

**SPEAKERS PANEL
(PLANNING)**

14 February 2024

Commenced: 10:00am

Terminated: 11:25pm

Present: **Councillor McNally (Chair)**
Councillors Affleck, Boyle, Dickinson, Owen, Pearce, Quinn and Ricci

Apologies: **Councillor Bowerman**

31. DECLARATIONS OF INTEREST

There were no declarations of interest from Members of the Panel.

32. MINUTES

The minutes of the proceedings of the meeting held on 13 December 2023, having been circulated, were approved and signed by the Chair as a correct record.

33. OBJECTIONS TO STAMFORD ROAD TO GRANVILLE STREET SCHEME, STALYBRIDGE AND ASHTON-UNDER-LYNE

Consideration was given to a report of the Assistant Director, Operations and Neighbourhoods outlining the objections received to the Stamford Drive to Granville Street traffic scheme.

Members were informed that as part of the Greater Mayor's Challenge Fund (MCF), the Council was delivering a programme of improvements to the walking and cycling infrastructure within the borough. The vision was to make it easier and more attractive for people to move around Greater Manchester by foot or by bike and to help create a more connected and accessible city region.

It was explained that the aim of the Stamford Drive to Granville Street scheme was to make the neighbourhoods south of the A635 Stamford Street, between Ashton-under-Lyne and Stalybridge, a safer and more pleasant environment for residents and to provide improved connectivity for pedestrians and cyclists. This would be achieved by reducing the speed and volume of traffic and by prioritising pedestrian and cycle movements across Clarence Street.

The reporting officer advised that at the present time, Reyner Street and Frederick Street in Ashton-under-Lyne were being used as a 'cut through' by motorists wishing to bypass the traffic signals at the Stamford Street/Clarence Street junction. Local residents had expressed their concerns regarding both the speed and volume of traffic using these narrow, residential streets on a daily basis. To address this, the scheme proposed to include the closure of Frederick Street to motorised traffic, at its junction with Clarence Street. As a result, residents of Reyner Street, Park Crescent, Bangor Street and Frederick Street would still be able to enter via Reyner Street (off Stamford Square) but as Reyner Street was in part 'one way', residents would have to exit via Rutland Street and Granville Street. However, it was thought that the potential benefits of the closure would outweigh any inconvenience resulting from the diversion for local traffic.

A closure of Frederick Street would also provide an opportunity to introduce a toucan crossing on Clarence Street, which would connect the residential streets to either side. To accommodate the crossing, Members were informed that a shared footway/cycleway was required on the eastern side of Clarence Street, which required the footway to be widened. Due to the reduced road space, additional 'No Waiting At Any Time Restrictions' would be required on both the east and west sides of Clarence Street to prevent parking where the road narrowed.

To further support reduced vehicle speeds, raised table crossings were proposed on Reyner Street – at its junction with Stamford Square, and on Stamford Drive – at its junction with Clarence Street.

Members were informed that in October 2023, Director approval was obtained to formally advertise the following proposals:

- A prohibition of driving order on Frederick Street, Ashton-under-Lyne;
- A prohibition of waiting order on Clarence Street, Stalybridge;
- A signalised toucan crossing on Clarence Street, Stalybridge;
- Shared footway and cycle facilities on Clarence Street, Frederick Street and Stamford Drive; and
- Raised table crossings on Reyner Street and Stamford Drive.

The scheme was advertised on 5 October 2023 for a period of 28 days and during the consultation period, nine formal objections were received together with one request for an amendment to the scheme. The reporting officer summarised the objections as follows:

- Six of the objectors were opposed to the closure of Frederick Street on the basis that it would leave the residential area to the west of Clarence Street with only two routes into the estate and only one route out.
- Concerns were raised that new dwellings being built within the area could lead to an increase in vehicular traffic;
- General inconvenience and concerns that with regard to vehicular traffic having to exit from Granville Street onto Stamford Square, which was a busy road, impacting right turning vehicles in particular.
- A number of objectors also raised concerns regarding response times for the emergency services, access for refuse collection and access to the New Life Church if Frederick Street were closed to motorised traffic.
- Four of the objectors were opposed to the closure of Frederick Street on the basis that the closure would force more traffic onto Stamford Square and Clarence Street, which were busy routes used by commercial vehicles, HGVS and buses.
- Two objectors queried why it was necessary to install a toucan crossing between two signalised junctions. Concerns were raised that this could lead to tailbacks in both directions when the crossing was in use.
- One objector opposed the proposed road narrowing and associated 'No Waiting At Any Time' restrictions on Clarence Street. The objector was a disabled person and the imposition of the proposed waiting restrictions would prevent them, their carers and visitors from being able to park on the road near the property.
- One objector queried why a raised table crossing was necessary on Stamford Drive, given that the road would be closed to 'through traffic'.
- One local resident did not object to the scheme in principal but had requested a yellow box marking on Clarence Street, at its junction with Stamford Drive, to help facilitate vehicular access to / from Stamford Drive when there was queuing or stationary traffic on Clarence Street.

