

**SPEAKERS PANEL
(PLANNING)**

25 July 2018

Commenced: 10.00am

Terminated: 2.35pm

Present: Councillor McNally (Chair)
Councillors Dickinson, Ricci, Ward, Wild and Wills

Apologies for absence: Councillor Glover, Gosling, Pearce and Quinn

10. MINUTES

The Minutes of the proceedings of the meeting held on 20 June 2018 having been circulated, were taken as read and signed by the Chair as a correct record.

11. DECLARATIONS OF INTEREST

There were no declarations of interest declared by Members.

12. APPEAL DECISIONS

Application reference/Address of Property.	Description	Appeal Decision
APP/G4240/D/17/3182813 – 14 Taunton Hall Close, Ashton-under-Lyne. OL7 9JP	Two storey side extension.	Appeal allowed
APP/G4240/D/17/3192055 – 26 Low Wood Road, Denton, Manchester. M34 2PD	Dormer to front, rear and side.	Appeal dismissed
APP/G4240/D/18/3195689 – 15 Broadfield Close, Denton, Manchester. M34 6BN	Front dormer extension.	Appeal dismissed

13. OBJECTIONS TO PROPOSED NO WAITING AT ANY TIME RESTRICTIONS ON DERAMORE CLOSE, ASHTON UNDER LYNE

Consideration was given to a report of the Director of Operations and Neighbourhoods explaining that Deramore Close was a small residential street, providing access to the 7 properties fronting Deramore Close, the rear of 8 properties on Darnton Road and 4 properties on Mellor Road.

Over the last 10 years there had been many developments in the area and with car ownership on the rise, some of the residents of Deramore Close had become increasingly frustrated with the situation. Non-residents parking on the street were a bone of contention for residents trying to undertake normal daily duties.

In 2009, waiting restrictions were advertised on Deramore Close to try and control the ad hoc parking which was occurring, there were objections and the scheme was reduced to the waiting restrictions that were in place to date.

In 2013, an experimental 'Controlled Parking Zone' was introduced on Mellor Road allowing only residents and residents' visitors to park along the street, this proved successful and remained in place to this day. However, due to the limited amount of space on street to park, it was not deemed a suitable solution for Deramore Close as the residents would be expected to pay for permits without any guarantee of a space, potentially only 3 available at any one time on the street. A consultation in 2017 proved this and subsequently the scheme was abandoned.

The residents had reported that obstructive parking along the stretch had now come to an all-time high and was posing a threat to residents as emergency services could not gain access if necessary. A proposal to extend the existing restriction to include the entire road was advertised in March 2018 with a 28 day objection period. Twelve objectors and seven supporters had sent in correspondence expressing their view, the details of which were documented in the report together with the responses of the Director of Operations and Neighbourhoods.

Seven letters of support had been received following the consultation, four from residents of Deramore Close, one from Darnton Road and two from family members on behalf of residents currently residing on Deramore Close.

The current parking situation was causing a lot of stress with the current residents of Deramore Close, the limited parking was causing problems for access with regards property maintenance, deliveries and visitors. Deramore close could safely allow 4 cars to be parking, these spaces were often taken by hospital staff and visitors. The supporters had stated that if necessary an emergency vehicle would have great difficulty gaining access to the properties as the road was frequently obstructed, especially early to late evening. Some of the local residents had multiple vehicles and use of works vans, thus causing congestion on the narrow street. One resident had a particular issue when vehicles parked opposite the driveway to the property reducing the road width to approx. 2.5 metres forcing them to drive over the kerb, thus resulting in damage to the vehicle.

The report concluded that it was always difficult to find a happy medium when introducing waiting restrictions as the inconvenience to residents could be great. However, the Close was narrow and would not facilitate parking on both sides of the road. If parking was restricted to one side of the road, 3 metres of free flowing carriageway would remained, therefore emergency access would be maintained. Parking spaces could be provided on the north side of Deramore Close and could be limited to 1 hour during the working day to prevent people parking to visit or work at Tameside General Hospital, ultimately leaving them available for visitors of the residents. It would be the intention to introduce the 1 hour limited waiting as an experimental order, thus allowing the residents six months to raise comments or objections to the time limited parking spaces. If objections were made within six months, the scheme could be revised, amended or implemented on a permanent basis following a further report to the appropriate Panel meeting. If no objections were received the scheme could be made permanent without a further report.

