particular tastes and not stifle innovation but adds it is proper to promote or reinforce local distinction.
- 9.2 The majority of the new dwellings would face on to existing roads and so would provide active frontages to the roads. The creation of the new road, opening onto Markham Street, would provide access to the new inner blocks creating a more private location where the larger, family houses are proposed.
- 9.3 The apartment blocks would anchor the proposal on the corner of Johnsonbrook Road and Markham Street and the dual aspect affords natural surveillance both to the car parking area behind and out on to roads in front.
- 9.4 There is a consistent design of the various blocks so as to create a unified development. A consistent palette of external finishes would be used throughout the development so as to achieve a cohesive scheme that acknowledges the character of the locality within which it is set whilst remaining identifiably contemporary. Being consistently 2-storey, the scale of the proposed buildings is appropriate within the existing context they would be set.
- 9.5 Within the development the spacing between proposed houses is less than that normally required. This is between the rear of two of the proposed terraced houses

that would face on to Markham Street and the side of a house behind, and between the rear of one of the semi-detached houses that would face onto Johnsonbrook Road and the side of the house behind. In these instances a distance of 14m is normally required but the distances achieved are 11m and 12m, respectively. This shortfall is considered acceptable in the context of the development and would not impinge on the amenities of existing residents. In relation to existing houses the development complies with the usual spacing requirements so that there would be no undue over-looking or over-shadowing between the proposed dwellings and those existing.

- 9.6 All of the proposed dwellings achieve National Space Standard requirements for minimum gross internal floor area and built in storage.
- 9.7 The layout and design of the development are high quality and would not impinge unduly on the amenity of existing residents whilst providing an appropriate residential environment for future residents.
- 9.8 It is considered that the design, appearance and layout of the development conforms to the requirements of the Residential Design SPD, UDP Policy H10 and Sections 1, 6 and 7 of the NPPF and is therefore acceptable.

10.0 Loss of Existing Trees

- 10.1 Whilst the existing trees clearly have an amenity value the loss of the trees will be necessary to accommodate the development. In order to compensate for the loss it is proposed that 22 new trees would be planted within the development. This compensatory re-planting constitutes a one-to-one replacement and as such is considered acceptable. Moreover, the applicant has undertaken to provide a further 22 new trees off-site in locations agreed with the Council.
- 10.2 The site has been assessed by the GM Ecology Unit and found not to be of substantive nature conservation value. It is however suggested that any tree felling be restricted to outside the bird nesting season (March to July, inclusive).
- 10.3 The loss and proposed replacement of the existing trees conforms to the requirements of UDP policies N4 and N5 and Section 11 of the NPPF and is therefore acceptable.

11.0 Highway Safety and Accessibility

- 11.1 The site is well located for public transport. There are regular bus routes close to the site along Dukinfield Road and Ashton Road. Hyde North railway station is located less than 300m along Johnsonbrook Road to the west of the site and this serves as a regular connection to Manchester Piccadilly station.
- 11.2 Satisfactory visibility splays would be provided at the junction of each driveway, where these meet the highway, and at the junction of the new road with Markham Street so that highway safety would not be jeopardised.

11.0 Car Parking

- 11.1 Car parking spaces would be accessed almost equally from the new road and from existing roads, with driveways on to both. 100% parking provision is proposed for the dwellings with additional visitor parking. The amount of parking that would be provided is considered satisfactory. A secure cycle store would be provided to serve the apartments.
- 11.2 The parking arrangements and access are therefore considered acceptable and in compliance with UDP Policy H10 and T10 and the Residential Design SPD.

12.0 Other Issues

- 12.1 The existing culverted watercourse would be diverted so as avoid running under any buildings or roads.
- 12.2 Metal railings are proposed around the perimeter of the apartments fronting on to Markham Street and around the sides of the front gardens of the end-terrace houses fronting on to Markham Street and hit-and-miss timber fences are proposed between rear gardens and around the remainder of the site's periphery. New low level planting would be provided along the frontages in order to soften the elevations along Markham Street and Johnsonbrook Road.
- 12.3 In order to ensure compliance with the NPPF and PPG, it is recommended that any permission is conditional, among other things, upon the site being drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.
- 12.4 The sites are Council-owned and so no financial contribution, by way of a Section 106 agreement, to compensate for the impact of the development will be required. It is therefore considered that there are no local finance considerations that are material to the application.
- 12.5 As members will be aware, concerns relating to loss of property value do not fall to be considered as material considerations in the determination of the application

RECOMMENDATION

To grant planning permission subject to: A) the prior signing of a Unilateral Undertaking and B) the following conditions.

- A) Unilateral Undertaking to provide a further 22 new trees off-site in locations agreed with the Council
- B) the conditions set out below:
1. The development must be begun not later than the expiration of three years beginning with the date of this permission.
 2. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and/or a full specification of materials to be used externally on the buildings have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

3. The development hereby permitted shall be carried out in accordance with the following approved plans: those ref. 1549 L.01, 1549 L.02, 1549 L.03, 1549 L.04 (each received 01/02/16), 1549 L.05 E, 1549 L.06, 1549 L.07, 1549 L.10, 1549 L.11, 1549 L.12, 1549 L.13, 1549 L.14, 1549 L.15, 1549 L.16, 1549 L.20, 1549 L.21, 1549 L.22 (each received 09/08/16), 1549 L.30 A (received 12/08/16), 1549 L.34, 1549 L.35 (both received 11/08/16), D5872.001A (received 12/08/16), 6994 E10 (received 09/08/16) and the Crime Impact Statement (dated 03/02/2016 – URN: 2015/1119/CIS/01 Version A).
4. The approved scheme of landscaping, including all boundary treatments, shall be implemented before the development is brought in to use or in accordance with a programme agreed previously with the local planning authority. Any newly planted trees or plants forming part of the approved scheme which, within a period of 5 years from the completion of the planting, are removed, damaged, destroyed or die shall be replaced in the next appropriate planting season with others of similar size and species by the developer unless the local planning authority gives written consent to any variation
5. The car parking as shown on the approved plan, ref. 1549 L.05 E, shall be provided prior to the first occupation of the development and thereafter kept unobstructed and available for its intended purpose at all times.
6. The development shall not commence until details of the wheel cleaning facilities, temporary access, vehicle parking and turning facilities to be provided during the construction period, has been submitted to and approved in writing by the Local Planning Authority. These measures shall be implemented to the full satisfaction of the Local Planning Authority and retained in operation through the duration of the building works.
7. A clear view shall be provided on both sides of any site access where it meets the back of footway. It shall measure 2.4metres along the edge of the site access and 2.4 metres along the footway. It must be clear of anything higher than 600mm above the access, except for vertical iron railings to a design that includes rails of not greater than 15mm diameter spaced at not less than 100mm intervals.
8. Foul and surface water shall be drained on separate systems.
9. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.

The development shall be completed in accordance with the approved details.

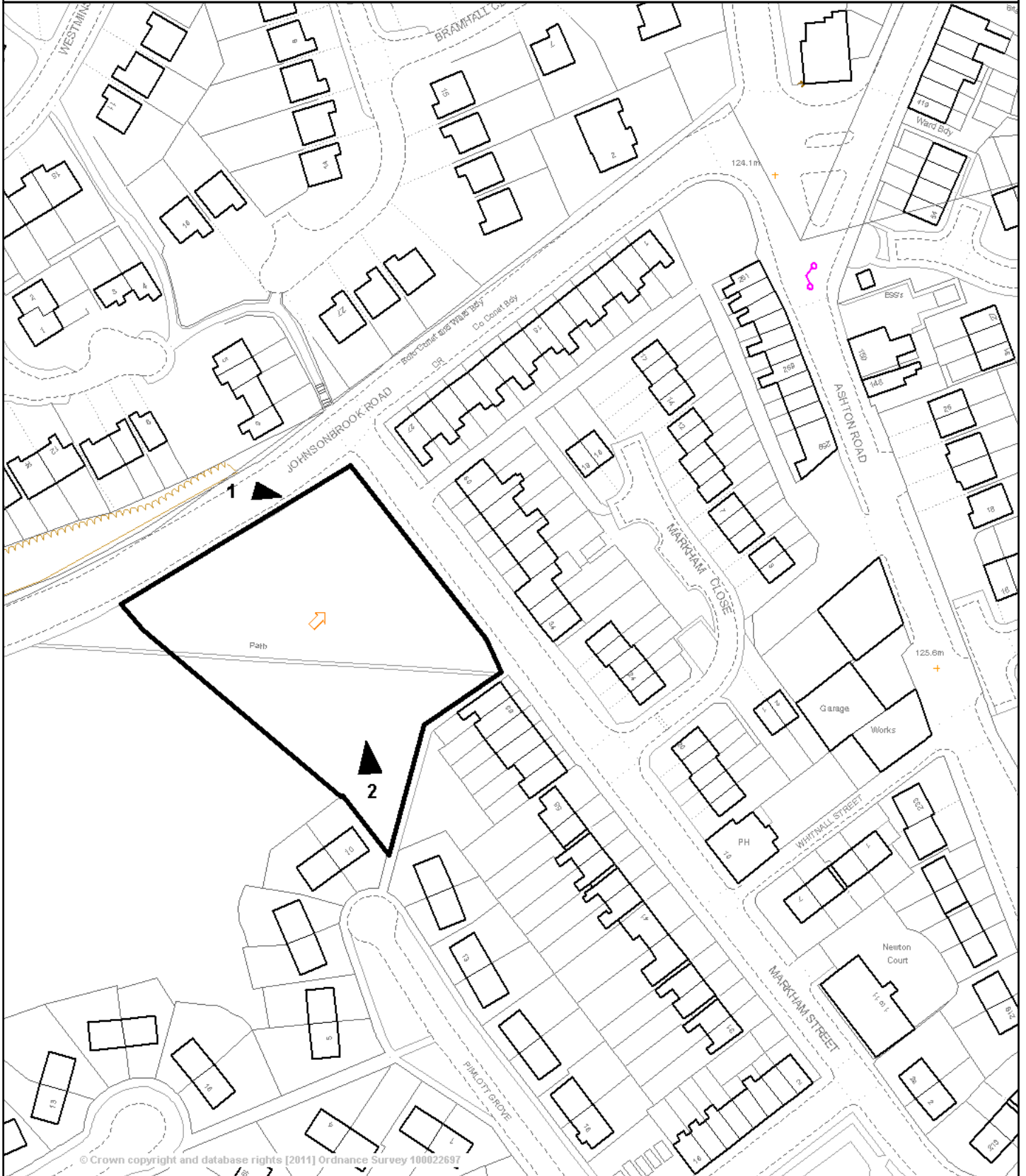
10. Development shall not commence until the following information has been submitted in writing and written permission at each stage has been granted by the Local Planning Authority.

- i) A preliminary risk assessment to determine the potential for the site to be contaminated shall be undertaken and approved by the Local Planning Authority. Prior to any physical site investigation, a methodology shall be approved by the Local Planning Authority. This shall include an assessment to determine the nature and extent of any contamination affecting the site and the potential for off-site migration.
- ii) Where necessary a scheme of remediation to remove any unacceptable risk to human health, buildings and the environment shall be approved by the Local Planning Authority prior to implementation.
- iii) Any additional or unforeseen contamination encountered during development shall be notified to the Local Planning Authority as soon as practicably possible and a remedial scheme to deal with this approved by the Local Planning Authority.
- iv) Upon completion of any approved remediation schemes, and prior to occupation, a completion report demonstrating that the scheme has been appropriately implemented and the site is suitable for its intended end use shall be approved in writing by the Local Planning Authority.

The discharge of this planning condition will be given in writing by the Local Planning Authority on completion of the development and once all information specified within this condition and other requested information have been provided to the satisfaction of the Local Planning Authority and occupation/use of the development shall not commence until this time, unless otherwise agreed by the Local Planning Authority.

