

**SPEAKERS PANEL  
(PLANNING)**

**27 May 2020**

**Present:** **Councillor McNally (Chair)**  
**Councillors: Choksi, Dickinson, Glover, Gosling, Lewis, Naylor, Owen, Ricci, Ward and Wild**

**Apologies:** **Councillor Jones**

**1. MINUTES**

The Minutes of the proceedings of the meeting held on 22 April 2020, having been circulated, were approved and signed by the Chair as a correct record.

**2. DECLARATIONS OF INTEREST**

There were no declarations of interest declared by Members.

**3. OBJECTIONS TO THE TAMESIDE METROPOLITAN BOROUGH (ASTLEY ROAD AND STAMFORD GROVE AREA, STALYBRIDGE) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 2020**

Consideration was given to a report of the Assistant Director, Operations and Neighbourhoods, outlining objections received to the proposed waiting and stopping restrictions.

It was explained that the Council was aware of parking problems around Stamford Grove, West Street and Norman Road due to individuals accessing local amenities including Stamford Park, Tameside General Hospital, West Hill secondary school and Stalybridge railway station. Attempts had been made over recent years to rationalise the parking in the area; balancing access to local amenities without compromising the ability of residents to park close to their homes.

In response to the issues outlined, the Council proposed the introduction of waiting and stopping restrictions along Ash Grove, Astley Road, Norman Road, Stamford Grove and West Street.

Members were informed that there had been two previous surveys of local residents to ascertain support for the introduction of a resident's parking scheme. A scheme advertised in June 2018 relating to Norman Road and West Street was unsuccessful as fewer than 50 per cent of residents were in favour of its introduction. A wider scheme was advertised in October 2019 that aimed to address issues in the area but this was also unsuccessful as only 40 per cent of those who responded to the consultation were in favour. The other elements of the scheme were advertised for 28 days from the 30 January 2020 and seven objections, two petitions and one email in favour were received.

Three of the objections related to the implementation of junction protection, waiting restrictions amid concerns that this would result in the further loss of parking spaces for residents. There were additional concerns about the loss of parking in the turning head on Norman Road. An additional three objectors requested that the grass verges in the vicinity be removed to allow for extra parking. It was also queried whether the limited waiting restrictions could be seasonal to account for the months when the park was less busy and if a further consultation on resident's only parking could be conducted.

The Panel considered the views of Mr Guerin, a local resident, who believed that the proposals were an attempt to encourage residents to use the Council car park on Darnton Road which he believed was under-utilised. It was also explained that a number of residents had no access to off-street parking, some of whom were elderly or worked shifts which meant they needed to be able to park close to their property. There were particular concerns that the proposed four hour maximum stay along Stamford Grove would force vehicles to park in other congested roads nearby. The objector asked whether the Council could improve the cleanliness and security of the Darnton Road car park, install cashless pay & display machines, and improve signage, to make it more attractive to visitors to the hospital and park. It was further suggested that a controlled parking scheme for residents could be introduced on a voluntary basis.

The Highways Manager explained that local residents would be able to load and unload their vehicle on double yellow lines as this was legal, but could not guarantee that those living in the area would be able to park outside their property. Signage at the Darnton Road car park would also be reviewed by Highways to ensure that it was clearer to residents and visitors. It was pointed out that the scheme had been advertised because local people were concerned about parking in the area, particularly near driveways and junctions. The proposed scheme along Stamford Grove would be seasonal, and in operation only between Easter and the end of September.

## 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: THE TAMESIDE METROPOLITAN BOROUGH (ASTLEY ROAD AND STAMFORD GROVE AREA, STALYBRIDGE) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 2020 as follows:**

'No Waiting At Any Time' restrictions on:

Astley Road east side	from its junction with Darnton Road for a distance of 43 metres in a south westerly direction
Astley Road east side	from a point 60 metres south west of its junction with Darnton Road for a distance of 52 metres in a south westerly direction
Astley Road east side	from a point 121 metres south west of its junction with Darnton Road to its junction with Stamford Grove.
Ash Grove both sides	from its junction with Stamford Grove for a distance of 10 metres in a northerly direction
Stamford Grove north side	from its junction with Astley Road to its junction with Ridge Hill Lane
Stamford Grove south side	from a point 70 metres east of its junction with Astley Road for a distance of 8 metres in an easterly direction
Stamford Grove south side	from a point 190 metres east of its junction with Astley Road for a distance of 22 metres in an easterly direction
Stamford Grove south side	from a point 16 metres east of its junction with Norman Road to a point 10 metres west of that junction
Stamford Grove south side	from a point 10 metres east of its junction with West Street to a point 10 metres west of that junction
Norman Road both sides	from its junction with Stamford Grove for a distance of 10 metres in a southerly direction

Norman Road west side	from a point 140 metres south of its junction with Stamford Grove up to and including its cul de sac end
Norman Road east side	from a point 130 metres south of its junction with Stamford Grove up to and including its cul de sac end
West Street both sides	from a point 10 metres north of its junction with Stamford Grove for a distance of 10 metres in a southerly direction
West Street both sides	from its junction with Stamford Street for a distance of 10 metres in a northerly direction.

