

Delegated Decision

Acorn Street, Lees – Traffic Management Scheme

Report of: Deputy Chief Executive - People and Place

Officer contact: Sarah Robinson, Traffic Engineer

Ext. 4377

7 January 2020

Purpose of Report

The purpose of this report is to consider the implementation of a traffic management scheme along Acorn Street, Lees which was approved in principle by the Council's Traffic Regulation Order Panel at their meeting in June 2017.

Recommendation

It is recommended that the Traffic Regulation Orders required to facilitate the scheme, which are detailed in the schedule at the end of this report, be approved.

Delegated Decision

Acorn Street, Lees - Traffic Management Scheme

1 Background

- 1.1 Acorn Street, Lees runs to the north of Lees District centre and is fronted by a health centre, residential properties and a number of retail / commercial businesses.
- 1.2 An informal pedestrian crossing facility exists on Acorn Street at its junction with Woodside Close which is heavily used by school children and their parents when walking to and from the Hey with Zion and St Edwards Schools.
- 1.3 Due to concerns raised by parents of the school children, waiting has already been prohibited in the vicinity of the 'crossing' facility to improve safety for pedestrians; however prior to their introduction objections were received to the yellow line proposal, mainly from the nearby businesses, which were considered by the Council's Traffic Order Panel.
- 1.4 The Panel considered the objections but recommended the introduction of the waiting restrictions, subject to a traffic management scheme being developed and introduced, which includes the construction of parking lay-bys, the provision of a zebra crossing facility and traffic calming features. A copy of the TRO Panel report is attached at Appendix A for information.
- 1.5 The creation of the parking lay-bys will require the removal of a grass verge and several young trees. The removal of the trees has been discussed with the Environmental Services Team who are concerned about loss and have made the following comments:-

It's not so much the tree loss as the loss of space next to the highway where trees can exist. The trees are quite young and can be replaced elsewhere and quickly established to the level these trees are (although they were quite expensive trees when planted a few years back)

It is well documented how roadside trees can capture and lock up many forms of air pollution including all the harmful particulate matter and as Environmental Services try to get as many roadside trees between people and pollution it seems all our work is being undone as fast as we can get it done.

There is a national appetite for the work we are trying to do and I think the Council as a whole really needs to get on board.

I accept that cars are double parked here and that some measures need to be taken, but I think in this case a double yellow should be extended down one side of the road (as in other stretched of this road)

I know there is an issue with parking for residents at 2-20 Acorn Street but this is because they want to park on the road near their front door rather than use the 2 x parking spaces per property at the rear.

Aside from all of the above I think the scheme detracts significantly from the amenity of the area.

I hope you can take on board these comments and look to see if there is an alternative to removing trees and space where trees can exist.

1.6 The concerns of the Environmental Services Team have been noted but due to the highway safety concerns being experienced it is felt the needs of highway users should take priority.

2 Options/Alternatives

- 2.1 Option 1: To approve the recommendation
- 2.2 Option 2: Not to approve the recommendation
- 3 Preferred Option
- 3.1 The preferred option is Option 1
- 4 Justification
- 4.1 Funding has now been made available through the capital programme for the traffic management scheme to be introduced, the details of which can be seen on drawing number 2376/A3/265/1.
- 5 **Consultations**
- 5.1 G.M.P. View The Chief Constable has been consulted and has made the following comments.
- 5.2 T.f.G.M. View The Director General has been consulted and has no comment on this proposal.
- 5.3 G.M. Fire Service View The County Fire Officer has been consulted and has no comment on this proposal.
- 5.4 N.W. Ambulance Service View The County Ambulance Officer has been consulted and has no comment on this proposal.
- 6 Comments on Police Recommendations
- 6.1 Additional yellow lines along Acorn Street into Tawny Close have been included in the proposal.

- 6.2 Bollards are to be introduced on the build out adjacent the speed cushion location.
- 6.3 The 'SLOW' road marking is to remain on Acorn Street, on approach to Spindle Mews.
- 6.4 A 'SLOW' road marking will be introduced on approach to the roundabout.
- A section of guardrail will be provided at the end of the footpath link adjacent Wilson and Rogers Hairdressers.
- The provision of a reflective band on the lighting column will be discussed with the Street Lighting Team.
- 6.7 Additional double yellow lines will be introduced on the westerly approach to the controlled area of the crossing.

The amendments described above have been detailed on the drawing.

7 Comments of Saddleworth West and Lees Ward Councillors

7.1 The Ward Councillors have been consulted and Councillor V Leach supports the comments made by Councillor S Hewitt which are stated within the TRO Panel report.

8 Financial Implications

8.1 The advertising cost for introducing the Traffic Regulation Orders is estimated to cost £1,500 and will be Capital Expenditure. This will be funded from the £55K budget allocated for this scheme within the Transport Capital Programme.

(John Edisbury)

9 Legal Services Comments

- 9.1 The Council must be satisfied that it is expedient to make the Traffic Regulation Order in order to avoid danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or for preventing damage to the road or to any building on or near the road, or for facilitating the passage on the road or any other road of any class of traffic, including pedestrians, or for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property or for preserving or improving the amenities of the area through which the road runs.
- 9.2 In addition to the above, under section 122 of the Road Traffic Regulation Act 1984, it shall be the duty of the Council so to exercise the functions conferred on them by the Act as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

Regard must also be had to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run, the strategy produced under section 80 Environmental Protection Act 1990 (the national air quality strategy), the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and any other matters appearing to the Council to be relevant.

- 9.3 In relation to the speed tables, the Council should satisfy itself that the proposals will be effective in reducing or preventing road accidents and will justify the expenditure incurred. It will be necessary to publish details of the proposals in one or more local newspapers and consider any objections received before deciding whether to proceed with the proposals.
- 9.4 In relation to the proposed zebra crossing, under section 23 of the Road Traffic Regulation Act 1984, the Council may establish crossings on roads for which it is the traffic authority and may alter or remove any such crossings. Before establishing, altering or removing a crossing the Council must consult the chief officer of police and give public notice of the proposal. (A Evans)
- 10 Co-operative Agenda
- 10.1 In respect of this proposal there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.
- 11 Human Resources Comments
- 11.1 None.
- 12 Risk Assessments
- 12.1 None.
- 13 **IT Implications**
- 13.1 None.
- 14 Property Implications
- 14.1 None.
- 15 **Procurement Implications**
- 15.1 None.