- 11. During demolition and construction no work (including vehicle and plant movements, deliveries, loading and unloading) shall take place outside the hours of 07:30 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays. No work shall take place on Sundays and Bank Holidays.
- 12. The development hereby approved shall not be first occupied unless and until the bin and bicycle storage facilities for the apartment blocks have been provided and each dwelling has been provided with adequate facilities and receptacles for the storage and collection of refuse and recyclable materials.
- 13. Prior to first occupation of the development, a scheme for any television / radio aerial / satellite dish or other form of antenna shall be submitted to and approved in writing by the local planning authority. The development shall be constructed with such approved details.
- 14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended by the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking or re-enacting or amending that Order with or without modification), no television / radio aerial / satellite dish or other form of antenna shall be installed / affixed on the exterior of any building forming part of the development hereby permitted.

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Scale 1/1250 Date 22/8/2016

Centre = 394855 E 396525 N

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Application Number: 16/00085/FUL

Photo 1



Photo 2



Dimensions are to be checked on site. Do not scale from drawings. Report discrepancies to the Architect.



Schedule of Accomodation

3 Bedroom 5 Person House	2no.	14no.
2 Bedroom 4 Person House	8no.	24no.
2 Bedroom 3 Person Apt	8no.	
Total		

Parking

Total	29no.
-------	-------

Key

- Concrete paving
- Block paving
- Landscaped areas
- Proposed Trees
- Shrubs / bushes
- Existing Trees
- Refuse Bin
- Gate
- Individual Bike Stores x8

REVISION	DATE	INITIALS
Rev E	03.08.2016	PJD
Rev D	20.07.2016	PJD
Rev C	18.07.2016	PJD
Rev B	08.07.2016	PJD
Rev A	10.06.2016	PJD

PROJECT: JOHNSONBROOK ROAD HYDE

TITLE: PROPOSED SITE PLAN

SCALE: 1:200

STATUS: TENDER

PROJECT No: 1549

DRAWING No: L.05 E

DRAWN BY: PJD

CHECKED BY: DS

DATE: Jan 16

SCALE (A1): 1:200

Dimensions are to be checked on site. Do not scale from drawings. Report discrepancies to the Architect.



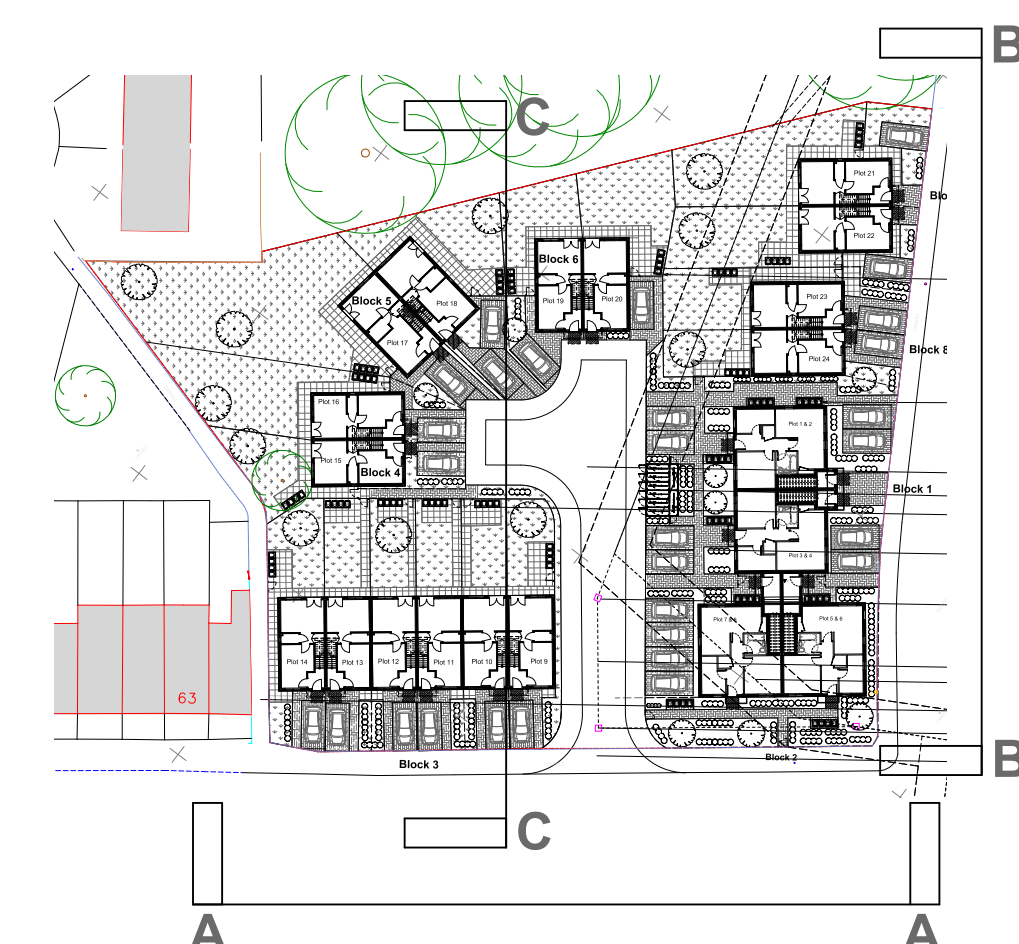
Elevation A-A



Elevation B-B



Elevation C-C



PROJECT Johnsonbrook Hyde		TITLE Proposed Street Elevations		SIZE A1	STATUS PLANNING
PROJECT NO. 1549	DRAWING NO. L.06	DRAWN BY PJD	CHECKED DS	DATE APR 16	SCALE (1:1000) 1:200
JOHN MCCALL ARCHITECTS LTD No. 1 Arts Village, Henry Street, Liverpool L1 5BS Tel: 0151 707 1818 Fax: 707 1819 Old Coop Building, Church Street, Hayfield, SK22 2JE e-mail: admin@johnmccall.co.uk					

Application No.: 16/00172/FUL

Proposal: Single storey detached dwelling with associated access off Bowden Street

Location: Land with garages, rear of 2 Bowden Street, Denton

Applicant: Mr M Thomas

Recommendation: Refuse

REPORT

1.0 SITE AND SURROUNDINGS

- 1.1 The application site is a small, enclosed parcel of land some 0.28 hectares in area located to the rear of existing properties at 2 – 14 (Evens) Bowden Street, 22 – 18 (Evens) Victoria Street and 17 – 29 (odds) Manchester Road. The site also adjoins the boundary with the Memorial gardens off Market Street, Denton.
- 1.2 The site is currently occupied by several garages many of which are in a poor state of repair. The remaining site area comprises grass, rough gravel and hard surfaced areas with some planting and trees to the site boundaries.
- 1.3 Access into the site is via a narrow access road which is situated adjacent to the boundary with 2 Bowden Street. This access way also serves the rear yards/service areas for commercial premises on Manchester Road and residential properties on Bowden Street.
- 1.4 The area surrounding the site is predominately residential and comprises two storey terraced properties fronting onto Bowden Street and Victoria Street. To the north of the site are two/three storey commercial premises which front onto Manchester Road.

2.0 PROPOSAL

- 2.1 The application proposes the erection of a detached single storey dwelling following the removal of the existing garages on site.
- 2.2 The dwelling comprises of a single storey, flat roofed 'U' shaped building some 18 metres in length, 10.6 metres in width with an overall maximum height of 2.5 metres. Internally the accommodation comprises of a hallway, living room, dining/kitchen, 2-bedrooms, a bathroom together with an integral garage. Externally there is a small courtyard garden area within the central part of the site area which is accessed from the proposed dwelling. Bin storage facilities are proposed in front of the proposed dwelling.
- 2.3 The design of the dwelling is modern in design with simple fenestration details and a flat roof. The materials proposed are red/brown facing brick and a felt roof.

2.4 With regard to the proposed access arrangements, the proposal will utilise the existing vehicular access off Bowden Street.

3.0 PLANNING HISTORY

3.1 There is no relevant planning history relating to this application.

4.0 RELEVANT PLANNING POLICIES

4.1 Tameside Unitary Development Plan (UDP) Allocation

Unallocated

4.2 Tameside UDP

4.2.1 Part 1 Policies

1.3 Creating a Cleaner and Greener Environment

1.4 Providing More Choice and Quality Homes

1.5 Following the principles of Sustainable Development

1.6 Securing Urban Regeneration

1.12 Ensuring an Accessible, Safe and Healthy Environment

4.2.2 Part 2 Policies

H1 Housing Land Provision

H2 Unallocated Sites

H4 Type, Size and Affordability of Dwellings

H9 Backland and Garden Development

H10 Detailed Design of Housing Developments

C1 Townscape and Urban Form

T10 Parking

MW11 Contaminated Land

4.3 Other Policies

4.3.1 Residential Design SPD

4.3.2 National Planning Policy Framework (NPPF)

Section 6 Delivering a wide choice of high quality homes

Section 7 Requiring Good Design

4.3.3 Planning Practice Guidance (PPG)

This is intended to complement the NPPF and to provide a single resource for planning guidance, whilst rationalising and streamlining the material. Almost all previous planning Circulars and advice notes have been cancelled. Specific reference will be made to the PPG or other national advice in the Analysis section of the report where appropriate.

5 PUBLICITY CARRIED OUT

- 5.1 As part of the application process, a site notice was displayed on Bowden Street on 26 April 2016. Individual letters were sent to 26 neighbouring occupiers adjoining the site on 19 April 2016.

6 RESPONSES FROM CONSULTEES

- 6.1 Head of Environmental Services (Highways) has no objections subject to conditions.
- 6.2 Head of Environmental Services (Environmental Protection) has no objections subject to conditions.
- 6.3 United Utilities – No objections subject to conditions relating to foul and surface water drainage.

Further comments are made regarding a public sewer which crosses the site which United Utilities will not permit building over. In order to overcome this, the site layout would need to be modified or the sewer diverted at the applicant's expense.

7 SUMMARY OF THIRD PARTY RESPONSES RECEIVED

- 7.1 Councillor A Gwynne has requested that the application be determined by Speakers Panel.
- 7.2 There have been no representations received as part of the public consultation process.

8 ANALYSIS

- 8.1 The principal issues in the determination of this application are;
1. Principle of development
 2. Impact on character of area, layout, design
 3. Residential Amenity
 4. Impact on highway and pedestrian safety
 5. Drainage

8.2 The above matters are considered in more detail below.

9 PRINCIPLE OF DEVELOPMENT

9.1 The NPPF at paragraph 49 requires applications to be considered in the context of the presumption in favour of sustainable development. The framework sets out three dimensions to sustainable development which are an economic role, a social role and an environmental role. It is considered the NPPF would support the residential development of this site given its sustainable location and the regeneration of a previously developed site.

9.2 The development of small sites such as this which are not specifically identified for residential use, known as 'windfall' sites are considered to make a positive contribution to the Borough's housing land requirement.

9.3 There are no objections to the loss of the existing garages on site which are not considered to be of any significant architectural merit. In broad land use terms, the redevelopment of this site for residential purposes is considered acceptable and in accordance with national and local planning policy guidance.

10 IMPACT ON CHARACTER OF AREA, DESIGN AND LAYOUT

10.1 In this regard the proposal should also be considered against UDP Policies C1, H9 and H10 which seek to ensure that the design and layout of proposed residential development are of high quality and complement or enhance the character and appearance of the surrounding area.

10.2 The application site currently comprises a collection of detached garages located to the rear of properties on Bowden Street, Victoria Street and Manchester Road. The garages appear unused and their condition varies to the extent that some are starting to appear dilapidated. Notwithstanding their varied condition, they are not causing harm to the character and appearance of the surrounding area.

10.3 The siting of the proposed dwelling behind existing properties on Bowden Street and Victoria Street is not typical of the area. The properties surrounding the site conform to a common building line directly fronting the highway. The proposal would be situated in a back land location and it is considered that this would be harmful to the character and appearance of the area as it would introduce a relationship between the existing properties and the proposal that is not in common with the locality.

10.4 In terms of its detailed design, the size and scale of the proposed development being single storey would be an uncharacteristic form of development which would be out of keeping with the two storey properties surrounding the site and unacceptably harm the character and appearance of the area.

