

**SPEAKERS PANEL
(PLANNING)**

5 October 2016

Commenced: 10.00am

Terminated: 11.50 am

Present: Councillor McNally (Chair)

**Councillors: P Fitzpatrick, Dickinson, Glover, D Lane, J Lane,
Middleton, Pearce, Ricci, Sweeton, Ward, Wild and Wills**

Apologies for absence: Councillor Ricci

17. DECLARATIONS OF INTEREST

Member	Subject Matter	Type of Interest	Nature of Interest
Councillor Pearce	Agenda Item 7 – Objections to Proposed Bus Stop and Clearway, Buckton Vale Road, Carrbrook.	Prejudicial	Spoke in favour of the proposals.
Councillor Dickinson	Agenda Item 7 – Objections to Proposed Bus Stop and Clearway, Buckton Vale Road, Carrbrook.	Personal	Vice-Chair of Transport for Greater Manchester

Councillor Pearce spoke in favour of the proposals at Agenda Item 7 (as above) and took no part in the voting or discussions thereon.

18. MINUTES

The Minutes of the proceedings of the meeting held on 7 September 2016 having been circulated, were taken as read and signed by the Chair as a correct record.

19. APPEAL DECISION NOTICES

Application reference/Address of Property.	Description	Appeal Decision
Appeal APP/G4240/D/16/3153112 49 Wilshaw Grove, Ashton-under-Lyne	Ref: First floor extension over garage with dormer loft conversion.	Appeal dismissed.

20. 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.	16/00610/FUL Joanne Burnett
Proposed Development:	Two bedroom detached house. Land adjacent to 124 Mottram Old Road, Hyde.
Decision:	Approved subject to the conditions set out in the report.

Name and Application No.	16/00386/FUL Mr Chomok Ali
Proposed Development:	Extension to shop front 699 Windmill Lane, Denton
Speaker(s)/Late Representations:	Mr Peter Graham spoke against the application. Mr Chomok Ali, applicant, spoke in favour of the application.
Decision:	Approved subject to the conditions set out in the report.

Name and Application No.	16/00063/FUL Q Developments Limited
Proposed Development:	Erection of 24 no. two bedroom apartments in one 3 storey block with means of access, refuse storage, landscaping and parking provision. Site of former Conservative Social Club, Vernon Street, Ashton
Decision:	Approved subject to the prior signing of a S106 legal agreement to secure funding for green space, education and highways as follows: Green Space: £20,632.37 to fund infrastructure improvements to King George's park, Cedar Park and Smallshaw Fields to include new bins and benches, new play equipment and more sustainable planting. Education: £18,245.00 for St Damian's RC High School for additional places. Highways: £16,482.24 to fund new and improved cycle and pedestrian links between Ashton and Queens Road/Palace Road as part of the Ashton/Stalybridge circular route identified in Tameside Cycling Strategy Options report. And subject to the conditions set out in the report.

Name and Application No.	15/00054/OUT Newton Business Parks (Mr and Mrs Shaw)
Proposed Development	Demolition of all existing on site structures and the redevelopment of the site for residential dwellings (Use Class C3), landscaping, boundary treatments and vehicular access from Cartwright Street – outline. Newton Business Park, Cartwright Street, Hyde.
Decision	Approved subject to the conditions set out in the report and the prior signing of a S106 legal agreement to achieve the following: <ul style="list-style-type: none"> (i) Ensure that no development would commence until such time as a scheme and timetable for works to upgrade the retained buildings in Newton Business Park, as indicated on the approved plans, to achieve an Energy Performance Certificate rating E or better by April 2018, had been submitted to, and approved writing by, the Local Planning Authority. The works to upgrade the retained business units must be certified by an independent Energy Performance Certification Assessor and the certificate submitted to and also be approved in writing by the Local Planning Authority; (ii) Included provision for an approved scheme for the management and maintenance of the landscaped buffer and acoustic attenuation measures separating the two sites; and (iii) Included a requirement for sums based on the total number of dwellings applied for at reserved matters based on the following calculations: Education - £886 per 2 bedroom dwelling, £1,234 per 3 bedroom dwelling and £1,353 per 4 bedroom dwelling to be spent at Hyde Community College – payment of contribution to be made prior to occupation of first dwelling.

Name and Application No.	16/00052/FUL Adamson Construction
Proposed Development	Demolition of existing health club and erection of 13 apartments. 32 Denton Road, Audenshaw.
Decision	That the Head of Planning be authorised to grant planning permission subject to the conditions set out in the report and following the completion of an agreement under section 106 of the Town and Country Planning Act 1990 for contributions towards open space and education to support the development.

21. OBJECTIONS TO PROPOSED CRAVENWOOD, PALACE ROAD AND ROSE HILL ROAD, ASHTON UNDER LYNE) (PROHIBITION OF WAITING AND SCHOOL ENTRANCE PROHIBITION OF STOPPING) ORDER 2016

The Assistant Executive Director, Environmental Services, submitted a report, which outlined objection received to the above proposed waiting restrictions.

By way of background information, the Panel were informed that in 2009, a housing estate was built adjacent to Rose Hill Methodist Primary School. As part of the development, the school entrance was re-configured and an entrance was put on the new road, Cravenwood, with the exit from the school utilising the previous entrance on Rose Hill Road.

It was explained that the majority of primary schools within Tameside Metropolitan Borough Council had 'no stopping on school entrance' markings in place and waiting restrictions around the junctions. When Cravenwood was built, this was not taken into consideration and, as such, the visitors to the school began parking on the pavements and obstructing the junction. The school contacted the Council with regard to this issue in 2013.