- 16 Environmental and Health & Safety Implications
- 16.1 Energy Nil.
- 16.2 Transport Nil.
- 16.3 Pollution Nil.
- 16.4 Consumption and Use of Resources In accordance with current specifications.
- 16.5 Built Environment Alteration to visual appearance of area.
- 16.6 Natural Environment Nil.
- 16.7 Health and Safety Safety will be improved for all highway users.
- 17 Equality, community cohesion and crime implications
- 17.1 The improvements to highway safety will have a positive effect on community cohesion.
- 18 Equality Impact Assessment Completed?
- 18.1 No.
- 19 **Key Decision**
- 19.1 No.
- 20 Key Decision Reference
- 20.1 Not applicable.
- 21 Background Papers
- 21.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act:

None.

- 22 Appendices
- 22.1 Appendix A Copy of TRO Panel Report

23 **Proposal**

23.1 It is proposed that Traffic Regulation Orders be introduced in accordance with the following schedule and drawing number.

Delete from the Oldham Borough Council (Lees area) Consolidation Order Prohibition of Waiting Amendment No 15 Order 2017

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	Acorn Street, Lees			
	(North side)	At Any Time	A, B1, B3, B4, C, E, K3	
	From a point 10 metres west of its junction with Spindle Mews to a point 30 metres east of its junction with Spindle Mews			
	Acorn Street, Lees			
	(south side)	At Any Time	A, B1, B3, B4, C, E, K3	
	From a point 15 metres west of			
	its junction with Spindle Mews			
	to a point 40 metres east of its			
	junction with Spindle Mews			

Add to the Oldham Borough Council (Lees area) Consolidation Order 2003

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	Acorn Street, Lees			
	(North Side)	At Any Time		
	From its junction with Spindle Mews for a distance of 10 metres in a westerly direction			
	Acorn Street, Lees (North Side)	At Any Time		
	From a point 30 metres south west of Tawny Close to a point 25 metres east of Tawny Close			

Acorn Street, Lees (South Side)	At Any Time	
From its junction with Woodside Close for a distance of 37 metres in a generally easterly direction		
Acorn Street, Lees (South Side)	At Any Time	
From its junction with Mellor Street for a distance of 55 metres in a general westerly direction		
Tawny Close (East Side)	At Any Time	
From its junction with Acorn Street for a distance of 10 metres in a northerly direction		
Tawny Close (West Side)	At Any Time	
From its junction with Acorn Street for a distance of 30 metres in a northerly direction		

Proposed Traffic Calming Features

Height 75 mm Ramp Gradients 1:15

Road	Type of Feature	Location	Length
Acorn Street, Lees	Triple Speed Cushion	The centre point of the feature located 22 metres east of Tawny Close	3.5 metres
Acorn Street, Lees	Speed Table	The centre point of the feature located 75 metres east of Tawny Close	7 metres

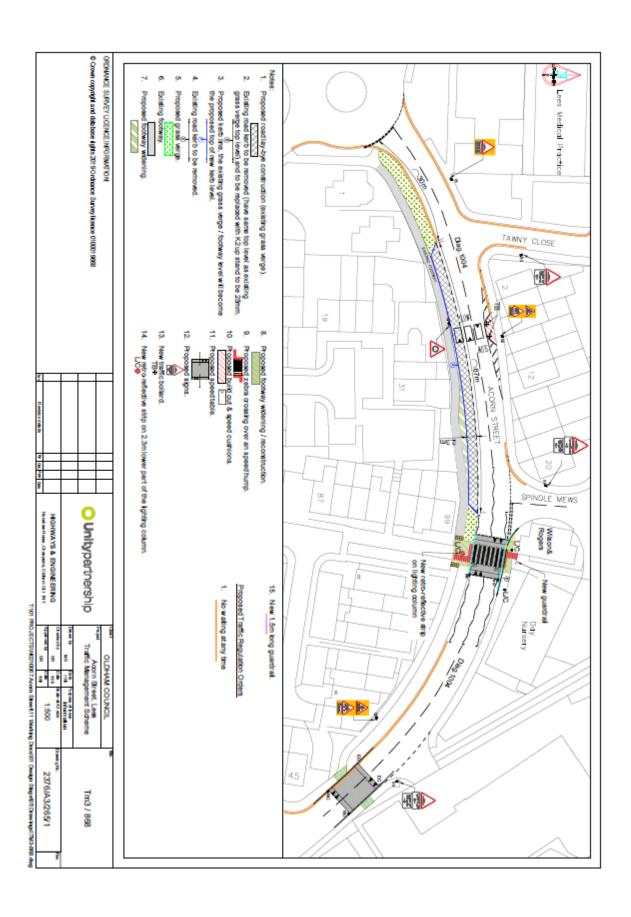
Acorn Street, Lees	Speed Table	The centre point of	/ metres
		the feature located	
		13 metres north	
		west of Mellor	
		Street	

Proposed Zebra Crossing

Road	Location
Acorn Street, Lees	Located 10 metres east of Spindle Mews

APPROVAL

Decision maker Signed	Dated 09/01/2020
In consultation with Signed	Dated 09.01.2020
Director Of Environme Services	ntal



APPENDIX A COPY OF TRO PANEL REPORT

TRO Panel

TRO Panel – Objections to Prohibition of Waiting, Acorn Street, Lees

Report of: Executive Director, Economy, Skills and Neighbourhoods

Officer contact: Sarah Robinson, Traffic Engineer

Ext. 4377

20 June 2017

Reason for Decision

The purpose of this report is to update the Panel on investigation work undertaken relating to additional safety engineering schemes appropriate for implementation along Acorn Street, Lees. The measures have been investigated at the request of the Panel when objections to a proposal to introduce double yellow lines were considered at the meeting on 30 January 2017.

Recommendation

It is recommended the Panel note the measures discussed but as funding is not currently available for any of the schemes, they now approve the introduction of the double yellow lines discussed at the meeting in January this year.

TRO Panel

Objections To Prohibition of Waiting, Acorn Street, Lees

1 Background

- 1.1 Objections received by the Council to the proposal to introduce double yellow lines along Acorn Street, Lees, were considered by the Panel at their meeting in January 2017. A copy of the report is attached at Appendix A for information. However, due to the inconvenience the double yellow lines will impose on the nearby businesses, the Panel recommended that before further consideration is given to their introduction, alternative measures are considered for introduction which:
 - reduce the speed of traffic
 - provide a formal crossing facility for pedestrians and
 - increase on-street parking provision
- 1.2 Three options have been developed which could be implemented individually or as a combined scheme. Each scheme is discussed below in detail.