10.5 Accordingly it is considered that the proposal would be contrary to UDP Policies C1, H9 and H10.

11.0 RESIDENTIAL AMENITY

- 11.1 With regard to impact on residential amenity, UDP Policies H9 and H10 and the Residential Design SPD provide criteria to be met for protecting the residential amenity of nearby residents and ensure that habitable rooms in houses and their gardens have a reasonable degree of daylight and freedom from overlooking.
- 11.2 Specifically, Residential Design SPD Policy RD5 requires a minimum separation distance of 21 metres between existing houses and proposed dwellings/apartments. This distance is reduced by 1 metre in distance for each 10 degrees reduction in angle from 90 degrees between facing buildings. This distance is also reduced to 14 metres across a road frontage. For minimum distances between an existing habitable room window and a blank single storey wall, the Councils minimum privacy distance as specified in the Policy is 10 metres.
- 11.3 The layout proposed contains no windows directly facing existing residential properties as the only windows within the new dwelling front onto a proposed courtyard area/atrium within the central part of the site area. As a result, the proposal is not therefore considered to result in any undue loss of privacy to surrounding residential properties.
- 11.4 However, due to the constrained size of the site it is the impact on outlook for existing occupiers and the overbearing impact from the proposed dwelling which raise concerns. The dwelling will be between just 7 and 8 metres away from the rear elevations of existing properties on Bowden Street and Victoria Street and would be just 2 metres away from the boundary of their rear yard areas.
- 11.5 Whilst the proposal is only single storey in height, at 2.7 metres high, it would still be visible over the existing boundary treatments between existing properties and the application site. As a result it is considered that the outlook for the occupiers of Victoria Street and Bowden Street would be obstructed by an imposing brick wall forming the side and rear elevations of the proposed dwelling of a significant height and width. The effect for existing occupiers would be overbearing due to its close proximity and would also result in substantial harm to outlook when viewed from existing properties and their garden/yard areas.
- 11.6 As a result of the above it is considered that the proposal would have an adverse impact on the residential amenities of existing occupiers and would be contrary to UDP Policies H9, H10 and RED5 of the SPD Residential Design.

12 IMPACT ON HIGHWAY AND PEDESTRIAN SAFETY

- 12.1 With regard to the impact of the proposal on highway and pedestrian safety, access to the proposed dwelling would be taken from the existing access adjacent to 2 Bowden Street. This is a narrow road/passageway which would previously have served the existing garages on site and also provides access to the rear of properties on Bowden Street.

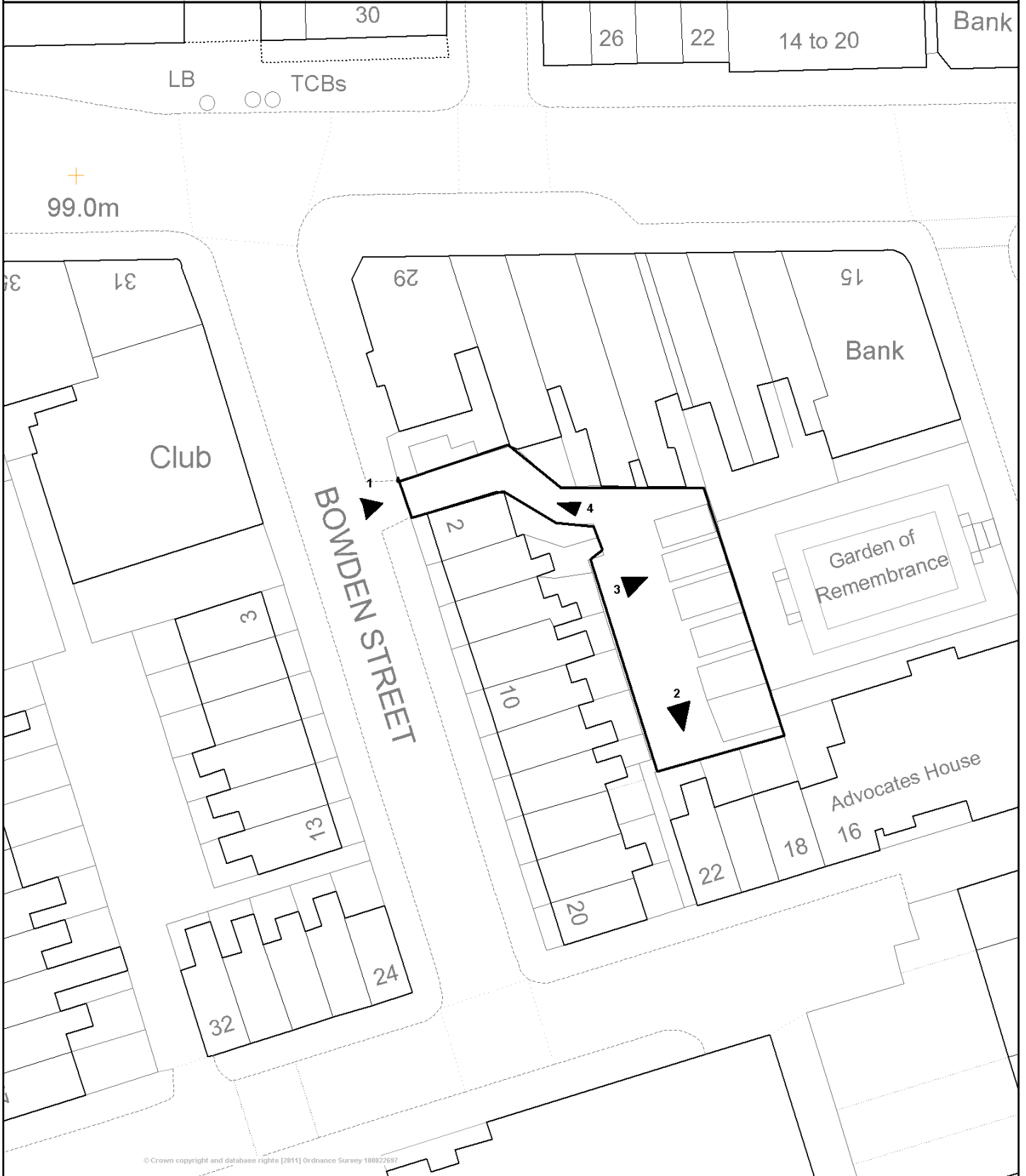
- 12.2 Whilst the use of this access to serve the proposed dwelling is not ideal due to its restricted width, tight entrance onto Bowden Street, available visibility and limited turning space within the site, having regard to the 'fall back' position (the fact that the access could be used to serve the existing garages) it is not considered that the proposal will create more traffic movements than the authorised use of the site. In this regard there are no objections to the use of the proposed access on highway safety grounds.
- 12.3 Policy T10 of the UDP advises that new development will be subject to maximum levels of parking provision and criterion (b) of Policy H10 requires that parking facilities for new housing developments are provided with no unacceptable impact on the surrounding highway network.
- 12.4 Taking into account the particularly convenient location of the site close to bus services (the nearest bus stop being approximately 100 metres away on Manchester Road), it is considered that the level of parking provision (100%) proposed by the application is acceptable.
- 12.5 The Head of Environmental Services (Highways) has raised no objections to the proposal on highway safety grounds.

13 DRAINAGE AND FLOOD RISK

- 13.1 There is no recorded flooding on site or within the immediate area. Also, the area is designated as Zone 1 as defined by the EA Flood Map and is therefore in a location which is less than 1:1000 annual probability of river flooding which is a low risk.

RECOMMENDATION: REFUSE for the following reason:

The proposed development would constitute overdevelopment of the site and would be out of keeping with the character of the area. In particular it would be out of scale and of a design which is at odds with the prevailing house type and be too close to site boundaries resulting in a poor outlook and visually overbearing impact to adjoining residential occupants. As such the proposal is contrary to Policies H9 and H10 of the Tameside Unitary Development Plan and the Councils adopted SPD Residential Design.