In response, the reporting officer explained that the closure of Frederick Street at its junction with Clarence Street achieved a number of key objectives for the scheme. Firstly, it was recognised that there were two through routes that avoided signalised crossings / junctions on the A635 Stamford Street / Stamford Square. Through traffic, avoiding the traffic lights, tended to give rise to higher vehicle speeds. A closure at any other location would not address both of these routes (Granville Street and Frederick Street / Reyner Street to Frederick Street). This would prevent traffic from travelling through this residential neighbourhood.

Traffic data collected between October 2021 and January 2022 indicated that 85 percent of drivers on Reyner Street and Rutland street were travelling at or below 26mph. That was considered slightly above what would be expected for this 20mph zone. The same data indicated that 74 percent of trips within this residential neighbourhood entered and exited within a five-minute period. The proposed closure was therefore expected to have a significant impact on the volume of traffic on the internal roads.

The scheme was also aiming to provide improved pedestrian and cycle connectivity between Frederick Street and Stamford Drive. The closure of Frederick Street, at the junction with Clarence Street, created the space necessary for the introduction of a toucan crossing at this location. Ultimately, this would make active travel a more viable alternative for short journeys and improve connectivity between Ashton and Stalybridge.

Concerning access to and exit from the area, it was anticipated that the reduction in through traffic, which often coincided with peak periods, and the capacity of the existing two lane exit was anticipated to be sufficient to cater for the expected traffic volumes.

Regarding the operation of the Granville Street / A635 Stamford Square junction, it was anticipated that there would not be a significant increase in traffic using the junction. This was due to a reduction in through traffic resulting from the closure of Frederick Street. Only one personal injury accident had been recorded within the five year period ending 31 March 2023.

Addressing resident concerns about access for the emergency services, refuse collection service and other relevant stakeholders, they would be formally notified so that they could adjust their routes accordingly. The New Life Church on St James Street was still accessible via either Reyner Street or Granville Street.

The proposed toucan crossing was positioned close to Clarence Street and Frederick Street. It was explained that this was considered to be a key desire line between residential neighbourhoods in Ashton and Stalybridge. The signalised junction to the north did not have any controlled pedestrian facilities and whilst the junction to the south did have pedestrian crossings with push button control, it was not considered that anyone would travel 90m south from Frederick Street to use the crossing and then return to access Stamford Drive.

A reduction in the carriageway width / widening of the footway was an integral part of the scheme and was to provide sufficient space for a shared footway / cycleway on the east side of Clarence Street. Following the receipt of objections to the proposed 'No Waiting At Any Time Restrictions', the design had been reviewed and a revised plan prepared. The extent of the proposed additional double yellow lines had been reduced by approximately five metres on both sides of the road, reducing the loss of parking from five spaces to three spaces.

In relation to the raised table crossings, at the junctions of both Stamford Drive and Reyner Street, have been designed as both a traffic calming measure and to create an informal focal point for pedestrians/cyclists to cross.

The request for a yellow box or 'KEEP CLEAR' road markings would not be possible in this location due to the 'control area' for the proposed toucan crossing. This was defined by the

white zig-zag road markings, which extended across the junction in this case. It was advised that no other signage or road markings could be placed within the controlled area of a pedestrian crossing.

Regarding funding for the proposals, the reporting officer informed Members that the scheme, if formally approved by Transport for Greater Manchester, would be fully funded from the Council's Mayor's Walking and Cycling Challenge grant funding allocation.

RESOLVED

That authority be given for the necessary action to be taken in accordance with the Road Traffic Regulation Act 1984 and the Highways Act 1980 to introduce the Traffic Regulation Orders, toucan crossing, shared footway / cycleway areas and raised table crossings, as detailed in Section 5 of the submitted report.