1.3 Creation of Parking Lay-Bys and Traffic Calming Features

If the yellow lines are introduced the length of on-street parking available for use would be reduced directly outside Wilson and Rogers Hair Dressers and Cheeky Chimps Children's Play area; the customers of both companies currently rely on parking within the highway.

There are grass verges present along the southern side of Acorn Street, some of which could be converted to lay-by parking which would result in vehicles being parked clear of the carriageway and which would allow a reduction in the length of yellow lines being required for introduction. As the removal of the parked vehicles from Acorn Street could result in higher traffic speeds, it is suggested that traffic calming measures are also considered for introduction on approach to the informal crossing point.

It should be noted, however, that only part of the grass verge can be converted to a lay-by area, so it would still be necessary to introduce lengths of double yellow lines where the grass verges remain. The cost of this option has been estimated at £36,000.

1.4 Provision of Zebra Crossing Facility

Concerns have been raised that the area designated as an informal crossing point is dangerous for children to use and requests have been received for a zebra crossing facility to be introduced.

A design for a zebra crossing facility has been produced which is estimated to cost £23,000 to implement. It should be noted however that the associated zig zag markings cannot be parked on, consequently the concerns of the businesses would not be alleviated as their customers would still be prevented from parking directly outside their businesses. The advantage with the yellow line proposal is that customers could be dropped off and picked up and loading and unloading practices can take place. This is not permitted on zig zag markings associated with pedestrian crossing facilities.

1.5 <u>Provision of Footway Build Out and Improved Road Markings</u>

To assist pedestrians to cross the road more easily it is possible to narrow the carriageway slightly, by increasing the width of the footways, to reduce the width of carriageway the pedestrians need to cross. The benefit of this proposal is that the length of double yellow lines can be reduced in length, but the area directly outside the businesses will still have to the subject of double yellow lines. This proposal is estimated to cost £13,500.

- 1.6 The drawings detailing these options are attached at Appendix B.
- 1.7 It should be noted that funding for the options described above is not currently available from the Local Transport Programme. If any of the options are considered favourable to the introduction of double yellow lines then a funding stream would have to be found. Funding is however available for the introduction of the double yellow lines and it is felt that these should now be introduced as an interim measure until such time the other options described above can be funded and be given further consideration.

2 Options/Alternatives

- 2.1 Option 1: To approve the introduction of one or all of the 3 options described in paragraphs 1.3, 1.4 and 1.5 and identify an appropriate funding stream.
- 2.2 Option 2: To approve the introduction of the double yellow lines detailed in the report appended at Appendix A.

3 Preferred Option

3.1 The preferred option to approve is Option 2.

4 Comments Of Saddleworth West and Lees Ward Councillors

4.1 Ward Councillors have been consulted and Councillor S Hewitt commented "I am happy with the restrictions on Acorn Street to go ahead, the safety of the children crossing Acorn Street to go to and from School out trumps the business need taking into account the hairdressers has failed to provide parking and is being investigated by planning and Cheeky chimps has a car park at the rear of their property so they have provision."

5 Financial Implications

5.1 If Option 1 is approved, these will be the subject of a further report. If Option 2 is approved these comments were dealt with in the original ModGov report.

6 Legal Services Comments

6.1 If the proposals in Option 1 are approved there will need to be further consultation with the public. In relation to the traffic calming proposals, section 90G of the Highways Act 1980 gives the Council authority to construct traffic calming measures in any highway it is responsible for maintaining at the public expense. The Council is required to consult the Chief Officer of Police and such persons or organisations representing persons who use the highway or who are otherwise likely to be affected by the traffic calming work as the Council thinks fit. In relation to the proposal for a zebra crossing facility, under section 23 of the Road Traffic Regulation Act 1984, the Council may establish crossings on roads for which it is the traffic authority and may alter or remove any such crossings. Before establishing, altering or removing a crossing the Council must consult the chief officer of police, give public notice of the proposal and inform the Secretary of State in writing. (A Evans)

7 Co-operative Agenda

- 7.1 In respect of Acorn Street, Lees there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.
- 8 Human Resources Comments
- 8.1 None.
- 9 Risk Assessments
- 9.1 None.
- 10 IT Implications
- 10.1 None.
- 11 Property Implications
- 11.1 None.
- 12 **Procurement Implications**
- 12.1 None.
- 13 Environmental and Health & Safety Implications
- 13.1 Energy Nil.

- 13.2 Transport Nil.
- 13.3 Pollution Nil.
- 13.4 Consumption and Use of Resources In accordance with current specifications.
- 13.5 Built Environment Alteration to visual appearance of area.
- 13.6 Natural Environment Nil.
- 13.7 Health and Safety All proposals discussed will improve safety for all highway users.
- 14 Equality, community cohesion and crime implications
- 14.1 None.
- 15 Equality Impact Assessment Completed?
- 15.1 No.
- 16 **Key Decision**
- 16.1 No.
- 17 Key Decision Reference
- 17.1 Not applicable.
- 18 **Background Papers**
- 18.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act:

None.

- 19 **Appendices**
- 19.1 Appendix A Copy of TRO Panel report from the meeting in January
 Appendix B Drawings showing Alternative Schemes
- 20 **Proposal**
- 20.1 It is proposed that the double yellow lines detailed below be approved for introduction .

<u>Schedule</u>

<u>Drawing Number 47/A4/1390/1</u>

Oldham Borough Council (Lees Area) Consolidation Order 2003 As amended by the Oldham Borough Council (Variation of the Oldham Area, Lees Area, Chadderton Area, Failsworth Area, Royton Area, Crompton Area and Saddleworth Area Consolidation Orders) Minor Order 2004

Add to Part I Schedule 1 Prohibition of Waiting

Item No	Length of Road	Duration	Exemptions	No Loading
	Acorn Street, Lees (North Sides) From a point 10 metres west of its junction with Spindle Mews to a point 30 metres east of its junction with Spindle Mews	At any time	A, B1, B2, B3, B4, C, E, F, J, K3	
	Acorn Street, Lees (South Side) From a point 15 metres west of its junction with Spindle Mews to a point 40 metres east of its junction with Spindle Mews	At any time	A, B1, B2, B3, B4, C, E, F, J, K3	

APPENDIX A

COPY OF TRO PANEL REPORT FROM THE MEETING IN JANUARY



TRO Panel

TRO Panel – Objections to Proposed Prohibition of Waiting, Acorn Street, Lees

Report of: Executive Director, Economy, Skills and Neighbourhoods

Officer contact: Sarah Robinson, Traffic Engineer

Ext. 4377

30 January 2017

Reason for Decision

The purpose of this report is to consider objections received to the introduction of double yellow lines along part of Acorn Street, Lees.