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Scale 1/500 Date 18/8/2016

Centre = 392435 E 395457 N

Application Number: 16/00172/FUL

Photo 1

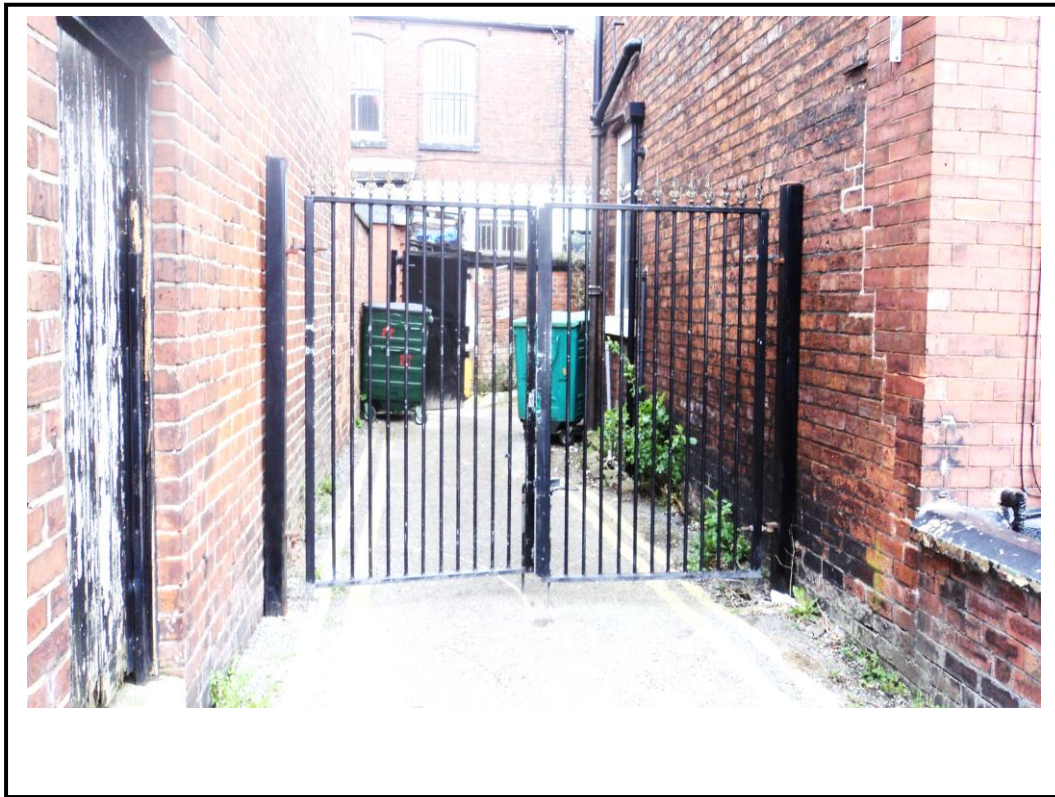


Photo 2



Photo 3

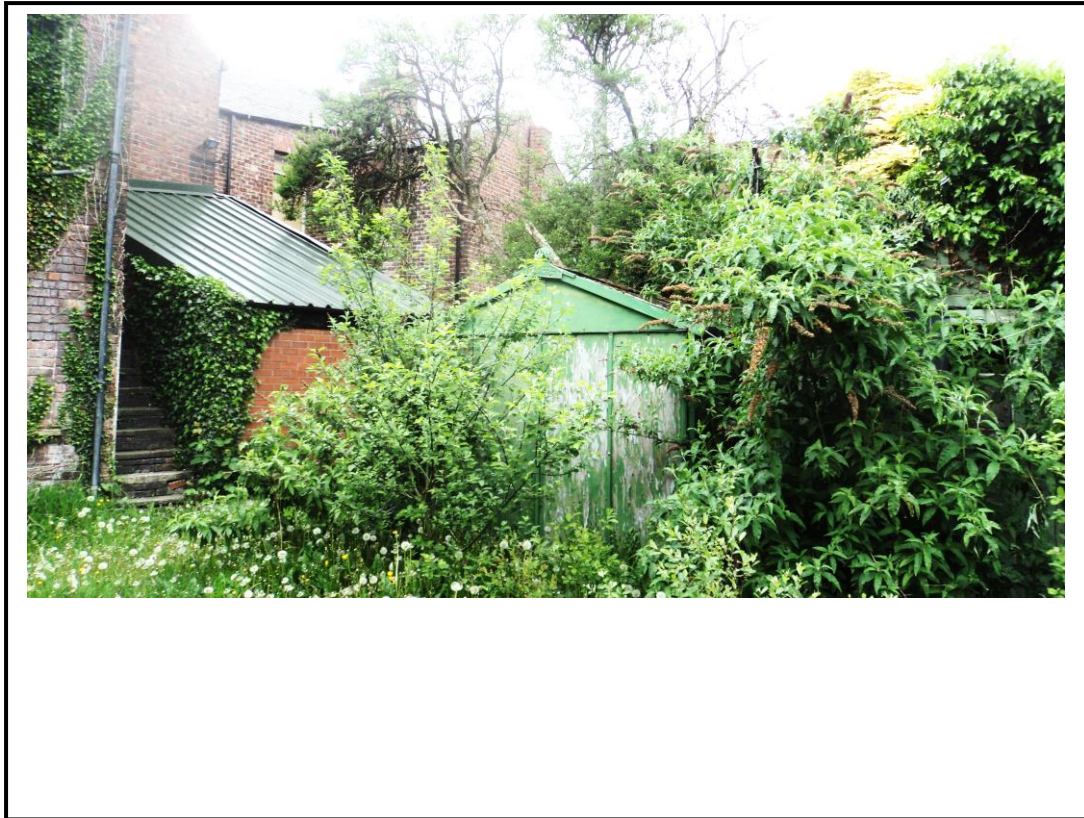
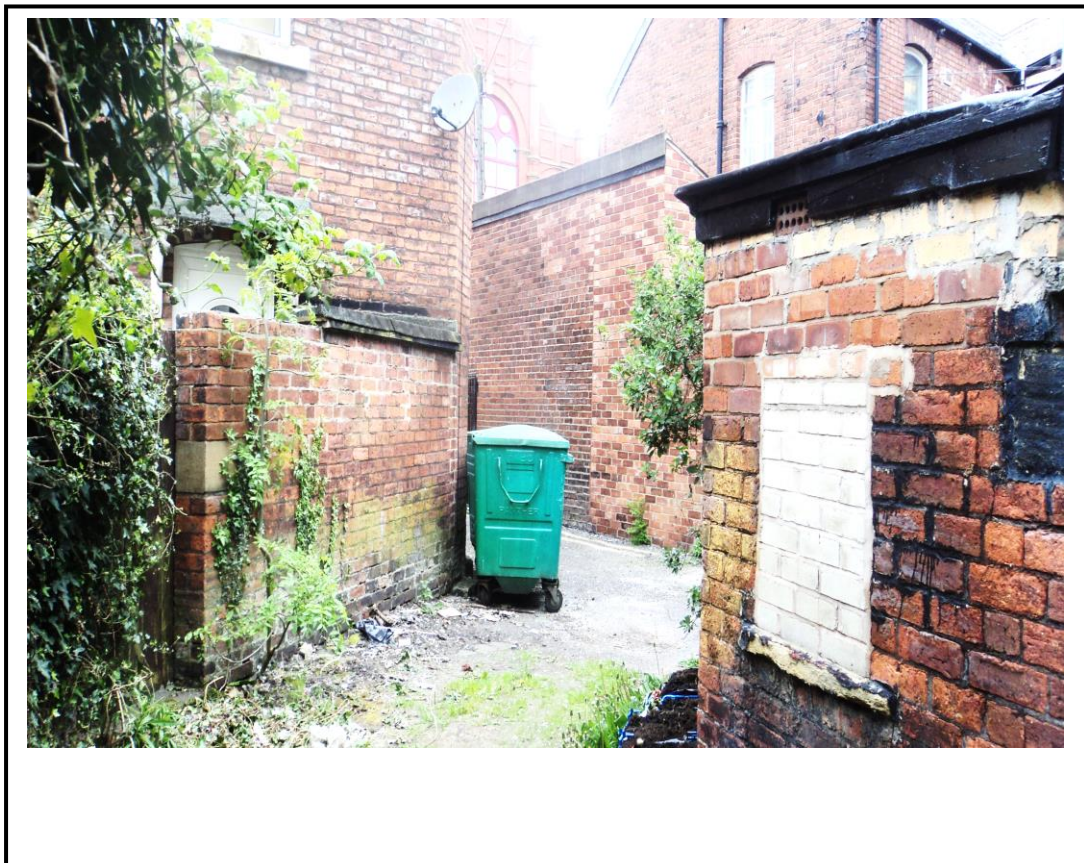
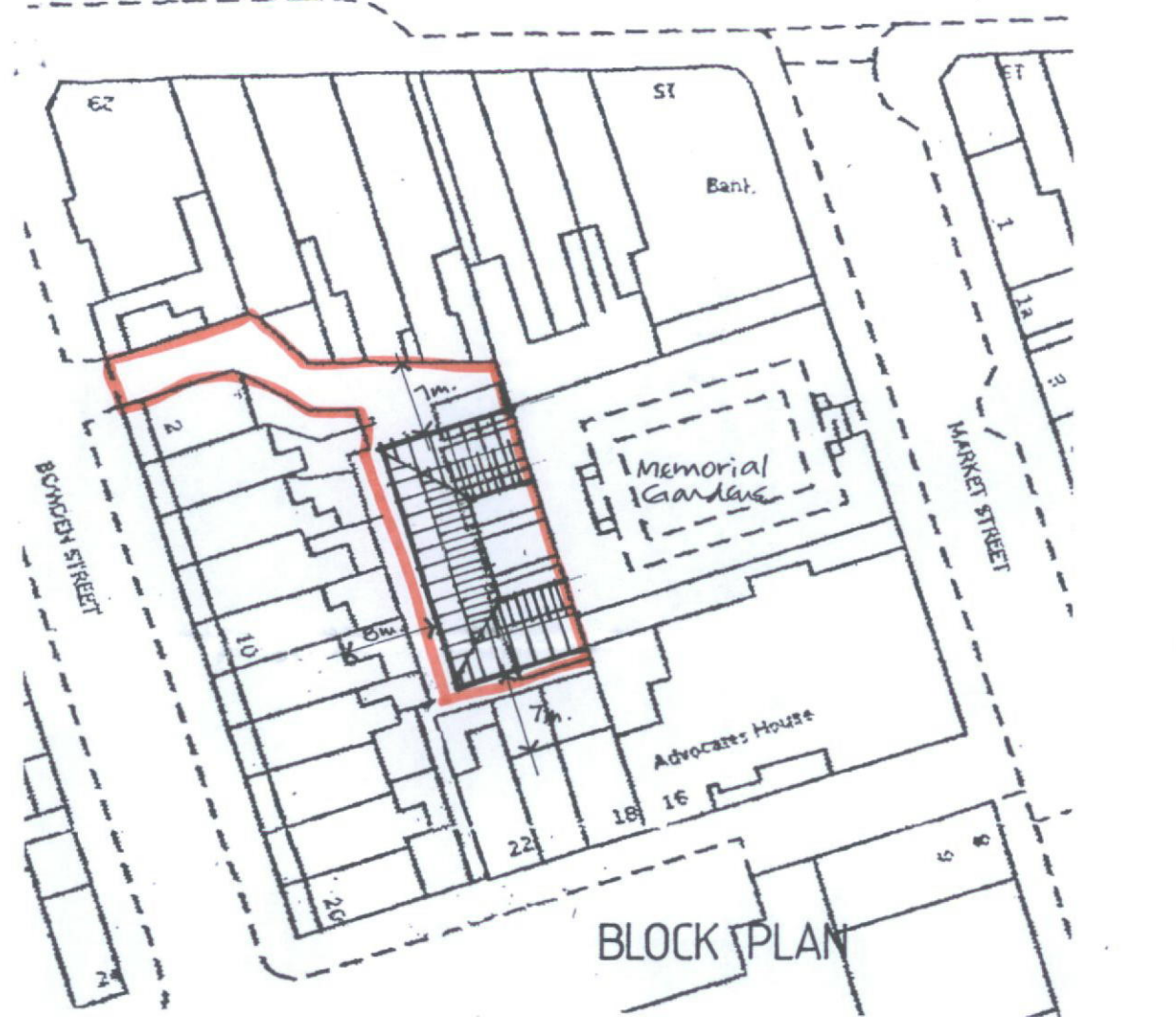


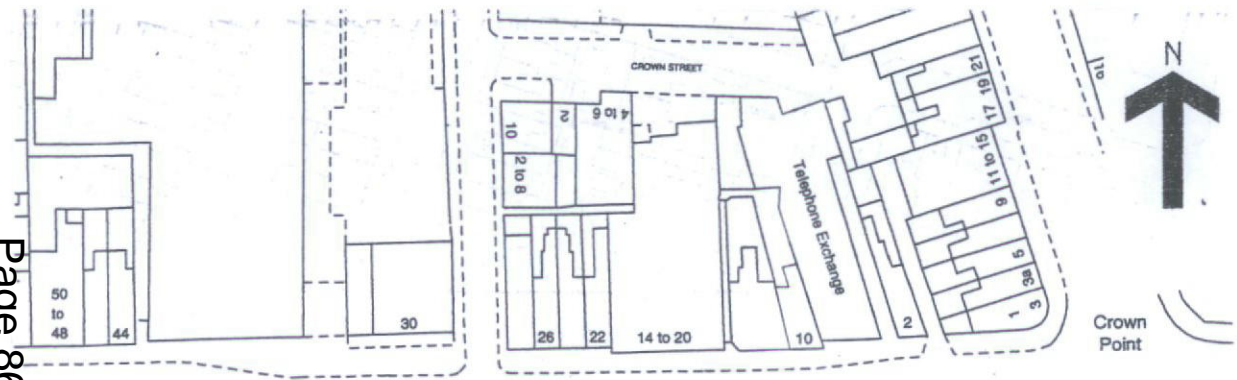
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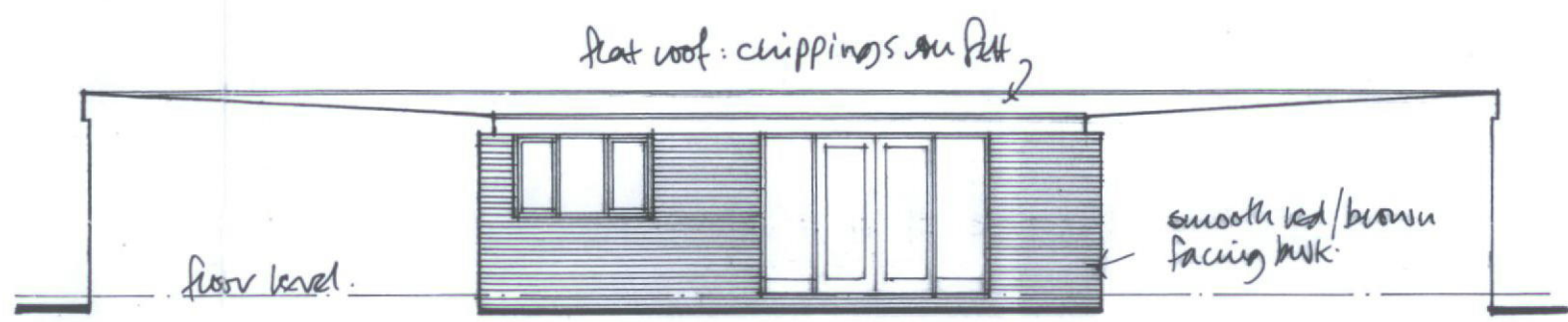
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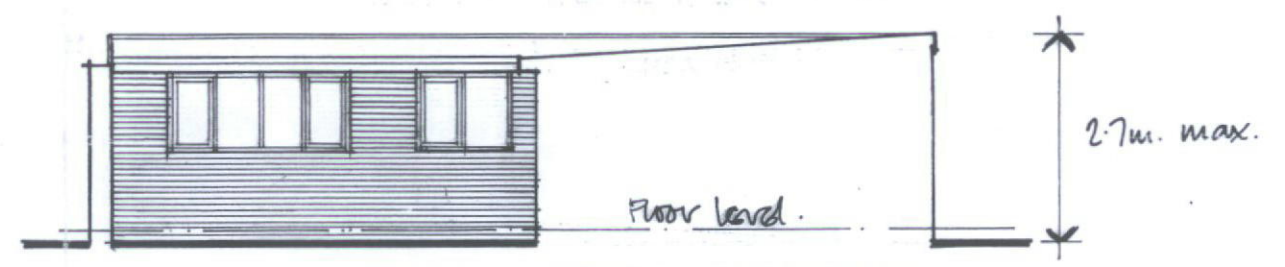
BLOCK PLAN



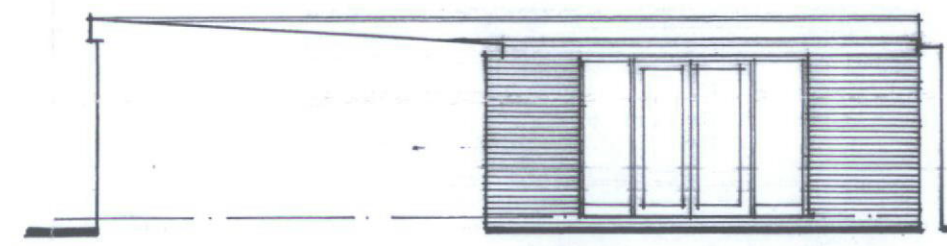
LOCATION PLAN
1:1250



ATRIUM WEST ELEVATION



ATRIUM SOUTH ELEVATION



ATRIUM NORTH ELEVATION

Mr. M. THOMAS
Land to East of Bowden St.,
Denton, M34 2AB.
Proposed bungalow.