'Limited Waiting 4 hours, Good Friday Bank Holiday to 30 September, Monday – Sunday, 9am to 5pm, no return within 4 hours' restrictions on:

Stamford Grove south side	from a point 20 metres east of its junction with Astley Road for a distance of 50 metres in an easterly direction
Stamford Grove south side	from a point 78 metres east of its junction with Astley Road for a distance of 35 metres in an easterly direction.
Stamford Grove south side	from a point 136 metres east of its junction with Astley Road for a distance of 54 metres in an easterly direction
Stamford Grove south side	from a point 212 metres east of its junction with Astley Road for a distance of 15 metres in an easterly direction
Stamford Grove south side	from a point 260 metres east of its junction with Astley Road for a distance of 14 metres in an easterly direction
Stamford Grove south side	from a point 301 metres east of its junction with Astley Road for a distance of 34 metres in an easterly direction.

#### **4. OBJECTIONS TO THE TAMESIDE METROPOLITAN BOROUGH (ANNAN STREET AND LIME GROVE, DENTON) (CONTROLLED PARKING AREAS) ORDER 2020 & TAMESIDE METROPOLITAN BOROUGH (ANNAN STREET AND LIME GROVE, DENTON) (PROHIBITION OF WAITING AND LOADING ONLY) ORDER 2020**

Consideration was given to a report of the Assistant Director, Operations and Neighbourhoods, outlining objections received to the proposed Tameside Metropolitan Borough (Annan Street and Lime Grove, Denton) (Controlled Parking Areas) Order 2020; & Tameside Metropolitan Borough (Annan Street and Lime Grove, Denton) (Prohibition of Waiting and Loading Only) Order 2020.

It was explained that since the opening of the Denton Wellness Centre on 2 March 2020 there had been an increase in visitors to the area and, despite on-site parking for users of the centre, there was still a large number of vehicles parking on the residential streets of Annan Street and Lime Grove. An initial consultation on a controlled parking scheme held in September 2019 failed to reach the 50 percent threshold of residents in favour. A further consultation on controlled parking was undertaken in January 2020 and 57 per cent of residents were in favour of a scheme being introduced. In addition to the controlled parking measures, the consultation also proposed limited waiting restrictions, a loading bay on Annan Street and no waiting at any time restrictions on Lime Grove.

The scheme was formally advertised on 20 February 2020 for a 28 day period and two objections were received, both from businesses in the vicinity of Annan Street. The objectors, a sole trader and local bank manager, expressed concern that there was nowhere within walking distance of their respective premises that offered free long stay car parking. They feared that as a consequence of the proposals, the services they provided in the community would be disadvantaged. One objector proposed that the limited waiting be reduced from two hours to one hour to allow for an increased turnover of visitors and customers to Denton town centre.

The manager of a local bank, Lianne Wilson, addressed the Panel objecting to the proposals. Concern was expressed that the signage advertising the scheme had been unclear, and thus ineffective, affecting the ability of individuals to object to the proposals. There was concern that customers using the bank carrying large sums of money would be forced to carry this further if the proposals were implemented, which posed a potential safety risk. In addition, the possible reduction in on-street parking resulting from visitors to the Wellness Centre could force the closure of the bank branch if customers were unable to park nearby. It was pointed out that there were only two remaining bank branches in Denton as the others had closed in recent years. The objector believed that a one hour restriction on parking was more appropriate than two hours, as this would deter users of the Wellness Centre from parking on Annan Street but allow customers using local businesses to park for a limited period.

In response, the Highways Manager advised that individuals could wait legally for a limited period on the double yellow lines outside the bank on Ashton Road to deposit money. It was also advised that improved signage could be displayed around the Wellness Centre and on Annan Street to indicate that off-street parking was available for users of the facility, although this would not be legally enforceable. The two hour limited waiting time was considered to be most appropriate as this would allow visitors to be able to access the town centre without having to rush their business. The element of controlled parking would also ensure that local residents were able to park outside or near to their properties all day.

**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 (ANNAN STREET AND LIME GROVE, DENTON) (CONTROLLED PARKING AREAS) ORDER 2020 & TAMESIDE METROPOLITAN BOROUGH (ANNAN STREET AND LIME GROVE, DENTON) (PROHIBITION OF WAITING AND LOADING ONLY) ORDER 2020 as detailed within the submitted report.**

## **5. OBJECTION TO THE PROPOSAL TO INTRODUCE THE TAMESIDE METROPOLITAN BOROUGH (STAMFORD STREET, MOSSLEY) (PUFFIN CROSSING) 2019**

Consideration was given to a report of the Assistant Director, Operations and Neighbourhoods, outlining the objections received to the proposed puffin crossing.