Details of the original and revised proposals were set out in the report as follows:

ORIGINAL PROPOSALS (as appended to the report at Drawing No. 001)

No waiting at any time restrictions

Deramore Close, both sides	Entire length, up to and including its cul de sac end
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REVISED PROPOSALS (as appended to the report at Drawing No. 002)

No waiting at any time restrictions

South side	From a point 7 metres east of the boundary line of property numbers 1 & 2 Deramore Close for a distance of 52 metres in a westerly direction.
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The Tameside Metropolitan Borough Council (DARNTON ROAD, DERAMORE CLOSE, MELLOR ROAD AND WILLOW WOOD CLOSE, ASHTON UNDER LYNE)(PROHIBITION OF WAITING) ORDER 2009 shall be amended to reflect these proposals.

Experimental introduction of Limited Waiting, 1 hour no return within 2 hours Monday to Friday, 8am-5pm

North side	From the projected boundary line of properties number 1 & 2 Deramore Close for a distance of 11 metres in a westerly direction
North side	From a point 18 metres west of the projected boundary line of properties number 1 & 2 Deramore Close for a distance of 8 metres in a westerly direction
North side	From a point 33 metres west of the projected boundary line of properties number 1 & 2 Deramore Close for a distance of 6 metres in a westerly direction

A number of objectors to and supporters of the scheme attended the meeting and highlighted their concerns in respect of the current parking situation on Deramore Close and how the proposals would impact on surrounding streets.

Discussion ensued with regard to the proposal and consideration was given to the information provided including: the proposed options submitted, the objections raised, responses given, supporters comments and all representations submitted via email and in person at the meeting and it was:

RESOLVED

That the option of a 'Controlled Parking Zone' allowing only residents and resident's visitors to park along the street, be revisited.

14. OBJECTIONS TO PROPOSED NO WAITING AT ANY TIME RESTRICTIONS ON RIDGE HILL AREA, STALYBRIDGE ORDER 2018

The Director of Operations and Neighbourhoods submitted a report explaining that the area known as Ridge Hill was densely populated with residents of all ages. Over the last 10 years as car ownership had risen, many residents were being put in danger when travelling around the estate on foot due to the high levels of on-street parking.

Children were encouraged to walk to school, enhancing confidence and practical skills when using the highway, this also kept children active and the areas outside the schools less congested. It had been reported that the junctions and pavements in the area were obstructed causing visibility issues between pedestrians and vehicles. As a result of this a number of complaints had been received by the Traffic Operations section of Tameside MBC and the Jigsaw Group, representing the residents of Ridge Hill Estate. The complaints were requesting waiting restrictions be implemented around the estate to assist parents when traveling around the area with young children and prams.

The haphazard parking was also having an adverse effect on the free flow of traffic around the estate including the frontage to the school. A scheme had been designed and advertised in an attempt to address some of the complaints by enhancing safety in the area.

Three objections had been received focusing on the area at Coniston Drive. The objections and the responses of the Director of Operations and Neighbourhoods were detailed in the report.

The objections did not refer to Ambleside, Buckingham Road, Fellside Green, Ridge Hill Lane, School Crescent and Windermere Road, it was therefore intended to introduce these restrictions.

A resident of Coniston Drive attended the meeting and expressed concerns with regard to parking problems in the area which seemed to have worsened over time and requested that a reduction in the length of the proposed restrictions be considered

Discussion ensued with regard to the proposal and consideration was given to the information provided including the objections/comments made in the report prior to the meeting and in person at the meeting, and it was:

RESOLVED

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: TAMESIDE METROPOLITAN BOROUGH (RIDGE HILL AREA, STALYBRIDGE) (PROHIBITION OF WAITING) ORDER 2018, as follows:

Advertised Proposals: No Waiting at Any Time

Coniston Drive

both sides	from its junction with School Crescent for a distance of 15 metres in a south easterly direction.
north east side	from its junction with Ridge Hill Lane to a point 10 metres north west of Windermere Road.
south west side	from its junction with Ridge Hill Lane to a point 15 metres north west of Fellside Green.

