

**SPEAKERS PANEL
(PLANNING)**

14 December 2016

Commenced: 10.00am

Terminated: 11.15am

Present: Councillor McNally (Chair)

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

Apologies for absence: Councillors D Lane

27. DECLARATIONS OF INTEREST

Member	Subject Matter	Type of Interest	Nature of Interest
Councillor Dickinson	Agenda Item 4 – Objections to the Proposed Removal of Leech Street/Back Melbourne Street, Stalybridge from the Off Street Parking Places Order 2009.	Prejudicial	Pre-determined views against this proposal.
Councillor McNally	Agenda Item 5(a) – Planning Application 16/00822/FUL – Mono Pumps Ltd, Martin Street, Audenshaw.	Prejudicial	Chair of Friends of Oxford Park.

Councillors Dickinson and McNally left the meeting during consideration of the respective agenda items, as above, and took no part in the voting or decision thereon.

28. MINUTES

The Minutes of the proceedings of the meeting held on 16 November 2016 having been circulated, were taken as read and signed by the Chair as a correct record.

29. OBJECTIONS TO PROPOSED REMOVAL OF LEECH STREET/BACK MELBOURNE STREET, STALYBRIDGE FROM THE OFF STREET PARKING PLACES ORDER 2009

Consideration was given to a report of the Assistant Executive Director, Environmental Services, which outlined the objection received to the proposed changes to the Off Street Parking Places Order, resulting in the closure of the Leech Street car park in Stalybridge as a Council Pay and Display car park.

It was reported that, following discussions with the Council and the shopping store Aldi, a contract had been discussed to sell the car park known as Leech Street/Back Melbourne Street in Stalybridge. The car park was currently pay and display with a charging regime of 50p for ½ hour, £1 for up to three hours and £2 for all day. The draft contract allowed for the free use of the car park for up to 1½ hours including time spent in Aldi. This allowed shoppers to visit other businesses in Stalybridge whilst parking without charge.

Approval was granted to advertise the removal of the car park from the 'Off Street Parking Places Order' that governed all the Borough's pay and display car parks.

It was explained that there had been 3 written objections and a petition received to the proposals. Of those, one was from the Stalybridge Business Forum, which was submitted with the petition from local shop keepers. A shop keeper and a resident from Mottram were the remaining two letter writers. In addition to these, a letter from the Stalybridge Town Team was received requesting a deferment of the decision to allow the terms of the agreement to be reconsidered and to be involved with the negotiations.

Full details of the objections and responses were summarised in the report.

A representative of Stalybridge Business Forum and a local trader attended the meeting and voiced their concerns with regard to the proposals, particularly in respect of the condition of some of the alternative car parks in the town and the detrimental effect the proposals, if implemented, would have on trade in Stalybridge. It was further highlighted that although the report stated that Aldi had agreed to maintain the free parking facility for a minimum of ten years, there was a contention that there would be a requirement for a purchase to be made in Aldi, in order to obtain free parking.

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 Leech Street Car Park be removed from the Off Street Parking Places Order.

30. 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.	16/00822/FUL Taylor Wimpey, Manchester
Proposed Development:	Proposed residential development for 178 dwellings together with access, associated infrastructure and landscaping. Mono Pumps Ltd, Martin Street Audenshaw
Decision:	Approved subject to: (i) The prior signing of a Section 106 Legal Agreement which secures the following: (a) Education contribution of £168,548.03 to fund new places at Aldwyn Primary School, Audenshaw; green space contribution of £80,000 to fund new play equipment at Oxford Park, Ashton. 50% payment of contribution to be made upon first occupation of the development and 50% to be made on the first occupation of the 89th dwelling. (b) That none of the residential properties are occupied until details of a maintenance and management plan

for the area of the public open space and landscaping within the development site has been submitted to, and approved in writing by, the local planning authority.

(ii) The conditions as set out in the report, with the following amended conditions:

Condition 6 – The car parking, servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be made fully available for use prior to each individual plot being first brought into use and shall be retained thereafter for their intended purpose.

Condition 14 – Prior to the commencement of the development, a scheme for external lighting of streets and area of public open space shall be submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall be fully implemented in accordance with the approved details.

Condition 15 – Prior to commencement of development of the apartment blocks, 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.

Condition 17 – Prior to first occupation of the apartment blocks 1 & 2, 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.

Condition 22 – Prior to commencement of development, a scheme for Secured by Design shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with these approved details.