Recommendation

It is recommended that the proposal be amended by reducing the length of double yellow lines to be introduced, to maximise on-street parking whilst maintaining highway safety, in accordance with the schedule at the end of this report.

TRO Panel 30 January 2017

Objections To Proposed Prohibition of Waiting, Acorn Street, Lees

1 Background

- 1.1 A proposal to introduce double yellow lines along part of Acorn Street, Lees was approved under delegated powers on 12 February 2015. The proposal was subsequently advertised and one letter of objection was received signed on behalf of 2 businesses, Wilson and Rogers Hairdressers and Cheeky Chimps indoor play area.
- 1.2 A copy of the delegated report is attached at Appendix A and a copy of the objection letter is attached at Appendix B.

2 Consideration of the Objection

- 2.1 The yellow lines were proposed to improve safety at a designated pedestrian route provided from Lees district centre connecting Medlock Way, Lees.
- 2.2 The route is regularly used by parents who are taking and collecting their children from school, as it gives direct access to Medlock Way and Rowland Way where the St Edwards and Hey with Zion schools are located. However, parents are experiencing difficulty crossing Acorn Street, where the route crosses the road, due the level of on-street parking taking place, in close proximity to the crossing point, on both sides of the road.
- 2.3 The crossing point is located on a bend and vehicles parked in its vicinity, on the inside of the bend, obstruct the inter-visibility between motorists and pedestrians. Whilst parking on the outside of the bend is not as obstructive to visibility, the reduction in road width caused by the parked vehicles, results in motorists having to operate a give and take system where pedestrians are attempting to cross the road. This practice is putting pedestrians at greater risk.
- 2.4 The objectors claim that the introduction of yellow lines will severely affect their businesses as the ability for customers to park local to their premises is fundamental to their economic survival and any major restrictions will see the businesses forced to close up and the business owners will be forced to tell their numerous staff they can no longer employ them.
- 2.5 The objectors also state they have been observing the development of land at Acom Street and planning permissions granted and all have focused on allowing sufficient parking for the businesses.
- 2.6 The objectors feel that measures should be introduced to make Acom Street safer but feel these should take the form of traffic calming measures and advanced warning signs.

Page 2 of 41 TM3/868 g:\common\pet\314

- 2.7 The objectors are correct when they state parking provision should have been provided for the new businesses as part of the planning consent, but this also included the permission for the Wilson and Rogers hair salon, who were required to provide a minimum of 6 parking spaces. Further to visiting the site these spaces do not exist. If the spaces had been provided the concerns raised in the objection may not have materialised.
- 2.8 Hayneswood Engineering, located on Acorn Street, were also required to provide off street parking within their grounds; whilst the spaces have been provided they have not always been available for use, so the matter is currently under investigation by the Planning Enforcement Team.
- 2.9 Even with the introduction of the yellow lines, there is still ample on street parking, where customers of the hairdressers and Cheeky Chimps could park, which is only a short distance away. The businesses are also part of Lees District Centre, and district centre parking exists only a short distance away.
- 2.10 The majority of businesses within Lees district centre do not have on street parking available directly outside their premises; customers have to find parking nearby and then walk to the premises. The yellow lines proposed will only remove parking over a short length; as stated earlier long lengths of highway will still be available for parking only a short distance from the objectors premises.
- 2.11 In view of the highway safety problem identified, the planning requirements of the businesses to provide off-street parking and the available on street parking only a short distance away from the objectors premises, it is felt that the double yellow lines be introduced on Acorn Street, but amended slightly from the original proposal, to maximise on-street parking, in accordance with drawing number 47/A4/1390/1 Rev B.
- 3 Options/Alternatives
- 3.1 Option 1: To approve the recommendation.
- 3.2 Option 2: Not to approve the recommendation.
- 4 Preferred Option
- 4.1 The preferred option to approve is Option 1.

Page 3 of 41 TM3/868 g:\common\pet\314

5 Comments Of Saddleworth West and Lees Ward Councillors

- 5.1 Ward Councillors have been consulted and Councillor S Hewitt would like to recommend Option 1. The crossing is dangerous you cannot see oncoming vehicles because of parked cars, these cars do not move all day so I could assume they are staff vehicles in the different businesses. An investigation needs to be carried out and enforcement needs to be taken if flaunting of planning rules in not supplying parking spaces needs to be followed up. Cheeky Chimps has their own parking, the hairdressers failed to build in parking and the rest there is plenty of space elsewhere on and off the road.
- 5.2 Councillor P Klonowski would support Option 1. I would also like to see the parking at Hayneswood Engineering sorted out. This seems to have been under investigation for some time now and getting nowhere.
- 6 Consideration of Ward Councillors Comments
- 6.1 The Councillors comments relating to the contravention of the Planning Permission is currently under investigation by the Council's Planning Enforcement Team. It is intended to provide a verbal update to the Panel at the meeting.
- 7 Consultation
- 7.1 Discussed in previous report.
- 8 Financial Implications
- 8.1 Discussed in previous report.
- 9 Legal Services Comments
- 9.1 Discussed in previous report.
- 10 Co-operative Agenda
- 10.1 In respect of the introduction of no waiting at any time restrictions along Acom Street there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.
- 11 Human Resources Comments
- 11.1 None.
- 12 Risk Assessments
- 12.1 None.

Page 4 of 41 TM3/868 g:\common\pet\314

13	IT Implications
13.1	None.
14	Property Implications
14.1	None.
15	Procurement Implications
15.1	None.
16	Environmental and Health & Safety Implications
16.1	Discussed in previous report.
17	Equality, community cohesion and crime implications
17.1	None.
18	Equality Impact Assessment Completed?
18.1	No.
19	Key Decision
19.1	No.
20	Key Decision Reference
20.1	Not applicable.
21	Background Papers
21.1	The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act:
	None.
22	Appendices
22.1	Appendix A – Copy of delegated report Appendix B – Copy of objection letter

g:\common\dec_rec\3174

23 Proposal

23.1 It is proposed that no waiting at any time restrictions (double yellow lines) be introduced along part of Acorn Street, in accordance with the following schedule.