Since that time, a Sure Start centre and a nursery had opened on the site and the school had been extended to accommodate a further 60 children per year.

In addition, the morning rush regularly caused residents to be blocked in their driveways and on some occasions due to double parking, the road had been completely obstructed.

It was reported that an objection had been received from a resident of Rose Hill Road, who whilst agreeing that the issues needed to be addressed, did not feel a 24 hour restriction was relevant and would result in the residents being penalised. They considered that the times of the prohibition should be limited to 8.45 – 9.00 and 15.00 – 15.30, Monday – Friday during term time as these were the only times the road became congested with traffic, otherwise the road was clear. The resident further expressed concern that the introduction of parking restrictions would result in visitors parking further along Rose Hill Road thus causing access problems for residents in the future and the solution to this problem may be an extension to the waiting restrictions, which would cause further restrictions for them when the school was closed during evenings, weekends and school holidays.

The objector attended the meeting and expressed her concerns, as above.

In response to this, it was explained that the waiting restrictions had been advertised as recommended in the Highway Code, which stated 'a vehicle must not be parked within 10 metres (32 feet) of a junction'. At no time should a vehicle be parked where the waiting restrictions had been advertised, vehicles parking in this manner caused problems with intervisibility between drivers/pedestrians, cyclists etc. If problems did occur in the future, a 'H' bar marking could be installed to help prevent obstructive parking across driveways.

Following full deliberation of the proposals and the objection received including the verbal representations of the objector at the meeting, the Panel agreed the recommendations contained within the report as follows:

RESOLVED

That the original scheme be implemented and that authority be 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 (CRAVENWOOD, PALACE ROAD AND ROSE HILL ROAD, ASHTON UNDER LYNE) (PROHIBITION OF WAITING AND SCHOOL ENTRANCE PROHIBITION OF STOPPING) ORDER 2016 as detailed in Section 4.2 of the report, as follows:

No Waiting at Any Time:

Rose Hill Road, east side, from a point 10 metres north of its junction with Cravenwood to a point 10 metres south of that junction.

22. OBJECTIONS TO PROPOSED BUS STOP AND BUS STOP CLEARWAY AT BUCKTON VALE ROAD CARRBROOK

The Assistant Executive Director, Environmental Services, submitted a report, which outlined objection received to the above proposed waiting restrictions.

By way of background information, it was reported that, in 2008, there was a request to install a bus stop and clearway on Buckton Vale Road, adjacent to the grass verge on the opposite side to Buckton Vale Social Club near the junction with Long Row. Following a consultation process with local residents and Ward Councillors a decision was taken not to progress with the Bus Stop.

Transport for Greater Manchester received a further request for a bus stop in November 2015. The request was received by a ward member concerning the lack of bus stop provision along Buckton Vale Road, particularly opposite Buckton Vale Social Club. It was making life very difficult for the elderly and less mobile people wishing to use the bus service from Carrbrook.

Following the request, a meeting was arranged in February 2016 between residents, members, GM Police, Tameside MBC and TFGM to discuss the proposed bus stop and its position. It was concluded that a residents consultation process would be taken for the installation of a bus stop and clearway as illustrated in the report.

A consultation process was initiated by TFGM and Tameside MBC for the bus stop and clearway, Local residents were informed by letter of the proposal on 1 July 2016 and asked to respond by 21 July 2016. Buckton Vale Social Club asked for an extension to this period which was granted.

A number of objections were received from residents, which were detailed in the report, including officer responses. An objection was also received from Buckton Vale Social Club, the points made and officer responses were also summarised in the report.

It was explained that a questionnaire was also circulated seeking residents' views on the proposal to build a Bus Stop and also whether they wished to prevent buses travelling down Buckton Vale Road altogether. The questionnaire was completed by 35 residents and the results were detailed in the report.

Mr Smirk and Mr Aylett attended the meeting and voiced their concerns in respect of the proposal including:

- that Carrbrook is a designated conservation area;
- that there may be an increase in noise and exhaust pollution;
- the narrow width of the road and that large trucks and farm vehicles regularly drive along it;
- that the bus stop would restrict a local turning spot;
- that the bus stop would attract antisocial behaviour;
- that buses regularly speed through the conservation area;
- that the bus stop would have serious effect on the trade of the Social Club due to reduced parking;
- that there are already three bus stops in the village; and
- that it was understood that the Bus Stop would be for alighting purposes only.

Councillor Pearce spoke in support of the proposals, explaining that the bus stop would assist the disabled, elderly and less mobile. He added that the closest bus stop was approximately 145 metres away, a considerable distance for less able people.

Following full deliberation of the proposals and the objections received including verbal representations at the meeting, the Panel agreed the recommendations contained within the report as follows:

RESOLVED

That the Bus Stop and Bus Stop Clearway be implemented and that authority be given for the necessary action to be taken in accordance with the Road Traffic Act 1988 provision 36, subject to confirmation that the Bus Stop is for both boarding and alighting purposes.

23. SECTION 257 TOWN AND COUNTRY PLANNING ACT – DIVERSION OF FOOTPATH HYDE 43

Consideration was given to a report of the Assistant Executive Director, Environmental Services, which sought authority to make an order under Section 257 Town and Country Planning Act 1990 to divert a public right of way to facilitate the extension to a building that had previously been granted Planning Permission.

Details of the proposed diversion were outlined in the report.

It was also explained that the applicant had confirmed that they would meet the full costs involved in the diversion procedure as well as the costs incurred in bringing the new path into a fit condition for use by the public.

RESOLVED

That the order be made to divert Footpath Hyde 43, as indicated on the plan appended to the report, and the Borough Solicitor be authorised to take the necessary steps to implement this decision.

CHAIR