Scale: 1:100, 1:1250 Date: Oct. 2015
A.C. MARLAND ASSOCIATES,
1, OAKCROFT, STACTON BRIDGE,
CHESHIRE, SK15 2UQ.

TEL: 01457 765255

16/00172/FUL-Recid 18/04/16

Application No.: 16/00386/FUL
Proposal: Extension to shop front
Location: 699 Windmill Lane, Denton
Applicant: Mr Chomok Ali
Recommendation: Approve

REPORT

1.0 SITE AND SURROUNDINGS

- 1.1 The application relates to an existing hot food takeaway. The premises are single storey in height with glazing and a door to the front elevation and a canopy above. The shop comprises of a waiting area, serving area, kitchen, toilet, cloakroom and store. Externally there is a small forecourt area in front of the premises.
- 1.2 The premises are situated at the end of a row of retail units within a local shopping parade on the southern side of Windmill Lane, Denton. Adjoining uses include a post office at 697 Windmill Lane.

2.0 PROPOSAL

- 2.1 The application seeks planning permission for the erection of a single storey extension to the front of the existing hot food takeaway premises. The extension projects some 1.4 metres out from the original front elevation and covers the full width of the existing frontage. It will sit beneath an existing canopy which will form the roof to the proposed extension. The extension proposes a full height glazed window and door to the front elevation. The extension proposes materials to match those on the existing premises.
- 2.2 Since the original submission the application has been amended to provide an additional window in the side (eastern) elevation which faces the boundary with the adjoining retail premises at 697 Windmill Lane.
- 2.3 The extension will provide 10 square metres of additional floor space in the form of an extended 'waiting area' to the hot food takeaway.

3.0 PLANNING HISTORY

- 3.1 There is no relevant planning history relating to this application.

4.0 RELEVANT PLANNING POLICIES

4.1 Tameside Unitary Development Plan (UDP) Allocation

Unallocated

Local Shopping Centres and Parades

4.2 Tameside UDP

4.3 Part 1 Policies

1.12 Ensuring and Accessible, Safe and Healthy Environment

4.4 Part 2 Policies

C11 Shop Fronts

S9 Detailed Design of Retail and Leisure Developments

4.5 Other Policies

4.6 National Planning Policy Framework (NPPF)

Section 7 Requiring Good Design

Section 8 Promoting healthy communities

4.7 Planning Practice Guidance (PPG)

4.8 This is intended to complement the NPPF and to provide a single resource for planning guidance, whilst rationalising and streamlining the material. Almost all previous planning Circulars and advice notes have been cancelled. Specific reference will be made to the PPG or other national advice in the Analysis section of the report, where appropriate.

5.0 PUBLICITY CARRIED OUT

5.1 As part of the planning application process, 6 notification letters were sent out to neighbouring properties on 29 April 2016. Following the application being amended, additional notification letters were sent to the same neighbours on 25 July 2016.

6.0 RESPONSE FROM CONSULTEES

6.1 Head of Environmental Services - Environmental Protection have no objections to the proposal.

6.2 Head of Environmental Services – Highways have no objections to this proposal.

6.3 Greater Manchester Police (Design for Security) consider that the proposal in its current format does create a security issue for the adjoining Automatic Teller Machine (ATM) as the extension would reduce some of the natural surveillance from Windmill Lane to the adjoining property.

6.4 It has been suggested that if the proposal were amended to incorporate further lighting to the area and possibly look at the layout of the windows within the extension they could create surveillance to the ATM from the extension thus not

taking it away completely and creating a potential hiding spot for any would be offenders.

7.0 SUMMARY OF THIRD PARTY RESPONSES RECEIVED

7.1 Councillor Mike Smith has requested that the application be determined by Speakers Panel.

7.2 In response to the original notification, one letter of objection was received from the owner of the adjoining Post Office at 697 Windmill Lane. The reasons given for objecting are as follows:

- The extension would be of limited use to the applicant – there is already ample space for customers in the existing shop.
- The extension would screen views of the existing Automatic Teller Machine (ATM) at the front of the Post Office
- The ATM performs a positive role for many businesses within this parade of shops.
- Anything that would cause customers not to be aware of the ATM would potentially cause a reduction in the custom for this parade of shops.

8.0 ANALYSIS

8.1 There are no objections to the principle of the development in this location. The key issues pertinent to the determination of this application relate to:

1. Design
2. Highway and pedestrian safety
3. Public safety

The above matters are considered in more detail below.

8.2 Design

8.3 In terms of its detailed design, UDP Policies S9 and C11 require extensions to retail premises and new shop fronts to respect the materials, design, scale and character of the existing building and surrounding shop fronts. Section 7 of the NPPF also makes clear the importance of good design in new development.

8.4 The application premises occupy a prominent position facing a main road frontage. Whilst the row of retail premises in which the premises sit is fairly uniform in terms of its style and design, there is some variation in terms of window design and a neighbouring retail unit at 709 Windmill Lane has recently extended their premises in a manner similar to that proposed by this application.

8.5 The proposed extension to the front elevation is relatively small scale in terms of its size and floor area created. It does not project in front of the existing canopy at the front of these premises and in this regard it is not considered that the proposal would have any undue impact on the general street scene or character of the surrounding

area. The detailed design of the shop front is considered to be in keeping with that of the adjoining retail premises and in complete accordance with UDP Policy C11.

8.6 Highway and pedestrian safety

- 8.7 The pedestrian entrance into the premises has been designed to ensure safety and convenience for its users with a level access proposed onto the existing forecourt area on Windmill Lane.
- 8.8 The proposal is not considered to increase existing demand for customer or staff parking at the application premises and the proposed extension does not compromise any of the existing car parking spaces on Windmill Lane.
- 8.9 On this basis the proposal is acceptable and no objections have been raised by the Head of Environmental Services (Highways) on highway safety grounds.

8.10 Public Safety

- 8.11 Paragraph 69 of the NPPF states that planning policies and decisions should aim to achieve places which promote safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.
- 8.12 The application site adjoins Windmill Lane Post Office which has an existing Automatic Teller Machine (ATM) in the front elevation in close proximity to the proposed extension. Greater Manchester Police (Design for Security) have raised a number of concerns relating to the potential for crime due to the reduction in natural surveillance of the ATM when viewed from Windmill Lane resulting from the proposed extension. This is primarily due to the fact that the extension is situated in close proximity to the ATM and will partially screen the machine when viewed from Windmill Lane.
- 8.13 To address this issue, Greater Manchester Police suggested amendments to the design of the extension and increase lighting in the area.
- 8.14 The application has subsequently been amended and an additional window has been incorporated into the side elevation. Greater Manchester Police (Design for Security) have confirmed no objections to the revised proposal. On this basis the proposal is considered to be acceptable and in accordance with UDP Policy S9 (e).

8.15 Other Issues

- 8.16 The issue raised by the adjoining occupier regarding the possible reduction in trade resulting from the proposed extension partially screening the ATM from Windmill Lane is unfortunately not material to the determination of the application and not a reason for refusing planning permission.

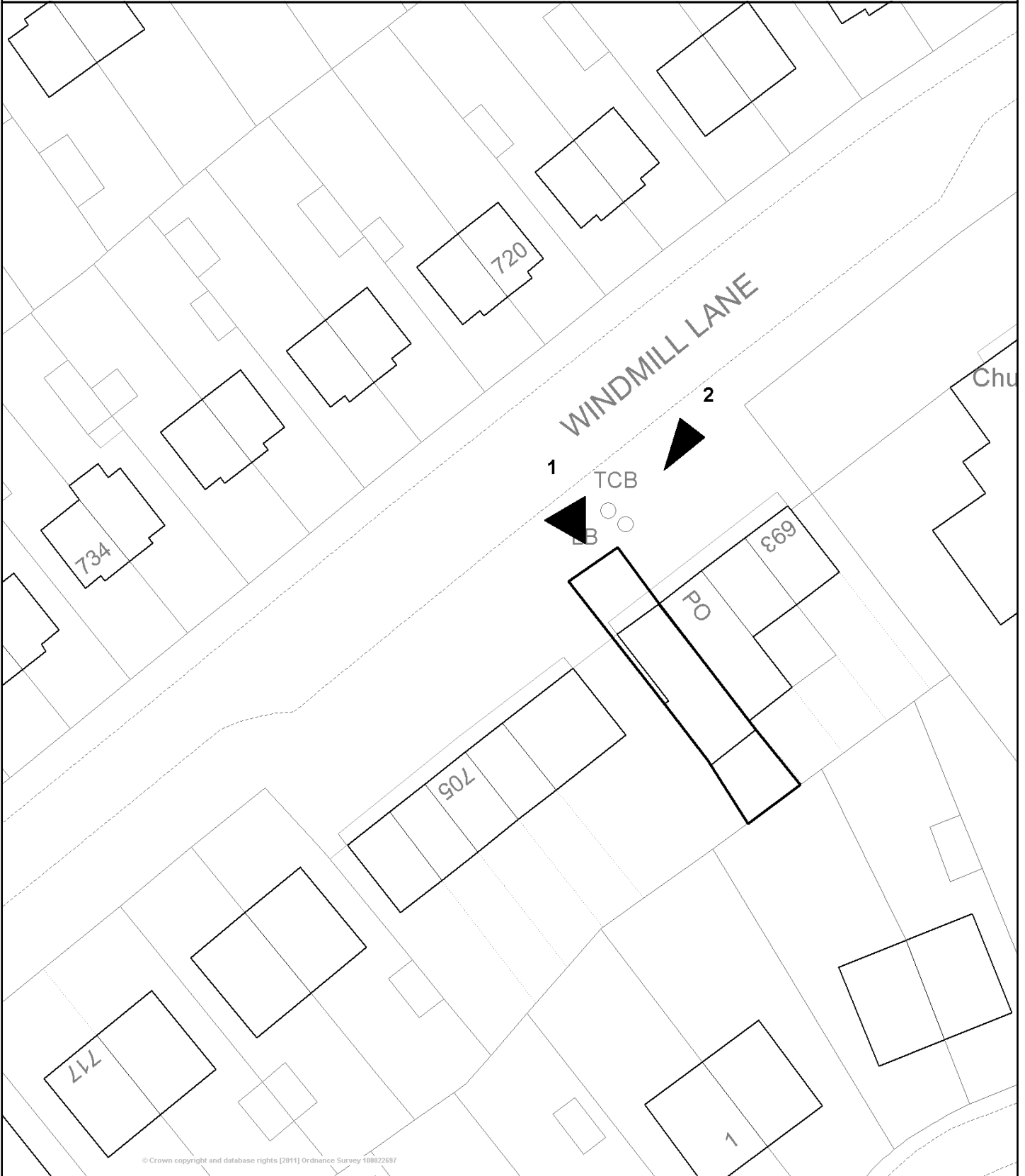
9.0 CONCLUSION

- 9.1 To conclude the proposed extended and redesigned shop front is not considered to result in any undue impact on the character of the locality or existing building to which it relates. The proposal is also unlikely to result in any detrimental impact on highway safety and has incorporated crime prevention measures within the design to address the initial concerns raised relating to public safety. As such the proposal is in complete accordance with national and local planning policy.

