

**SPEAKERS PANEL
(PLANNING)**

26 April 2017

Commenced: 10.00am

Terminated: 10.30am

Present: Councillor McNally (Chair)

**Councillors: Glover, D Lane, J Lane, Middleton, Pearce, Ricci,
Sweeton, Wild and Wills**

Apologies for absence: Councillors P Fitzpatrick, Ward and Dickinson

40. DECLARATIONS OF INTEREST

There were no declarations of interest submitted by Members.

41. MINUTES

The Minutes of the proceedings of the meeting held on 22 March 2017 having been circulated, were taken as read and signed by the Chair as a correct record.

42. 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.	16/01115/REM Wainhomes (North West) Ltd and Northern Trust Company Ltd
Proposed Development:	Approval of details held in reserve, namely the layout, scale appearance and landscaping of the development (42 houses) following the grant of outline planning permission. East Tame Business Park, Rexcine Way, Hyde
Speakers:	Ben Pycroft, Wainhomes (North West) Ltd in support of the application.
Decision:	Approved subject to the conditions as set out in the report.

43. OBJECTIONS TO PROPOSED WAITING RESTRICTIONS – DURHAM STREET, DROYLSDEN WHARF ROAD AND BRIDGEWATER WHARF, DROYLSDEN

Consideration was given to a report of the Assistant Executive Director, Environmental Services, outlining objections the objections received to the advertised proposed waiting restrictions in relation to the above roads.

Members were informed that, following the approval and subsequent construction of dwellings in connection with the Droylsden Wharf Marina project, Traffic Regulation Orders were advertised to enable all classes of vehicles to safely negotiate the small network of roads, namely Durham Street, Droylsden Wharf Road and Bridgewater Wharf (under construction). It was noted that the new development embraced the shared space concept where (apart from a small section of Durham Street) the highway did not have separate footways encouraging better road manners and lower vehicle speeds. The (original) Orders proposed No Waiting at any Time on:

- Bridgewater Wharf, both sides full length;
- Droylsden Wharf Road, both sides, full length;
- Durham Street, both sides full length apart from the northeast side of Durham Street from a point 65m from its junction with Market Street up to a point 14m from market Street (covered by an existing no waiting at any time/no loading at peak times restriction).

Following the closing date of the advertised order, 13 objections were received, however, 7 had subsequently been withdrawn or resolved after consultation and reasoned debate.

The objections still outstanding were detailed in the report including the officer response to these issues.

No objectors were in attendance at the meeting.

Members were further informed that, having considered the high level of objections to the original proposals and the highway safety issues associated in maintaining adequate accessibility for the emergency services and deliveries, a compromise had been agreed. The proposed waiting restrictions detailed in **Appendix B** to the report were deemed to be the 'best fit' taking into consideration the sinuous nature of the kerblines and the varying carriageway widths of Durham Street and Droylsden Wharf Road.

In terms of parking spaces available – the new proposals allowed for at least 1 space outside each property on Droylsden Wharf Road and outside numbers 1 – 27 Durham Street, those remaining properties where 'No Waiting at any Time' was proposed, private (off street) bays (or driveways) were provided.

It was noted that no objections to 'No Waiting at any Time' were received regarding Bridgewater Wharf.

Discussion ensued with regard to the proposals and the objections, as detailed in the report, and it was:

RESOLVED

That the revised proposed waiting restrictions as described in the report and Appendix B to the report, be implemented as determined by the Council's statutory duty under S122 of the Road Traffic Regulation Act 1984, as follows:

- (a) **Maintain the existing 'No Waiting at any Time' and No Loading 8am – 9.30am and 4.30pm – 6pm restrictions (both sides) on Durham Street Droylsden, from its junction with Market Street, for a distance of 14m in a north westerly direction, (no change from original proposal).**
- (b) **Introduce 'No Waiting at any Time' restrictions on:**
 - (1) **Durham Street (north west and north east side) from a point 20m south west of Droylsden Wharf Road to a point 120m from its junction with Market Street (includes turning head 20m south west of Droylsden Wharf Road, but excludes private parking spaces).**
 - (2) **Durham Street (south east and south west side) from a point 20m south west of Droylsden Wharf Road to a point 132m from its junction with Market Street and**

from a point 67m from Market Street to a point 14m from its junction with Market Street.

- (3) Droylsden Wharf Road (south west side) from its junction with Durham Street for a distance of 25m in a south easterly direction.
- (4) Droylsden Wharf Road (north east side) from its junction with Durham Street for a distance of 3m in a south easterly direction.
- (5) Bridgewater Wharf (both sides) from its junction with Canal Street up to and including both its cul-de-sac ends.

Introduce No Waiting and No Loading on -

- (6) Droylsden Wharf Road (both sides) 8am – 9.30am and 4.30pm – 6pm from its junction with Market Street for a distance of 15m (no change from original proposal).

44. SECTION 119 HIGHWAYS ACT 1980 – DIVERSION OF FOOTPATH ASHTON-UNDER-LYNE 139

The Assistant Executive Director, Environmental Services, submitted a report seeking authority to make an order under Section 119 Highways Act 1980 to divert a public right of way to make it more commodious for the users.

It was explained that Public Footpath Ashton-under-Lyne 139 (ASH/139) ran from Mill Brow in the Park Bridge area to Fields Farm on Lees Road in Ashton-under-Lyne. The footpath in part, ran through the Rocher Vale site which was managed by the Council's Operations and Greenspace Section. The footpath formed part of the Tameside Trail promoted route.

Members were informed that one section of Footpath ASH/139, as it passed through Rocher Vale, ran alongside a natural watercourse. In periods of very wet weather, this watercourse drained a large area of farm land and the resulting flow of water was eroding the embankment upon which Footpath ASH/139 ran.

The erosion of the embankment had led to the public footpath now running in part on an overhanging piece of land. Officers from the Operations and Greenspace service reported this issue as potentially dangerous for the users and as a result, the footpath was currently subject to a temporary closure.

It was considered that in order to re-open the footpath and to address the potential danger, the most effective solution was to divert part of Footpath ASH/139 to a parallel alignment that was further from the eroding path edge.

The proposed diversion was detailed in **Appendix A** to the report.

It was reported that the landowner and tenant farmer for the agricultural land had been contacted and they were both in agreement with the proposed diversion. The conditions requested by the tenant farmer was that all new fencing works and barriers were installed to a high standard and at the expense of the Council. The Council would use existing budgets from Public Rights of Way to 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.

The public rights of way organisations that operated in the Tameside area had been given the opportunity to comment on the proposed diversion. No objections had been received from them during the period.

Discussion ensued with regard to the proposed diversion of the footpath and it was:

RESOLVED

That the order be made to divert Footpath Ashton-under-Lyne 139, as indicated on the plan attached to the report, and that the Borough Solicitor be authorised to take the necessary steps to implement this decision.

CHAIR