34. 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:	19/00962/FUL C/O Agent NJL Consulting
Proposed Development:	Demolition of existing factory and associated structures for the erection of 143 no. residential dwellings and associated works. (Amended proposal). Seafood Marketing Seafood Processing, Edge Lane, Droylsden, M43 6BA
Speakers(s)/Late Representations:	The Planning Officer advised that since publication of the agenda, officers were delegated authority to amend conditions including the removal of no.7 (duplicated by no.15) and the removal of no.18, which was no longer deemed necessary. An additional condition relevant to the details of the reveals to all openings within the development was recommended. Danielle Ladkin addressed the Panel objecting to the application. Rachel Glover White addressed the Panel on behalf of the applicant.
Decision:	That planning permission be granted, subject to the conditions as detailed within the submitted report, the amended conditions outlined above, and the completion of a section 106 agreement.
Name and Application No:	23/00704/FUL Mr Gerard McDermott

Proposed Development:	Erection of 2 apartment blocks (block no.1 split level part 4 & 6 storeys and block no. 2-5 storeys in height) containing 78 no. apartments and 4 no. commercial units with associated landscaping and external works including construction of a riverside walk. Cleared site of former Stalybridge Clinic, Old Street, Stalybridge
Speakers(s)/Late Representations:	Philip Millson addressed the Panel on behalf of the applicant.
Decision:	That planning permission be granted, subject to the conditions detailed within the submitted report.

Name and Application No:	23/01065/OUT Mr Daniel Armitage
Proposed Development:	Outline planning approval for the development of 4 semi-detached houses (all matters reserved). Vacant land off Berkeley Crescent, Hyde
Speaker(s)/Late Representations:	Cllr Fitzpatrick addressed the Panel objecting to the application. A statement was read on behalf of Cllr Chadwick objecting to the application. Alyson Shaw, a local resident, also addressed the Panel objecting to the application. Steve Buckley addressed the Panel on behalf of the applicant.
Decision:	That planning permission be refused for the reason outlined in the submitted report.

Name and Application No:	23/00916/FUL Hartford Homes (UK) Limited
Proposed Development:	Demolition of existing buildings and the erection of light industrial, general industrial and storage and distribution units together with associated parking and landscaping. Land at Malbern Industrial Estate, Holland Street West, Denton
Speakers(s)/Late Representations:	The Planning Officer reported that the Council's Tree Officer noted the proposed landscaping scheme was acceptable.
Decision:	That planning permission be granted, subject to the conditions as detailed within the submitted report and the completion of a section 106 agreement.

35. APPEAL DECISIONS

Application Reference/Address of Property	Description	Appeal/Cost Decision
APP/G4240/W/23/3317719 Manchester Road Street Works, Manchester Road, Denton, M34 5PX	Proposed 5G telecoms installation: H3G 18m street pole and additional equipment cabinets.	Appeal dismissed.
APP/G4240/W/23/3325673 154 St Mary's Road, Hyde, SK14 4HF	Proposed new 3-bedroom semi-detached dwelling.	Appeal dismissed.
APP/G4240/W/23/3314587 Grange Road Street Works, Grange Road, Hyde, SK14 2SH	Proposed 5G telecoms installation: H3G 16m street pole and additional equipment cabinets.	Appeal dismissed.
APP/G4240/W/23/3322142 Land adjacent to 30 Ivy Cottages, Denton, M34 7PZ	Proposed change of use of existing 2-bedroom annex to a residential dwelling.	Appeal allowed.
APP/G4240/W/23/3322349 Land to rear of 184 Dowson Road, Hyde, SK14 5BP	Proposed detached dwelling house.	Appeal dismissed.
APP/G4240/W/23/3322589 Land to rear of 80 Currier Lane, Ashton-under-Lyne, OL6 6TB	Proposed demolition of existing garage and construction of 3 new dwellings and 1 new double garage.	Appeal allowed.
APP/G4240/W/23/3322589 Land to rear of 80 Currier Lane, Ashton-under-Lyne, OL6 6TB	Proposed demolition of existing garage and construction of 3 new dwellings and 1 new double garage.	Application for an award of costs is refused.

36. URGENT ITEMS

The Chair advised that there were no urgent items of business for consideration by the Panel.

38. DATE OF NEXT MEETING

RESOLVED

That the next meeting of the Panel would take place on 20 March 2024.

CHAIR