RECOMMENDATION: To grant planning permission subject to the following conditions:

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.
2. The development shall be carried out in accordance with the red edged Site Location Plan received by the Council on 21 April 2016 and amended drawing no. PA001 dated July 2016 and received by the Council on 7 July 2016.
3. During demolition/construction no work (including vehicle and plant movements, deliveries, loading and unloading) shall take place outside the hours of 07:30 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays. No work shall take place on Sundays and Bank Holidays.

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Scale 1/500 Date 18/8/2016

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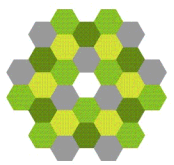
Application Number: 16/00386/FUL

Photo 1

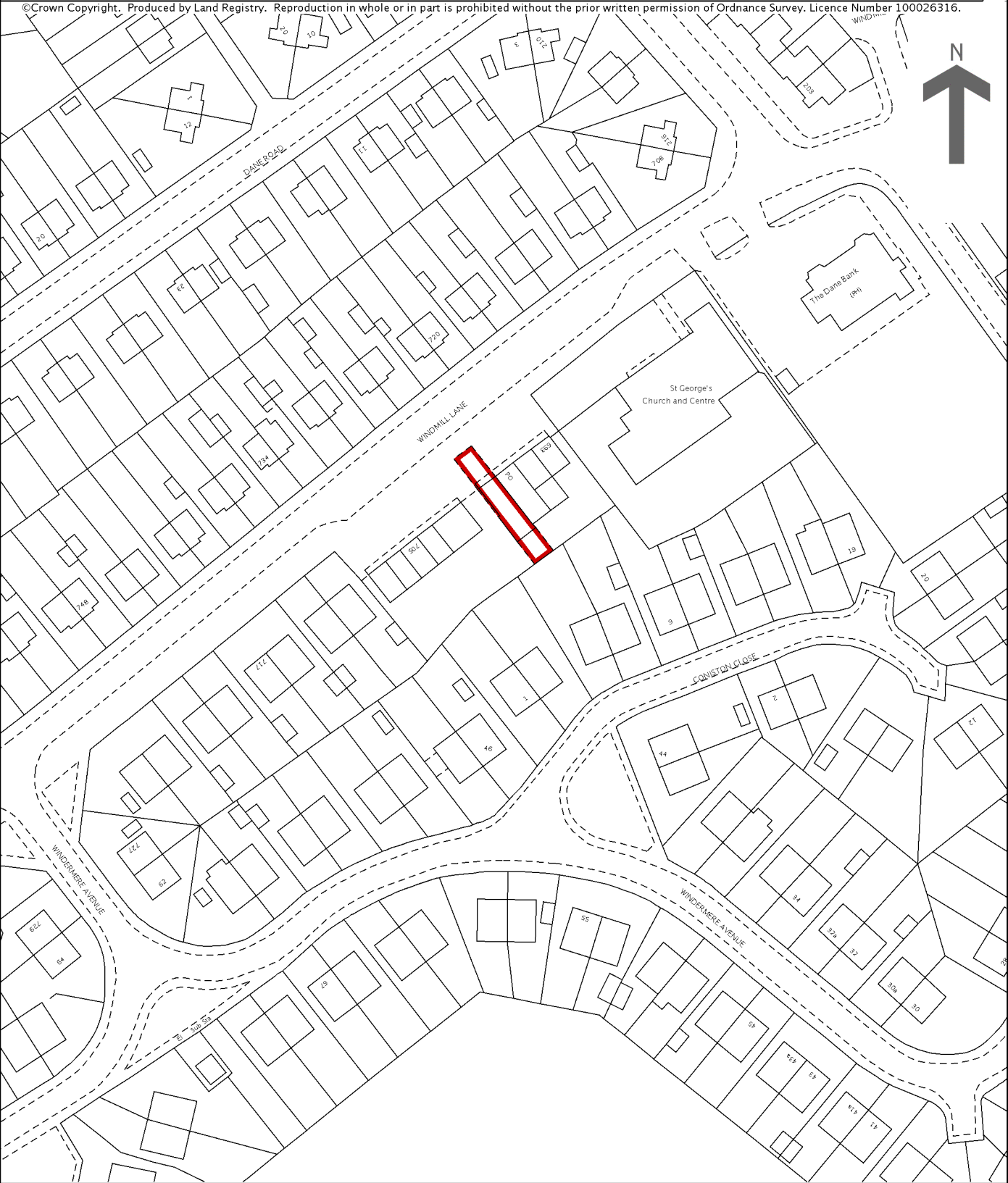


Photo 2





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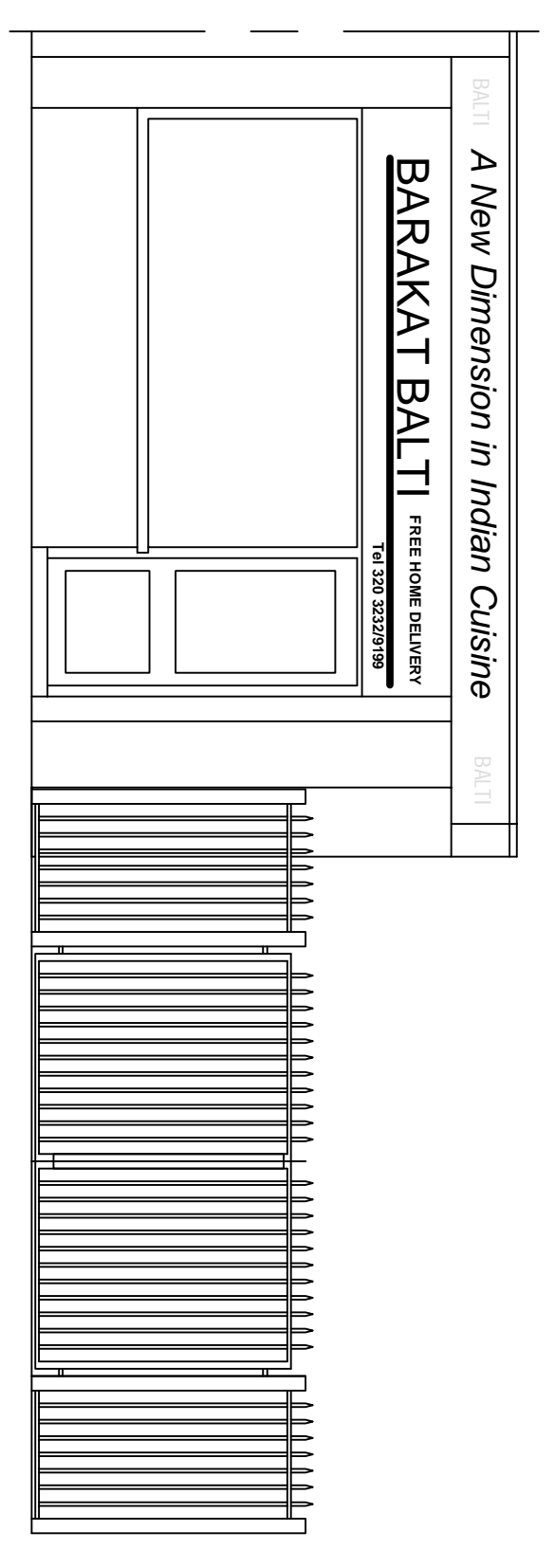


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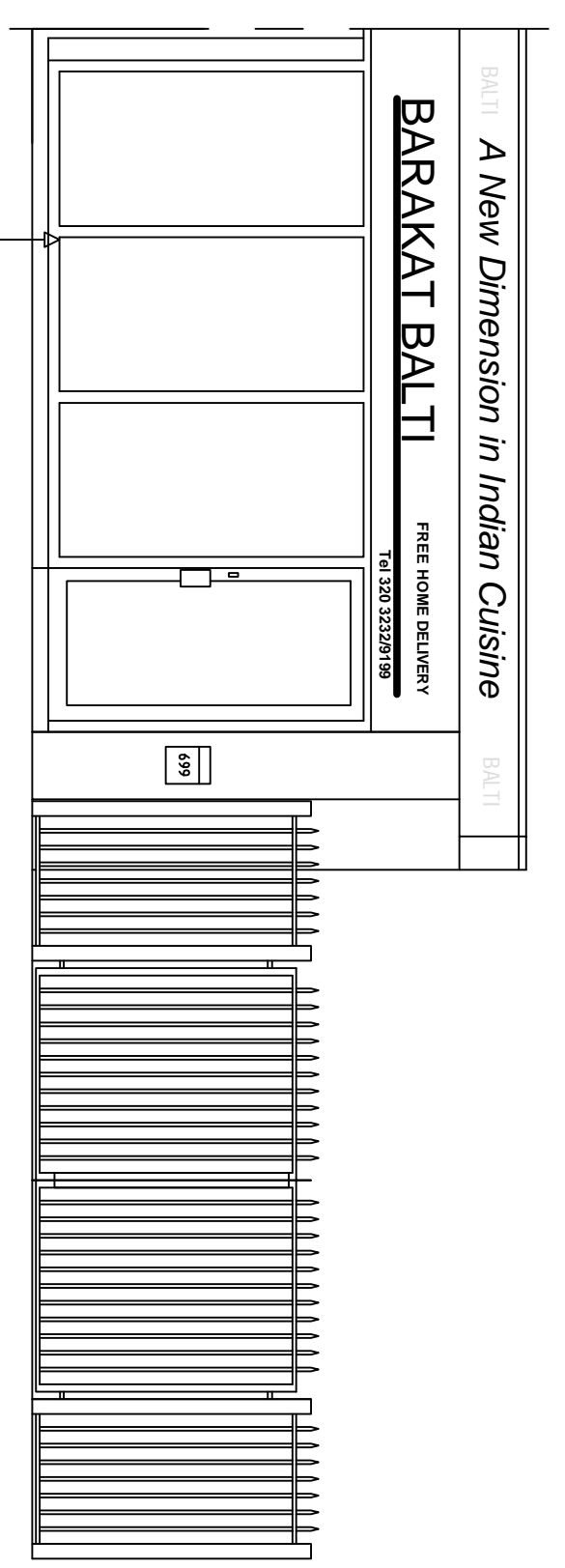
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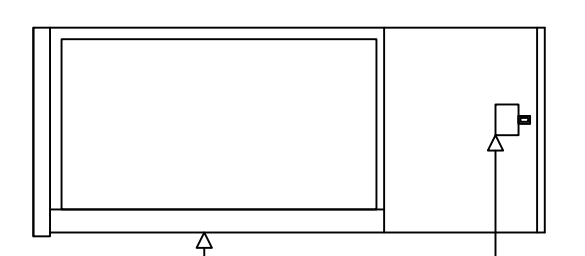
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EXISTING FRONT ELEVATION