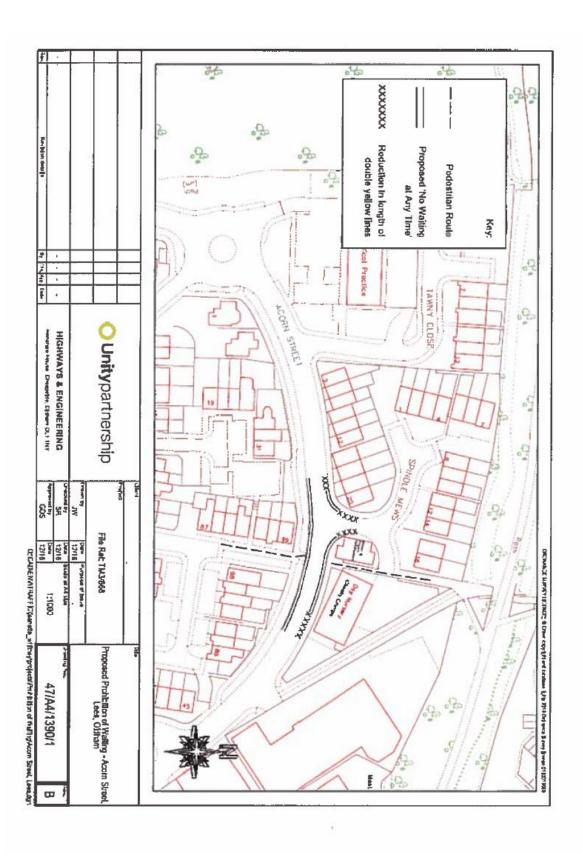
Schedule Drawing Number 47/A4/1390/1

Oldham Borough Council (Lees Area) Consolidation Order 2003 As amended by the Oldham Borough Council (Variation of the Oldham Area, Lees Area, Chadderton Area, Failsworth Area, Royton Area, Crompton Area and Saddleworth Area Consolidation Orders) Minor Order 2004

Add to Part I Schedule 1 Prohibition of Waiting

Item No	Length of Road	Duration	Exemptions	No Loading
	Acorn Street, Lees (North Sides)			
	From a point 10 metres west of its junction with Spindle Mews to a point 30 metres east of its junction with Spindle Mews	At any time	A, B1, B2, B3, B4, C, E, F, J, K3	
	Acorn Street, Lees (South Side)			
	From a point 15 metres west of its junction with Spindle Mews to a point 40 metres east of its junction with Spindle Mews	At any time	A, B1, B2, B3, B4, C, E, F, J, K3	

Page 6 of 41 TM3/868 g:\common\pet\314



19421 1991 1991 1991		
Page 7 of 41	g:\common\pet\314	06.12.16
TM3/868	3	
1 1010/000		

APPENDIX A

COPY OF DELEGATED REPORT

Page 8 of 41 TM3/868

g:\common\pet\314

DELEGATED ITEM

Proposed Prohibition of Waiting – Acorn Street, Lees

Portfolio Holder: Councillor D Hibbert – Housing, Planning and Transport

Report of Executive Director, Corporate and Commercial

Officer Contact : Andrew Cowell

Ext. 1963

Purpose of Report

The purpose of this report is to consider the introduction of parking restrictions on Acom Street, Lees.

Recommendation

It is recommended that prohibition of waiting restrictions are introduced at Acom Street, Lees, in accordance with the schedule at the end of this report.



Page 9 of 41 TM3/868 g:\common\pet\314

MODERN.GOV RECORDING SYSTEM

Delegated Item

Proposed Prohibition of Waiting - Acorn Street, Lees

Background

- Two local residents recently contacted the Council to highlight pedestrian 1.1 safety concerns on Acom Street in Lees. There is an uncontrolled crossing point located on Acorn Street which is used by school children. The residents are concerned that the crossing point is not visible for approaching motorists and that crossing the road is made difficult due to parked cars and the speed of traffic. The residents request that a zebra crossing be installed to aid pedestrian movements across Acom Street.
- Acom Street provides a link between St John Street and Athens Way. There 1.2 is an uncontrolled crossing point located midway along Acorn Street, which provides a pedestrian link between New Street and Medlock Way. There are two primary schools located at Medlock Way and the crossing point forms part of a pedestrian route between the two schools and the village centre.
- A pedestrian crossing survey has been completed and although the crossing 1.3 point is well used, especially at peak times, the location would not qualify for the introduction of a controlled crossing based on the number of vehicle and pedestrian movements at the site. As the crossing point cannot be upgraded to form a controlled crossing, it is proposed to introduce alternative safety measures to improve visibility and to highlight the crossing point itself.
- 1.4 There are currently no parking restrictions in the vicinity of the crossing point. Officers have inspected the location on several occasions and witnessed vehicles parked near to the crossing point. Visibility is clearly compromised by parked vehicles so therefore it is proposed to promote new parking restrictions at each side of the crossing. This will aid pedestrian crossing movements at the site by increasing the visibility along Acom Street and providing an increased level of visibility between the motorist and pedestrian.
- Additional measures will include the provision of school warning signs and 1.5 slow markings in advance of the crossing point and coloured surfacing at the crossing point itself. Pedestrian guardrail will also be installed to control the flow of pedestrians in advance of the crossing. These measures will be funded through The Safer Routes to School budget.

2 Options/Alternatives

- 2.1 Option 1: To approve the recommendation.
- Option 2: Not to approve the recommendation. 2.2

g:\common\dec_rec\2844 Page 2 of 9

06.12.16

Page 10 of 41 TM3/868

g:\common\pet\314

11,12,14

3 Preferred Option

3.1 The preferred option to approve is Option 1.

4 Justification

4.1 Officers believe that the restrictions are fully justified in order to maintain an adequate level of visibility at the crossing point. In view of this, it is proposed to introduce prohibition of waiting restrictions on Acorn Street, Lees, in accordance with drawing number 47/A4/1390/1.

5 Consultations

- 5.1 G.M.P. View The Chief Constable has been consulted and has no comment on this proposal.
- 5.2 T.f.G.M. View The Director General has been consulted and has no comment on this proposal.
- 5.3 G.M. Fire Service View The County Fire Officer has been consulted and has no comment on this proposal.
- 5.4 N.W. Ambulance Service View The County Ambulance Officer has been consulted and has no comment on this proposal.

6 Comments Of Saddleworth West & Lees Councillors

6.1 The Ward Councillors have been consulted and Councillor P Klonowski has commented that obviously pedestrian safety comes first but if these waiting restrictions are implemented where is the traffic expected to move to. Does the nursery have adequate parking. I think that most of the traffic is generated by people using the nursery.