(iii) The following additional conditions:

1. Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of the precise layout, design and treatment of the area of public open space including hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The approved works shall be carried out in accordance with the approved scheme prior to the first occupation of the development. Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

	<p>2. The development hereby permitted shall not be occupied until full details of the public artwork, as indicated on the approved plan ref. TWM-MP-PL-CO, has been submitted to and approved in writing by the Local Planning Authority. The approved works shall be installed in accordance with a programmed timescale having been agreed previously with the Local Planning Authority.</p>
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Name and Application No.	16/00824/FUL Bardsley Construction Ltd
Proposed Development:	Erection of 15, 2-storey houses and 12 apartments in one, 4-storey block. Land at King Edwards Court, off King Edward Road, Hyde
Decision:	<p>Approved subject to:</p> <p>(i) The prior signing of a Section 106 Legal Agreement which secures the following:</p> <p>(a) A green space contribution of £17,000 to be spent at Sam Redfern Green and Werneth Low Country Park – payment of contribution to be made prior to occupation of first dwelling; and</p> <p>(b) That none of the apartments are occupied until details of a maintenance management plan for the apartment building and its environs has been submitted to, and approved in writing by, the local planning authority and that the approved plan will be carried out.</p> <p>(ii) The conditions as set out in the report.</p>

Name and Application No.	16/00856/OUT Tameside Metropolitan Borough Council
Proposed Development:	Outline application for residential development and associated works. Former Samuel Laycock School, Mereside, Stalybridge
Decision:	Approved subject to the conditions as set out in the report.

31. SECTION 119A HIGHWAYS ACT 1980 – DIVERSION OF FOOTPATH – ASHTON-UNDER-LYNE 108

The Assistant Executive Director, Environmental Services submitted a report seeking authority to make an order under Section 119A of the Highways Act 1980 to divert a public right of way to improve user safety when crossing a railway line by replacing a level crossing with a stepped bridge.

It was reported that, in its present format, Footpath Ashton 108 crosses the railway line by means of a level crossing with telephone operator control.

The North West Electrification Project would cause the electrification of the railway line between Manchester and Stalybridge. The works would include the installation of overhead power line equipment. The result of the electrification would be to increase the frequency of the train service on this line along with speed at which the trains travel. The increase of both of these factors had been identified as causing a greater risk to users of the public footpath when crossing the railway line at this level crossing.

The identification of the greater risk at this crossing had prompted Network Rail to take action to improve user safety. In order to effect a change to the current set-up and remove the need for a level crossing, a diversion was needed to Footpath 108.

It was explained that the purpose of the electrification of the railway line was to allow for the increased frequency and speed of the services running between Manchester and Leeds. It was planned that the number of services on the line would quadruple with eight trains per hour in each direction. At the same time, the intention was to increase the speed of these trains to 80mph on this stretch of the line. In the current arrangement, the existence of the level crossing meant that a speed limit of 40mph was enforced. If the improvement of the train service along this line was to take place as planned, then Footpath 108 would need to be diverted in order to maintain safety for the users when the number and speed of trains increased.

Network Rail had conducted a study at this level crossing and investigated a number of potential solutions to the safety issues associated with the continued use of the level crossing. The current proposal of a stepped bridge over the railway line was considered by Network Rail to be the best and most feasible solution of the options investigated.

It was further explained that the applicant had confirmed during the application process 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.

An adjacent land owner attended the meeting to voice their concerns with regard to the proposals, particularly in respect of the possibility of an increase in footfall near her property therefore a reduction in privacy/security. In addition, it was stated that persons crossing the proposed bridge would be able to look directly into the property.

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 an order be made to divert Footpath Ashton-under-Lyne 108, as indicated on the plan attached to the report at Appendix A, and that the Borough Solicitor be authorised to take the necessary steps to implement this decision.

32. SECTION 119A HIGHWAYS ACT 1980 – DIVERSION OF FOOTPATH – DROYLSDEN 63

The Assistant Executive Director, Environmental Services submitted a report seeking authority to make an order under Section 119A of the Highways Act 1980 to divert a public right of way to improve user safety when crossing a railway line by replacing a level crossing with a stepped bridge.

It was reported that, in its present format, Footpath Droylsden 63 crosses the railway line by means of a level crossing.

The North West Electrification Project would cause the electrification of the railway line between Manchester and Stalybridge. The works would include the installation of overhead power line equipment. The result of the electrification would be to increase the frequency of the train service on this line along with speed at which the trains travel. The increase of both of these factors had been identified as causing a greater risk to users of the public footpath when crossing the railway line at this level crossing.

The identification of the greater risk at this crossing had prompted Network Rail to take action to improve user safety. In order to effect a change to the current set-up and remove the need for a level crossing, a diversion was needed to Footpath 63.

It was explained that the purpose of the electrification of the railway line was to allow for the increased frequency and speed of the services running between Manchester and Leeds. It was planned that the number of services on the line would quadruple with eight trains per hour in each direction. At the same time, the intention was to increase the speed of these trains to 80mph on this stretch of the line. In the current arrangement, the existence of the level crossing meant that a speed limit of 40mph was enforced. If the improvement of the train service along this line was to take place as planned, then Footpath 63 would need to be diverted in order to maintain safety for the users when the number and speed of trains increased.

Network Rail had conducted a study at this level crossing and investigated a number of potential solutions to the safety issues associated with the continued use of the level crossing. The current proposal of a stepped bridge over the railway line was considered by Network Rail to be the best and most feasible solution of the options investigated.

It was further explained that the applicant had confirmed during the application process 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.

Following full deliberation of the proposals, the Panel agreed the recommendations contained within the report as follows:

RESOLVED

That an order be made to divert Footpath Droylsden 63, as indicated on the plan attached to the report at Appendix A, and that the Borough Solicitor be authorised to take the necessary steps to implement this decision.

CHAIR