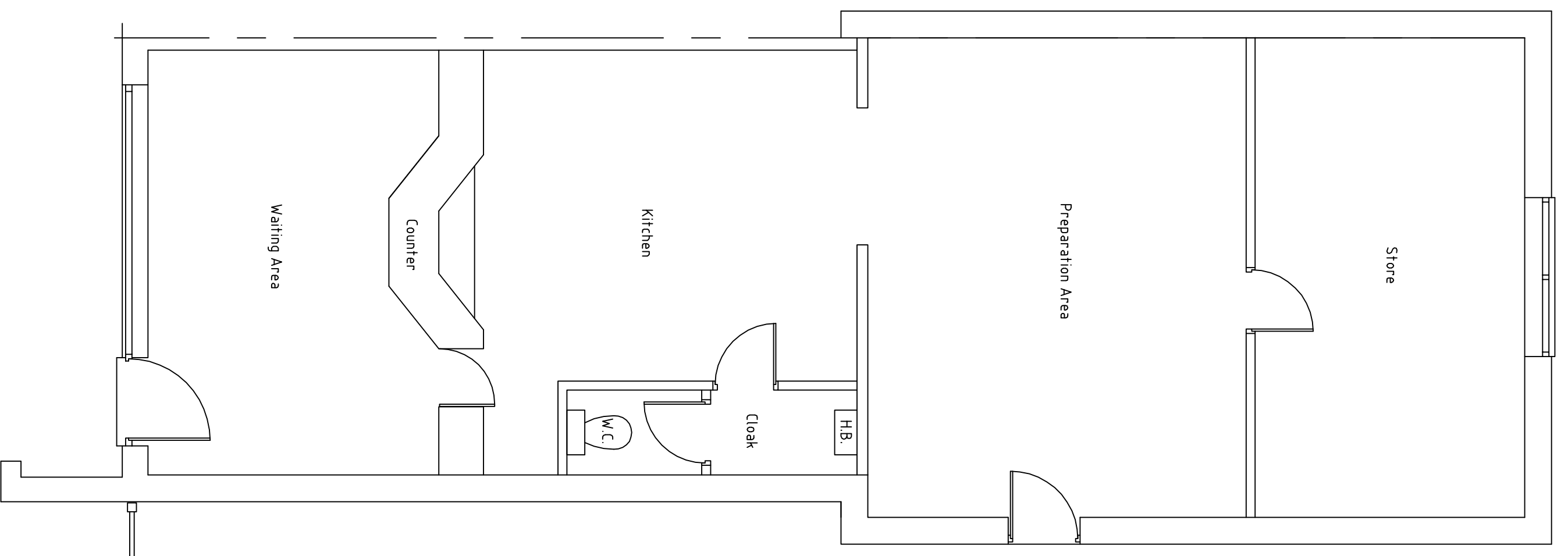


PROPOSED FRONT ELEVATION

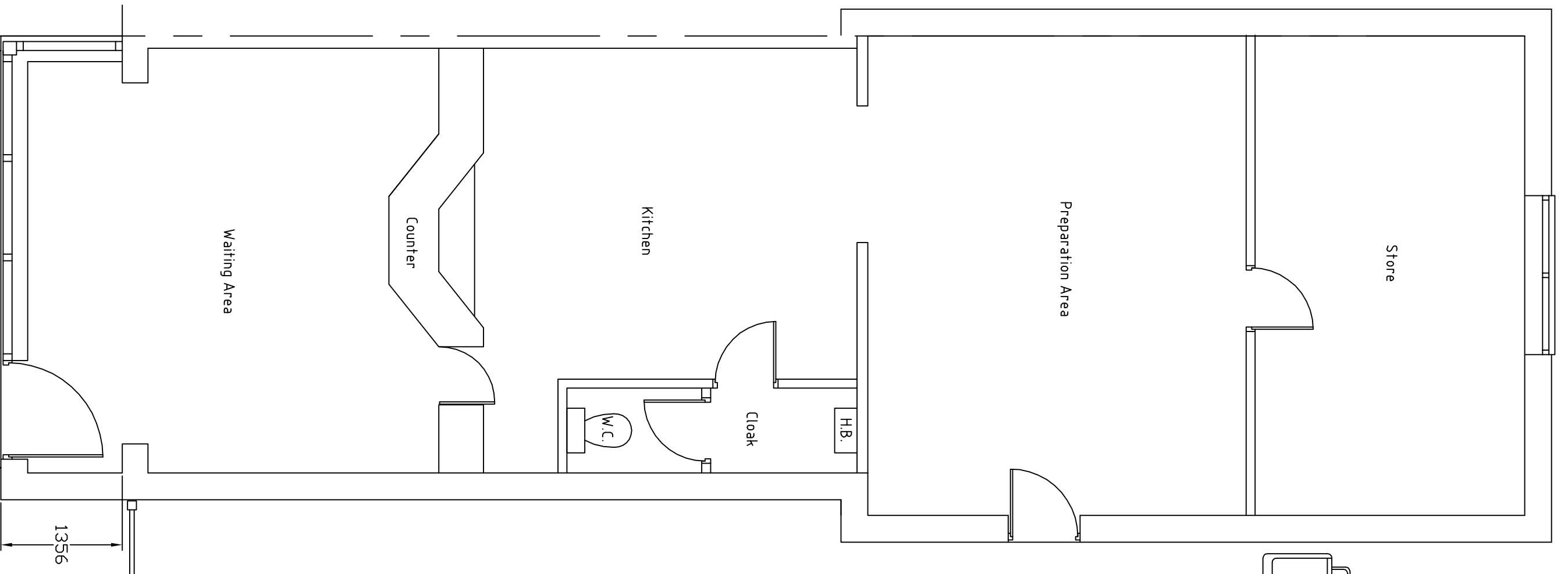


Security light to be fitted with light and movement sensor

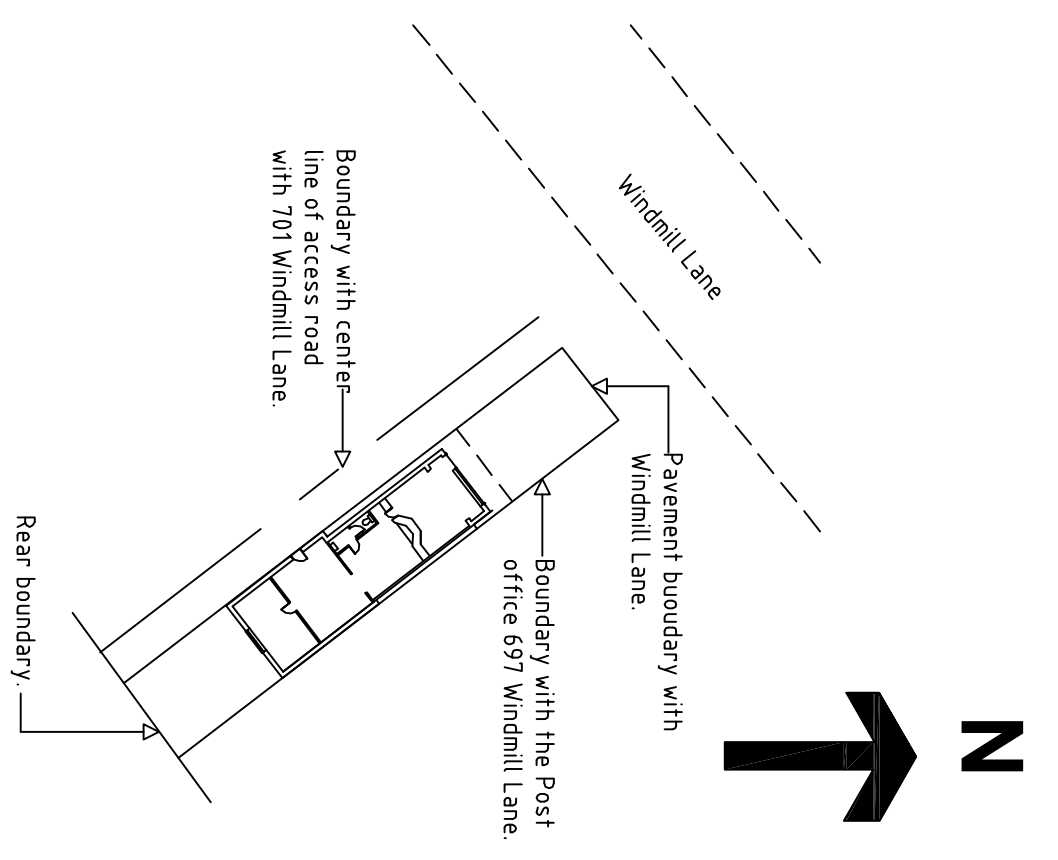
White Powder coated aluminum unit, double glazed with Pilkington toughened safety 'K' glass to BS6206. This will restore the natural surveillance from Windmill Lane to the adjoining property and the A11.



EXISTING GROUND FLOOR PLAN



PROPOSED GROUND FLOOR PLAN





Proposed Site Plan Scale 1:500

John Evans Architectural Designs 406 Stockport Road, Denton, Manchester, M14 6FP Tel: 0161 336 7036 Mobile: 07939532717	
Works	Proposed extension and re-design of shop front at 699 Windmill Lane.
Address	Mr. Ali 699 Windmill Lane Denton Manchester M14 2ET
Drawing No.	PA001
Drawn by	JJE
Check by	
Date	July 2016
Scale	1 : 50

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Agenda Item 5

Report To:	SPEAKERS PANEL (PLANNING)
Date:	7 September 2016
Cabinet Deputy / Reporting Officer:	Ian Saxon – Assistant Executive Director, Environmental Services
Subject:	OBJECTIONS TO PROPOSED MOTTRAM ROAD AND ST PAULS HILL ROAD WAITING RESTRICTIONS.
Report Summary:	The report outlines objections received to the proposed waiting restrictions.
Recommendations:	It is recommended that the proposed restrictions as advertised be implemented and that authority is given for the necessary action to be taken in accordance with the Road Traffic Regulation Act 1984 to make the following order THE TAMESIDE METROPOLITAN BOROUGH (MOTTRAM ROAD AND ST PAULS HILL ROAD, HYDE) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 2016 as detailed in Section 5.2 of this report.
Links to Community Strategy:	The proposals underpin a number of targets within the Tameside Community Strategy (2009-2019) and more especially in the promotion of a Safe Environment through the provision of safer roads in our Town Centres and elsewhere.
Policy Implications:	None arising from the report.
Financial Implications: (Authorised by the Section 151 Officer)	The costs associated with implementation of this scheme are being funded through the Strategic and Local Traffic Regulation Orders' and 'Road Marking and Warning Signs' capital budget for 2016/17
Legal Implications: (Authorised by the Borough Solicitor)	Members should have regard to the Council's statutory duty under S122 of the Road Traffic Regulation Act 1984 which is set out in Appendix A.
Risk Management:	Objectors have a limited right to challenge the Orders in the High Court.
Access t	Appendix A – S.122 of Road Traffic Regulation Act 1984 Appendix B – Drawing No. 001: Proposed restrictions All documentation can be viewed by contacting Ian Hall, Traffic Operations by:  Telephone:0161 342 3988  e-mail: ian.hall@tameside.gov.uk

1. BACKGROUND

- 1.1 A Traffic Regulation Order (TRO) scheme was identified for Mottram Road, St Pauls Hill Road and St Michaels Road, Hyde through a borough wide review of TRO requests. Subsequently a scheme which comprised of relaxing some of the day time waiting restrictions on Mottram Road and introduction of “No Waiting at Any Time” protection markings on St Pauls Hill Road & St Michaels Road was designed to improve road safety and facilitate traffic movement along St Pauls Hill Road on the bend at its approach to the junction of Mottram Road, the scheme also affords additional parking facilities for Mottram Road. Following consultation with local ward councillors, approval to advertise the scheme was gained through the Delegated Decision Report – Traffic Regulation Order Programme 2015/16 – 2017/18 on 10 December 2015.
- 1.2 The request for relaxation of some of the waiting restrictions on Mottram Road and requests for additional waiting restriction on St Pauls Hill Road was original raised by local residents.
- 1.3 No objections to the proposed scheme were received from the statutory consultees or TfGM with regards bus routes.

2. OBJECTIONS AND RESPONSES

- 2.1 There have been eight objections from residents, 5 from Mottram Road, 2 from St Pauls Hill Road and 1 from Crossbridge Road, a petition containing approximately 20 signatories from 13 properties on Mottram Road and 1 property on St Pauls Hill Road, was also received during the consultation period. The objections are summarised below along with the responses:
- 2.2 **The signed petition requested that the restrictions on Mottram Road be removed altogether not simply relaxed.** They indicate that Mottram Road is busier on a Saturday than other days of the week and therefore if the restriction can be relaxed for Saturdays, then they should be allowed to park there during the rest of the week.
- 2.3 **Response:** In fact the volume of traffic along Mottram Road on a Saturday is slightly less than most week day traffic it is also anticipated the number of heavy goods vehicles would be less and therefore narrower running lanes on Mottram Road can more easily be accommodated on Mottram Road on Saturdays.
- 2.4 **The petition also asked if a free permit system could be considered** for parking on Mottram Road with one permit per household.
- 2.5 **Response:** Such a scheme would come with an expectation of 24/7 parking for residents, which Mottram Road cannot provide due to the nature of the route, A57. In addition to this, there is an annual charge of £30 per permit and would require the majority of residents within the area to agree to such a scheme. Such schemes only address commuter parking issues such as accurse around Hospitals, Town Centres and Railway Stations etc., they do not address over demand issued caused by excessive car ownership for the available on street parking available or that of local residents on adjacent side street needing to park their vehicles within side streets due to parking restriction on their road. It is for these reasons that a controlled parking scheme is not considered a suitable alternative to the proposed scheme.
- 2.6 **Loss of on street parking facilities and the displaced vehicles parking further into the estate** causing more disruption to residents on St Pauls Hill Road and St Michaels Road.