In my experience Acom Street often has cars parked on both sides of the area of the proposed ban and beyond. Where does the Council expect the cars using the nursery to move to. Could the problem just be moved elsewhere rather than solved.

I would like a bit of reassurance that this parking ban will have the desired effect and not just move the problem somewhere else.

7 Consideration of Councillors Comments

7.1 From site inspections it is clear that the majority of parking is not associated with the nursery. The area becomes fully parked up at school times by parents utilising the area to avoid the problems around the two nearby schools at Medlock Way. Other parking is likely to be associated with the nursery and other nearby businesses plus village centre workers.

Page 3 of 9

g:\common\dec_rec\2844

11.12.14

Page 11 of 41 TM3/868 g:\common\pet\314

- 7.2 We will always try to maintain on-street parking where it is safe to do so but a business cannot rely solely on on-street parking facilities. It is clear that the parking in this area compromises the safety of pedestrians crossing and in particular school children. We therefore believe the proposed restrictions are fully justified.
- 7.3 I realise that some displacement will occur but it is not anticipated that this would present any major safety issues and the focus should be on protecting the crossing point.
- 7.4 Considering the above, I hope that you would support the proposal. If approved, the proposal would be formally advertised when the nursery could object or make comment on the scheme.
- 8 Financial Implications
- 8.1 The cost of introducing the Traffic Regulation Order is detailed below:
- 8.2 Summary Implications

	2014/15
	<u>£</u>
Capital	Nil
Revenue – one off	1,100
Revenue - maintenance (recurrent)	100

8.3 Revenue Implications

	<u>£</u>
Advertisement of Order	600
Introduction of Road Markings	500
TOTAL	1,100
Annual Maintenance Cost (calculated December 2014)	100

The proposal has a one off cost of £1,100 to be coded the Highways Operations – Unity Budget – R40009 40916 X590.

The annual maintenance cost which is estimated at £100 will be a charge against the Highways Operations budget. If there are pressures in this area as the year progresses, the Directorate will have to manage its resources to ensure that there is no adverse overall variance at year end.

The additional measures are separate to this TRO report. (C Dunkerley)

Page 4 of 9 g:\common\dec_rec\2844 11.12.14

Page 12 of 41 TM3/868

g:\common\pet\314

9 Legal Services' Comments

- 9.1 The Council must be satisfied that it is expedient to make the Traffic Regulation Order in order to avoid danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or for preventing damage to the road or to any building on or near the road, or for facilitating the passage on the road or any other road of any class of traffic, including pedestrians, or for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property or for preserving or improving the amenities of the area through which the road runs.
- 9.2 In addition to the above, under section 122 of the Road Traffic Regulation Act 1984, it shall be the duty of the Council so to exercise the functions conferred on them by the Act as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Regard must also be had to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run, the strategy produced under section 80 Environmental Protection Act 1990 (the national air quality strategy), the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and any other matters appearing to the Council to be relevant. (A Evans)

10 Cooperative Agenda

- 10.1 In respect of the introduction of prohibitive waiting restrictions along Acom Street there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.
- 11 Human Resources Comments
- 11.1 None.
- 12 Risk Assessments
- 12.1 None.
- 13 IT Implications
- 13.1 None.
- 14 Property Implications
- 14.1 None.

Page 5 of 9

g:\common\dec_rec\2844

11.12.14

TM3/868

	B	
15	Procurement Implications	
15.1	None,	
16	Environmental And Health & Safety Implications	
16.1	Energy – Nil.	
16.2	Transport - Nil.	
16.3	Pollution - Nil.	
16.4	Consumption and Use of Resources - In accordance with current specifications.	
16,5	Built Environment - Nil.	
16.6	Natural Environment – Nil.	
16.7	Health and Safety - None.	
17	Equality, Community Cohesion and Crime Implications	
17,1	None.	
18	Equality Impact Assessment Completed?	
18.1	No.	
19	Key Decision	
19,1	No.	
20	Forward Plan Reference	
20.1	Not applicable,	
21	Background Papers	
21,1	The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act:	

File Ref : TM3/868

Name of File: Proposed Prohibition of Waiting – Acorn Street, Lees Officer Name: Mr D Dalrymple Contact No: 0161 770 5243

Page 6 of 9	g \common\dec_rec\2844	11.12.14
Page 14 of 41 TM3/868	g:\common\pet\314	06.12.16

22 Proposal

22.1 It is proposed that prohibition of waiting restrictions are introduced on Acom Street, Lees, in accordance with drawing number 47/A4/1390/1 and the following schedule.

Schedule

Drawing Number 47/A4/1390/1

Oldham Borough Council (Lees Area) Consolidation Order 2003
As amended by the Oldham Borough Council (Variation of the Oldham Area, Lees Area, Chadderton Area, Failsworth Area, Royton Area, Crompton Area and Saddleworth Area Consolidation Orders) Minor Order 2004

Insert in Part I Schedule 1 Prohibition of Waiting

Item No	Length of Road	Duration	Exemptions	No Loading
	Acom Street, Lees (Both sides) From a point 15 metres west of its Junction with Spindle Mews to a point 40 metres east of its junction with Spindle Mews	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	Spindle Mews, Lees (Both sides) From its junction with Acom Street for a distance of 10 metres in a northerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

Signed David Hibbert Cabinet Member, Housing, Planning and Transport	Dated 12/2/2015
Signed Lebeu In Consultation with Assistant Executive Director, Neighbourhoods	Dated 15.2. IT

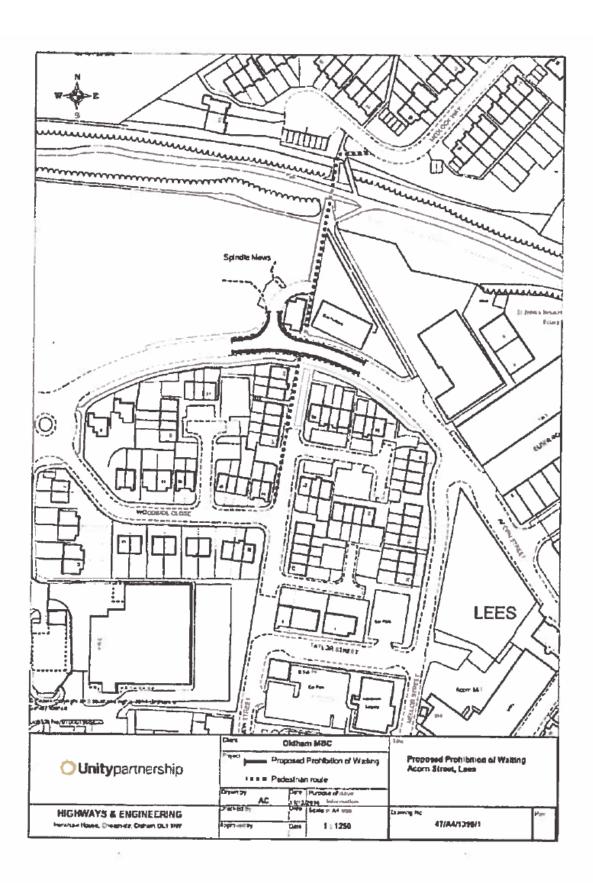
Pege 7 of 9 g:\common\dec_rec\2844 11.12.14