Following requests from residents present at the meeting, the possibility of reducing the length of the restrictions on the straight section of the road only, would be considered.

15. OBJECTIONS TO PROPOSED LIMITED WAITING RESTRICTIONS IN THE AREA OF WOOLLEY CLOSE, HOLLINGWORTH

A report of the Director of Operations and Neighbourhoods was submitted explaining that a Traffic Regulation Order (TRO) scheme was identified for Cross Street, Taylor Street, Woolley Close and The Boulevard through a borough wide review of TRO requests. Subsequently a scheme which comprised the introduction of 'No Waiting at Any Time' protection markings within that area was designed to improve road safety and facilitate traffic movement. 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.

The request for additional waiting restrictions within the area was originally raised by local residents.

It was reported that there had been five objections from residents received during the consultation period. The objections were summarised in the report along with the responses of the Director of Operations and Neighbourhoods.

Details of the original and revised proposals were set out in the report as follows:

THE TAMESIDE METROPOLITAN BOROUGH (CROSS STREET, WOOLLEY CLOSE AREA, HOLLINGWORTH) (PROHIBITION OF WAITING) ORDER 2017 – as advertised

<u>ADVERTISED SCHEDULE</u>		
No Waiting at Any Time		
Cross Street (northwest side)	-	from its junction with Taylor Street for a distance of 17 metres in a south-westerly direction.
Cross Street (southeast side)	-	from its junction with Taylor Street for a distance of 11 metres in a south-westerly direction.
Taylor Street (southwest side)	-	from its junction with Woolley Close to a point 10 metres north-west of its junction with Cross Street.
Taylor Street (northeast side)	-	from its junction with The Boulevard for a distance of 10 metres in a north-westerly direction.
Woolley Close (west side)	-	from its junction with Taylor Street for a distance of 26 metres in a southerly direction.
Woolley Close (east side)	-	from a point 19 metres south of its junction with Taylor Street for a distance of 10 metres in a southerly direction.
The Boulevard (west side)	-	from its junction with Taylor Street for a distance of 10 metres in a northerly direction.

Proposed amended Schedule 2:

<u>AMENDED SCHEDULE</u>		
No Waiting at Any Time		
Cross Street (northwest side)	-	from its junction with Taylor Street for a distance of 17 metres in a south-westerly direction.
Cross Street (southeast side)	-	from its junction with Taylor Street for a distance of 11 metres in a south-westerly direction.
Taylor Street (southwest side)	-	from its junction with Woolley Close for a distance of 6 metres in a north-west direction.
Taylor Street (southwest side)	-	from a point 10 metres north-west of its junction with Cross Street to a point 7 metres south-east of that junction.
Taylor Street (northeast side)	-	from its junction with The Boulevard for a distance of 10 metres in a north-westerly direction.
Woolley Close (west side)	-	from its junction with Taylor Street for a distance of 10 metres in a southerly direction.
The Boulevard	-	from its junction with Taylor Street for a distance of

(west side)	10 metres in a northerly direction.
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Two residents attended the meeting and expressed concerns with regard to the need for the restrictions, however agreed that road corners needed to be protected and stated that they were happy with the revised scheme, as detailed above.