- 2.7 **Response:** It is always difficult to strike a balance between the need to facilitate safe traffic movement and minimise disruption to frontagers. The continuing growth in vehicle ownership has often resulted in people parking their vehicles in more inappropriate locations, such as close to junctions, on bends affecting forward visibility for drivers, and double parking on narrow streets so that vehicles encroach onto footways causing obstruction to pedestrians etc. The proposed restriction will improve both drivers' and pedestrians' intervisibility and safety at the junction of St Pauls Hill Road and St Michaels Road and around the inclined bend on St Pauls Hill Road. It also allows free vehicular movement into and out of that junction. Although the proposed restrictions will displace vehicles, the Highway Code indicates that vehicles should not park within 10 metres of a junction, opposite a junction or on a bends.
- 2.8 **Objections received from Mottram Road, made reference to damage to their vehicle that have parked further into the estate which involved police intervention.**
- 2.9 **Response:** This is an issue between neighbours and the Police as the highway is for the passage and re-passage of vehicles.
- 2.10 **Why is this area being targeted** when there had been no accidents on St Pauls Hill Road and would like to see proof of any near misses. Complaints about the severe cuts that are affecting child services and vulnerable people services etc. and thinks the money would be better spent on other services such as pot holes etc. Asks why aren't all other similar bends throughout the Borough being considered or the double parking on Joel Lane, Hyde.
- 2.11 **Response:** There have been no recorded injury incidents along St Pauls Hill Road within the last three years. Officers can confirm there have been complaints from other local residents concerning the parking on St Pauls Hill Road on the bend at its approach to Mottram Road and accept their reports of near misses. However vehicles are parking on that bend that does interfere with opposing drivers' intervisibility whilst negotiating that bend. As with all other public services, Tameside Council's Traffic and Highway Services have received cuts to their budgets. However officers are unable to comment on the local constituent's ideology of where the Council should or should not spend / invest their budgets. The Council accept that there are other locations within the borough that might benefit from parking controls, however, this report outlines the objections received to the proposed restrictions highlighted within this report
- 2.12 **The restrictions were too extreme** and put forward alternative solutions, two of which recommended placing the restrictions on the outside of the bend on St Pauls Hill Road. One objector suggested placing them on the inside of the bend and extending the proposed restriction further along St Michaels Road on the west side to cover just past the grass verge area. The remaining objector asked if the restriction could be stopped just before their driveway, to enable their visitors to park.
- 2.13 **Response:** It would not be advisable to consider reducing the length of the proposed waiting restriction on the inside of the bend on St Pauls Hill Road as parking within the inside of a bend would have the greatest impact on reducing the intervisibility of opposing traffic. With regards to consideration of relaxing the restrictions across a resident's driveway, it is a double drive and is situated close to the apex of the inside of the bend on St Pauls Hill Road, taking this into consideration, and the comments raised above, it would not be recommended to relax the proposed restrictions. Although consideration could be given to relax some of the restriction on the outside of the bend, as this would have less of an impact on drivers intervisibility, this area is mainly covered by driveways, and although this would allow visitors to their properties the ability to park, this could reduce the road to single lane traffic working which would not be recommended on a bend. As no such request was received from those properties that live on that side of St Pauls Hill Road, the possibility of obstructive parking to their driveways by other drivers and that within the

highway code it states that people should not park on a bend, it would not be recommended to relax the proposed restrictions from those advertised.

2.14 Resident of St Pauls Hill Road proposed a residents' only parking scheme.

2.15 Response: Such a scheme would not resolve the problems of inappropriate parking within the inclined bend on St Pauls on the approach to Mottram Road or obstructing access or egress of vehicles negotiating the junction of St Pauls Hill Road and St Michaels Road. In addition to this, such schemes are not free of charge (£30 per permit) and would require the majority of residents within the area to agree to such a scheme. Such schemes only address commuter parking issues such as occur around Hospitals, Town Centres and Railway Stations etc., they do not address over demand issued caused by excessive car ownership for the available on street parking available or that of local residents on adjacent side street needing to park their vehicles within side streets due to parking restriction on their road. As this would not address the issue of obstructive parking, it is not considered that a controlled parking scheme a suitable alternative. Please note due to the financial restraints placed on the Council, the promotion of controlled parking schemes are financed by the local residents.

3. CONCLUSION

3.1 Having reviewed the extent of the restrictions and the comments made by the objector and taking the above into consideration and the potential improvements to pedestrian and vehicular visibility, the avoidance of congestion and the general improvements to safety around the bend on St Pauls Hill Road and the junction of St Michaels Road, it is recommended that the proposed restrictions as advertised as indicated within Article 5.2 below and illustrated in **Appendix B** be implemented.

4. FUNDING

4.1 It is estimated that the remaining cost of the proposals identified in the report will be approximately £400 and will be funded from the 'Strategic and Local Traffic Regulation Orders' and 'Road Marking and Warning Signs' capital budget for 2016/17

5. PROPOSALS / SCHEDULE OF WORKS

5.1 The proposed restrictions as advertised are set out in 5.2.

5.2 THE TAMESIDE METROPOLITAN BOROUGH (MOTTRAM ROAD AND ST PAULS HILL ROAD, HYDE) (PROHIBITION OF WAITING) ORDER 2016 – as advertised

No Waiting at Any Time restrictions on:-		
St Pauls Hill Road (east & south side)	-	from a point 32 metres south of its junction with Mottram Road to a point 12 metres west of its junction with St Michael's Road.
St Pauls Hill Road (west side)	-	from a point 32 metres south of its junction with Mottram Road for a distance of 41 metres in a southerly direction.
St Michael's Road (both sides)	-	from its junction with St Pauls Hill Road for a distance of 12 metres in a southerly direction.

No Waiting Monday to Friday, 7.30am – 6.00pm restrictions on:-		
Mottram Road (north side)	-	from a point 45 metres east of Taylor Street for a distance of 47 metres in an easterly direction.
Mottram Road (north side)	-	from a point 6 metres east of Ellis Street for a distance of 22 metres in an easterly direction.
Mottram Road (south side)	-	from a point 31 metres east of Werneth Road for a distance of 25 metres in an easterly direction.
Mottram Road (south side)	-	from a point 17 metres west of St Pauls Hill Road for a distance of 30 metres in a westerly direction.

6. RECOMMENDATION

- 6.1 It is recommended that the proposed restrictions as advertised be implemented and that authority is given for the necessary action to be taken in accordance with the Road Traffic Regulation Act 1984 to make the following order THE TAMESIDE METROPOLITAN BOROUGH (MOTTRAM ROAD AND ST PAULS HILL ROAD, HYDE) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 2016 as detailed in Section 5.2 of this report.

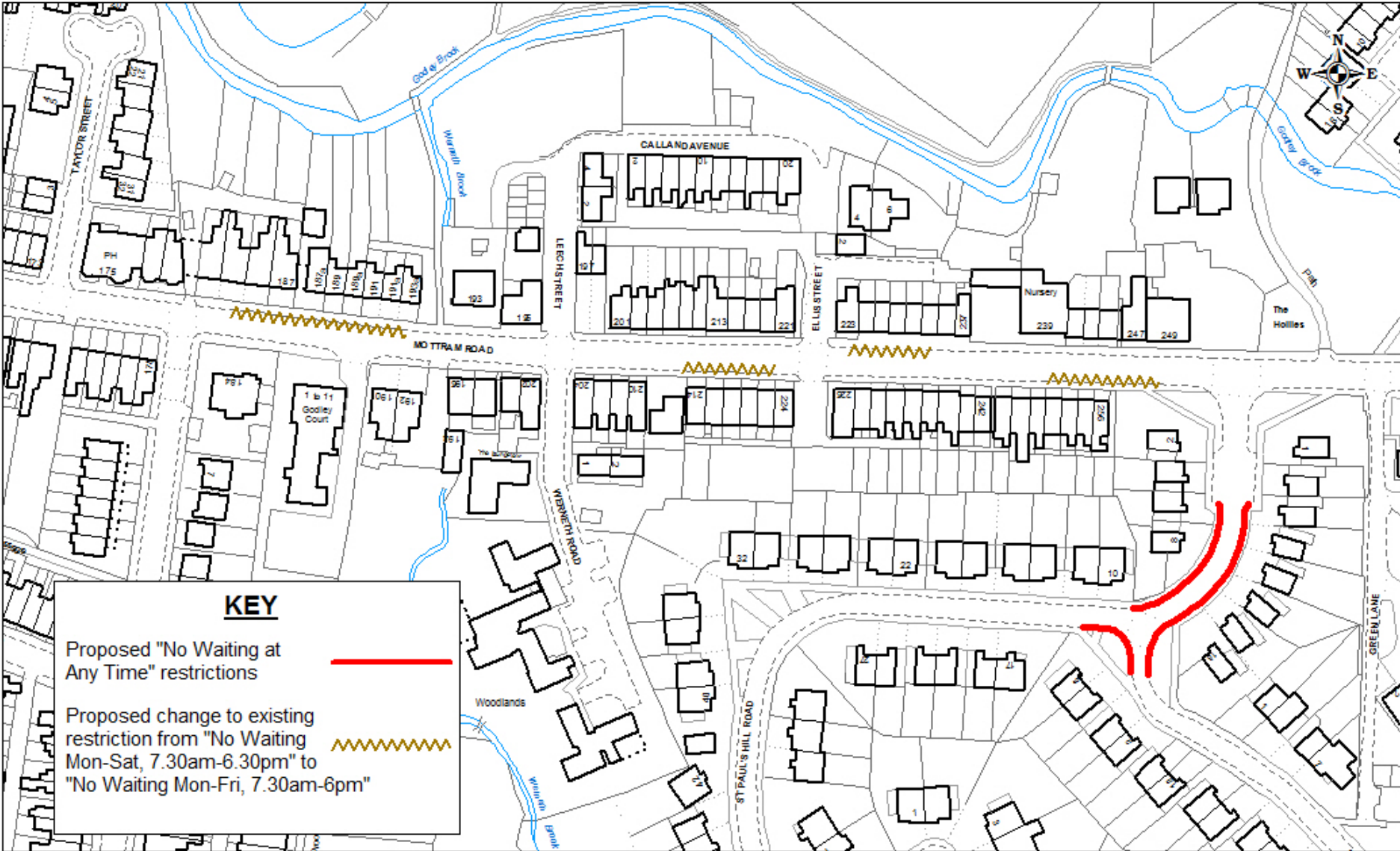
APPENDIX 'A'

Section 122 Road Traffic Regulation Act 1984

- (1) It shall be the duty of every local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in sub-section (2) below) to secure the expeditious convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

- (2) The matters referred to in sub-section (1) above, as being specified in this sub-section are:
 - (a) The desirability of securing and maintaining reasonable access to premises;
 - (b) The effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - (c) The strategy prepared under Section 80 of the Environment Act 1995 (national air quality strategy);
 - (d) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - (e) Any other matters appearing to ...the local authority.... to be relevant.

APPENDIX B



<p>Engineering Service Tameside MBC Council Offices Wellington Road, Ashton-Under-Lyne Tameside, OL6 6DL</p>	<h2>Mottram Rd / St Pauls Hill Road Area Proposed Waiting Restrictions</h2>		
<p>Drawn By : Ian Hall</p>	<p>Scale : 1:1000</p>	<p>Date : February 2016</p>	<p>Drg - MottramRdStPaulsHillRd01</p>

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