Page 15 of 41 g:\common\pet\314 06.12.16
TM3/868

Report Tracking	
Where	When
EMT	
Leadership	
Joint Leadership	
Overview & Scrutiny	

 Page 8 of 9
 g:\common\dec_rec\2844
 11.12.14

 Page 16 of 41 TM3/868
 g:\common\pet\314
 06.12.16



 Page 9 of 9
 g.\common\dec_rec\2844
 11.12.14

 age 17 of 41
 g:\common\pet\314
 06.12.16

APPENDIX B

COPY OF OBJECTION LETTER

Page 18 of 41 TM3/868

g:\common\pet\314



Environment Solicitor to the Council

Civic Centre, West Street, Oldham, OL1 1UL.



Date: 13th April 2015

Dear Sir.

Re: THE OLDHAM CONSOLIDATION ORDER PROHIBITION OF WAITING ORDER 2105
ACORN STREET & SPINDLE MEWS, LEES.

I write on behalf of both Wilson and Rogers Hairdressing and Cheeky Chimps Ltd. to place on record our strongest objections to the proposed restrictions at the above location. The ability of customers to park local to our businesses is fundamental to our economic survival and any major restrictions, as proposed by yourselves, will see us forced to close up and tell our numerous staff we can no longer employ them.

We have witnessed the development of Acorn Street and kept a close eye on proposals and permissions granted. All of which have focussed on allowing sufficient parking for the businesses both existing and proposed. I have enclosed some previous commercial and industrial proposals that clearly show the allowance made for the hair salon and the generous parking afforded within the developments so that parking on Acorn Street would not be required.

This was until the residential development; not only have we had to suffer months of lost revenue, when access was restricted and dust and dirt prevailed, but are now faced with a layout of housing on Spindle Mews that encourages parking on Acorn Street by the residents.

Furthermore the recent planning application by Hayneswood Engineering shows a reduction in their parking of 11 spaces (see enclosed document). However it appears that approval was conditional on parking spaces being provided which does not appear to have happened as many of their staff use Acom Street.

A further frustration for the owners of Cheeky Chimps is that the footpath to which the crossing point leads belonged to then and was passed over to the Council for consideration that never materialised.

We do feel that there is an issue with parking at two points during the day which is when children attending the two schools on Mediock Way are being dropped off and collected. An inevitable consequence of two schools on a cul-de-sac, which forces parents to seek alternative access to avoid this congestion. Both businesses suffer from vehicles being parked in front of, and in the case of Cheeky Chimps, on their premises at these times.

CONTACT / WILSON & ROGERS HAIRDRESSING & BEAUTY ACORN STREET LESS OLDHAM OL4 3PD TEL 0161 624 5028

Page 19 of 41 TM3/868 g:\common\pet\314

Outside of these times the current parking arrangements work as both businesses are frequented at different intervals by patrons, in your proposal report you have incorrectly identified Cheeky Chimps as a nursery but it is in fact an activity centre for young children.

We agree that measures should be taken to make Acorn Way safer, not only at these busy times but in general. Ideally we feel that traffic calming measures such as speed humps combined with advanced warning signage would fulfil this requirement, but following an on-site meeting with your Highways representative we also agreed that a reduced prohibition of waiting scheme would be acceptable.

We proposed that prohibition of waiting be reduced to the North side of Acora Street only; being 10 metres in either direction from the junction of Spindle Mews, and both sides of Spindle Mews in a northerly direction for 10 metres.

There would be no prohibition of waiting on the South side of Acorn Street, this being replaced by laybys commencing either side of the crossing point and extending 15m in either direction along Acorn Street. This would sit in the current grass verge and maintain the footpath width. If the depth of the lay-by used the entire verge this would allow an exceptional line of site along Acorn Street in either direction as the external edge of a vehicle would be approximately 300mm back from the existing kerb line. This proposal was accepted in principle by your representative whose only caveat to acceptance appeared to be financial. Whilst we appreciate that this would increase the cost of the current proposals it would allow both businesses to remain open and pay our businesse rates something that would offset the costs in a very short period. The alternative outcome is no businesses and hence no rates.

We hope that the long term benefits to the area through maintained employment and provision of service will outweigh any short term budgetary concerns that might jeopardise a seemingly equitable solution.

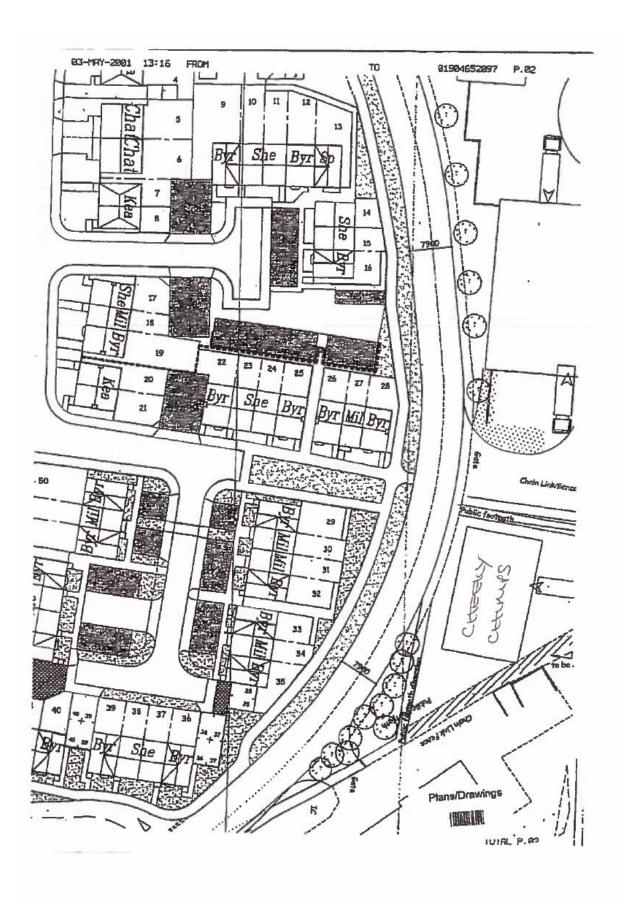
Yours Faithfully

Pamela Wilson.