RESOLVED

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: **TAMESIDE METROPOLITAN BOROUGH (CROSS STREET, WOOLLEY CLOSE AREA, HOLLINGWORTH) (PROHIBITION OF WAITING) ORDER 2017, as follows:**

Proposed amended Schedule 2:

<u>AMENDED SCHEDULE</u>	
No Waiting at Any Time	
Cross Street (northwest side)	- from its junction with Taylor Street for a distance of 17 metres in a south-westerly direction.
Cross Street (southeast side)	- from its junction with Taylor Street for a distance of 11 metres in a south-westerly direction.
Taylor Street (southwest side)	- from its junction with Woolley Close for a distance of 6 metres in a north-west direction.
Taylor Street (southwest side)	- from a point 10 metres north-west of its junction with Cross Street to a point 7 metres south-east of that junction.
Taylor Street (northeast side)	- from its junction with The Boulevard for a distance of 10 metres in a north-westerly direction.
Woolley Close (west side)	- from its junction with Taylor Street for a distance of 10 metres in a southerly direction.
The Boulevard (west side)	- from its junction with Taylor Street for a distance of 10 metres in a northerly direction.

16. PLANNING APPLICATIONS

Prior to the determination of the planning applications, the Development Manager explained that a revised National Planning Policy Framework had come into effect the previous day (Tuesday 24 July 2018) and was a material planning consideration in the assessment of planning applications. He added, however, that there was no reason to suggest that any recommendations made to Speakers; panel were affected.

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

RESOLVED

- (i) That the information presented in respect of the revised National Planning Policy Framework be noted; and

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

<p>Name and Application No:</p>	<p>16/00767/OUT Mr J Meredith</p>
<p>Proposed Development:</p>	<p>Outline planning application (seeking approval for the mans of access, layout, scale and appearance of the development) for the erection of 29 x 1 bedroom apartments (use class C3). The occupants of the development would be those over the age of 55 with care needs, along with their partner, spouse and dependents.</p> <p>Land occupied by 1 and 2 Ralphp Lane, Dukinfield</p>
<p>Speaker(s)/Late Representations:</p>	<p>Councillor J Lane and Mr Wilkinson spoke against the application.</p> <p>Mr Musgrave (representing the architect) spoke in support of the application.</p>
<p>Decision:</p>	<p>The decision was to go against officer recommendation to approve.</p> <p>Members listened to the arguments for and against the application and were of the view that the development was considered to be detrimental to the character of the site and surrounding area by virtue of its siting, scale and massing. The proposed building would be 3 storeys in height in an area that is characterised by predominantly 2 storey development. The additional height, alongside the width of the development would result in an overbearing impact on the character of the site, which includes open land on the western edge of the site. This area of open land forms a prominent feature on the corner of Ralphp Lane and encroachment of development into this part of the site would result in a detrimental impact on the character of the surrounding area. For these reasons, the proposed development was considered to be contrary to policies C1 and H10 (a) of the adopted Tameside Unitary Development Plan and Section 12 of the National Planning Policy Framework (2018).</p> <p>The proposed development would result in an intensification of the use of the site and the additional trips along and movements within Ralphp Lane would result in a severe impact on highway safety due to the narrow nature of Ralphp Lane. The proposed parking provision on the western side of Ralphp Lane would not include sufficient space for vehicles to enter and leave the spaces in forward gear. Given that these spaces would be located immediately adjacent to Ralphp Lane and that the highway is narrow in width, this was considered to represent a highway safety hazard. The proposed development was therefore considered to be contrary to policy T1 of the adopted Tameside Unitary Development Plan and should be refused, in accordance with the guidance contained within paragraph 109 of the National Planning Policy Framework (2018).</p>

Name and Application No	17/01053/FUL AA and T Rentals Ltd
Proposed Development:	Change of use to trailer rental, with associated offices, from storage and distribution – retrospective. G O C Surfacing, 57 Lumb Lane, Audenshaw
Speaker(s)/Late Representations:	Councillor Ryan spoke against the application.
Decision:	Approved subject to the conditions as set out in the report.

Name and Application No:	18/00444/FUL
Proposed Development:	Full planning application for the erection of a new Wellness Centre (use class D2) (total floor area 5,598 square metres), 123 associated car parking spaces and landscaping. Norther western portion of former Oldham Batteries site (on junction of Lance Corporal Andrew Breeze Way and Ashton Road) Denton.
Speaker(s)/Late Representations:	None.
Decision:	Approved subject to the conditions as set out in the report.