The Panel were informed that The Safer Roads Fund had allocated money to improve road safety along the A670 from its boundary with Oldham Metropolitan Borough as far as Mossley Road adjacent to land owned by Ashton Golf Club. Historically, there had been concerns regarding pedestrian safety for those crossing Stamford Street, Mossley outside St George's Primary School. It was also explained that the footway on the eastern side of the road was very narrow and was heavily used by children and their parents accessing the school on foot. In response to these issues the Council advertised a scheme in November 2019 to widen the footway and introduce a controlled puffin crossing. One objection was received from the school crossing patrol officer who had worked at the site for the past 18 years.

The objector was concerned about the speed at which vehicles approached the crossing area and the stopping distances required. It was also noted that there were currently problems with parking in the area. Parents attending the school to collect their children often parked on the controlled zone outside the building and on the pavement which had forced pedestrians to walk in the

carriageway. Consequently, the objector believed that the crossing facility should be manually controlled during the busy school period, with the automated crossing facility in place only when it was not feasible to have human intervention on the street.

The school crossing patrol officer, Mrs Hardman, addressed the Panel objecting to the proposals. The objector reiterated her concerns regarding the speed at which motorists approached the area and their apparent lack of awareness that there was a school in the vicinity. It was explained that controlling the traffic in order to get vehicles to slow down to allow children and their parents to cross the road had been an ongoing issue. In addition, the Panel were advised that vehicles coming around a nearby bend were often unaware that there were parked vehicles outside the school with children exiting cars directly onto the carriageway, leading to fears of a potential incident if the proposals were enacted. Conversations the objector had undertaken with parents indicated that they felt it was safer to have a physical presence at the site as opposed to a puffin crossing.

The Highways Manager informed the Panel that the Council had commissioned a Road Safety Audit by an independent company which suggested including advance warning of the crossing, an additional signal head and additional high friction surfacing. It was advised that the suggested measures would be actioned to mitigate the concerns outlined by the objector. Furthermore, the scheme would also see the introduction of a high visibility guard rail along Mossley Road and bollards on the footway to prevent drivers being able to mount the kerb. The proposal was also to widen the footway on the northwestern side in order to narrow the carriageway and prevent vehicles from parking. The local residents, the school and ward councillors were keen to introduce a formal crossing facility and these proposals sought to satisfy this desire whilst ensuring the school crossing patrol officer was redeployed to another location within Tameside. Regardless of the outcome of the Panel, the school had previously made the decision to withdraw its funding for the existing school crossing patrol which would mean that the children and parents travelling to the school would have to cross the road without any crossing facility, controlled or otherwise.

**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 (STAMFORD STREET, MOSSLEY) (PUFFIN CROSSING) 2019 as detailed within the submitted report.**

## 6. 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:-**

<b>Name and Application No:</b>	<b>19/00873/FUL Toto Worldwide Properties Ltd</b>
<b>Proposed Development:</b>	<b>Construction of 23no. houses at site of former Heritage House Nursing Home, Huddersfield Road, Stalybridge together with associated access road and hard and soft landscaping. Site of the Former Heritage House Nursing Home, Huddersfield Road, Millbrook, Stalybridge, SK15 3JL</b>
<b>Speaker(s)/Late Representations</b>	<b>Kevin Etchells addressed the Panel objecting to the application.</b>
<b>Decision:</b>	<b>That planning permission be granted subject to the conditions</b>

	as detailed within the submitted report and the prior completion of a Section 106 Agreement.
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<b>Name and Application No:</b>	20/00077/FUL Mr B Williamson
<b>Proposed Development:</b>	Demolition of existing garage and proposed erection of a detached accessible bungalow. Land at the rear of 138 Laburnum Road, Denton
<b>Speaker(s)/Late Representations</b>	Councillor Mike Smith addressed the Panel objecting to the application.
<b>Decision:</b>	That planning permission be refused.

<b>Name and Application No:</b>	20/00174/FUL Mr T Upall
<b>Proposed Development:</b>	Full planning permission to vary condition 2 (approved plans) and remove condition 5 (balcony details) of planning permission 18/01102/FUL. Site of former Moss Tavern Public House, Ashton Road, Droylsden
<b>Decision:</b>	That planning permission be granted subject to the prior completion of a deed of variation to the Section 106 Agreement attached to the extant planning permission and the conditions as detailed within the submitted report.

<b>Name and Application No:</b>	20/00191/FUL Wainhomes (North West) Ltd
<b>Proposed Development:</b>	Full planning permission for alterations to the design and location of plots 69-84 as approved under reserved matters application 18/00306/REM. Land at Edward Street, Denton
<b>Speaker(s)/Late Representations</b>	Stephen Harris, on behalf of the applicant, addressed the Panel in relation to the application.
<b>Decision:</b>	That planning permission be granted subject to the conditions as detailed within the submitted report.

CHAIR