Name and Application No:	17/00925/OUT Mrs E Leah
Proposed Development:	Outline planning permission (all matters reserved) for the erection of 5 dwellings on the land following the demolition of the existing bungalow on the site. 164 Mottram Road, Stalybridge and associated land.
Speaker(s)/Late Representations:	Councillor Patrick spoke against the application. Mrs Leah (applicant) spoke in support of the application.
Decision:	Approved subject to the conditions as set out in the report.

Name and Application No:	17/00963/FUL Armitage Construction Ltd, Manchester
Proposed Development:	Full planning application for the demolition of the existing buildings on the site and erection of 24 no. apartment building with associated road, parking and bin store.
Speaker(s)/Late	Ms Saunders (architect) spoke in support of the application.

Representations:	
Decision:	<p>Approved subject to the completion of a Section 106 Agreement to secure the following contributions:</p> <p>Green Space - £9,574.44 for the enhancement of play facilities at Millennium Green in Hyde;</p> <p>Highway works - £18,447.47 towards improvements to the traffic signalling facilities in Hyde town centre; and</p> <p>Management and maintenance of public space within the development and the surface water drainage system to be installed.</p> <p>And the conditions as set out in the report.</p>

Name and Application No:	<p>18/00004/FUL DAY</p>
Proposed Development:	<p>The removal of 9 existing garages to be replaced with 2 semi-detached houses.</p> <p>Land with Garages, Primrose Crescent, Hyde</p>
Speaker(s)/Late Representations:	<p>Ms McDermott spoken against the application.</p> <p>Mr Nicholson (for applicant) spoke in support of the application.</p>
Decision:	<p>Approve subject to the conditions as set out in the report.</p>

Name and Application No:	<p>18/00017/PLCOND Olive Property Construction North Limited</p>
Proposed Development:	<p>Application for minor material amendment o approved planning application 15/00063/FUL. Variation to condition no. 2 (Approved Plans) to allow alterations to the design, siting, landscaping and mass of the approved development for the erection of 24 no. two bedroom apartments within a 3 storey block with accommodation within the roof space.</p> <p>Site of Former Conservative Social Club, Vernon Street, Ashton.</p>
Speaker(s)/Late Representations:	<p>None.</p>
Decision:	<p>Approve subject to the conditions as set out in the report.</p>

Name and Application No:	<p>18/00142/FUL Mr S Halligan, Tameside Transmissions.</p>
Proposed Development:	<p>Construction of steel arched building to be used as storage.</p> <p>Tameside Transmissions, Albert Street, Droylsden</p>

Speaker(s)/Late Representations:	Mr Dobson spoken against the application. Mr Halligan (applicant) spoke in support of the application.
Decision:	Approve subject to the conditions as set out in the report.

Name and Application No:	18/00304/FUL VUR Village Trading No 1 Limited
Proposed Development:	Erection of a 48 bedroom extension with link bridge connecting to the existing Village Hotel Ashton including reconfiguration of the existing car park, landscaping and associated works. Village Hotel Ashton, Pamir Drive, Ashton-under-Lyne OL7 0LY
Speaker(s)/Late Representations:	Ms Hilton (on behalf of the agent) spoke in support of the application.
Decision:	Approve subject to the completion of a Section 106 agreement securing offsite highway improvements and the imposition of conditions as set out in the report.

Name and Application No:	18/00099/FUL Mr Dinesh Chinta
Proposed Development:	Change of use of 27 bedroom residential care home (use class C2) to a house in multiple occupation (use class sui generis) of 27 rooms, including the allocation of 30 no. cycle storage spaces, associated car parking and amenity space. Holly Grange, 17 Oxford Road, Dukinfield. SK16 5PQ
Speaker(s)/Late Representations:	Councillor Taylor spoke against the application.
Decision:	The consideration of the application be deferred until the next meeting of the Speakers' Panel (Planning) in order that a site visit of the property and associated parking and amenity space, by Panel Members be undertaken.

17. URGENT ITEMS

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

CHAIR