Wilson & Rogers

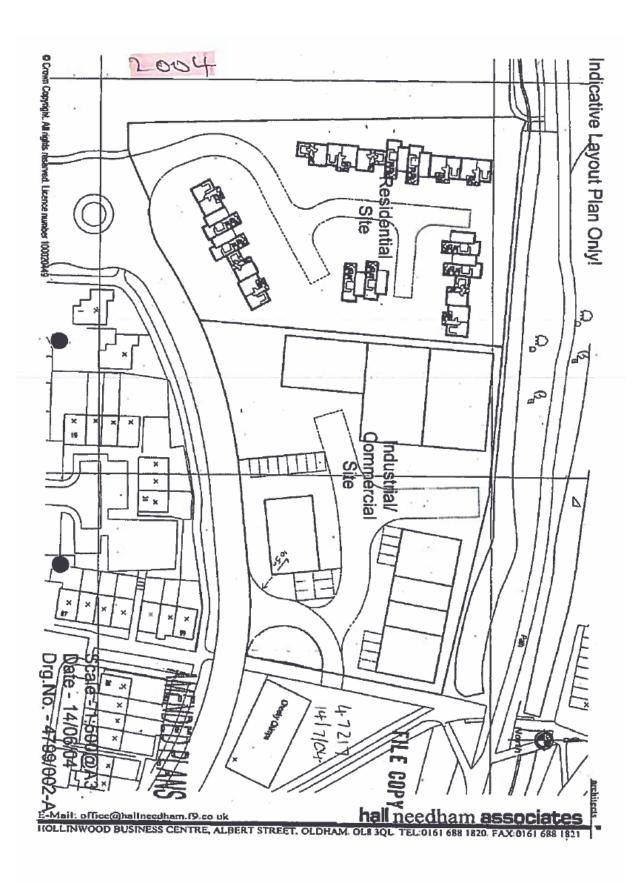
Sue Hibbert

Cheeky Chimps Ltd.



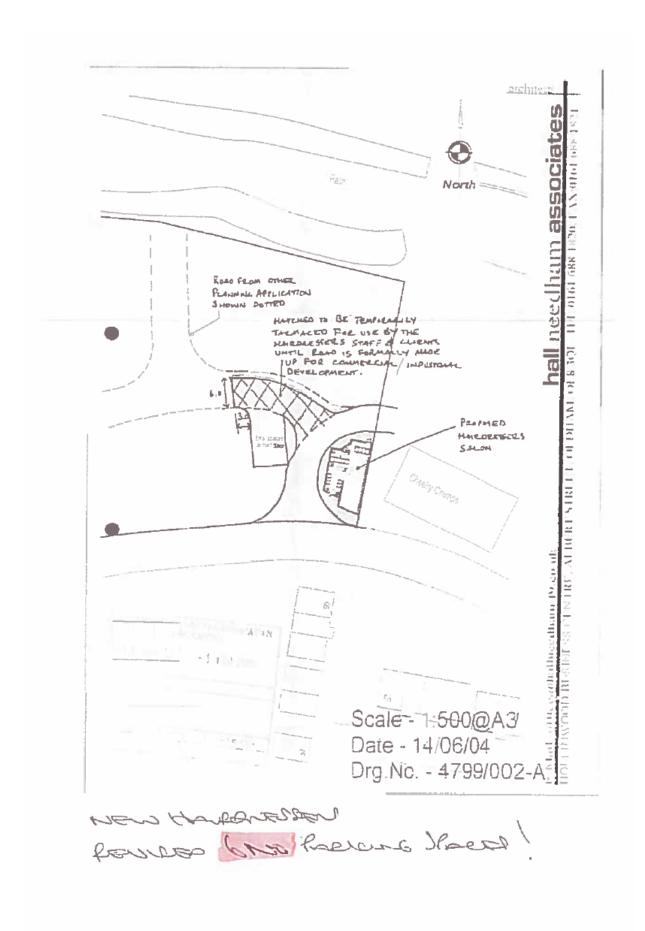
Page 21 of 41 TM3/868

g:\common\pet\314



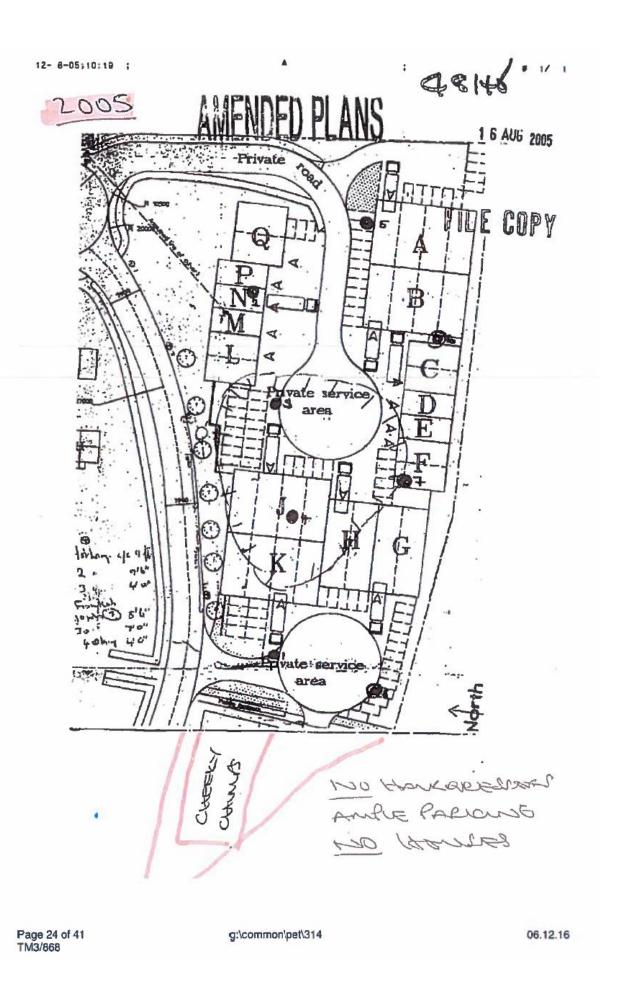
Page 22 of 41 TM3/868

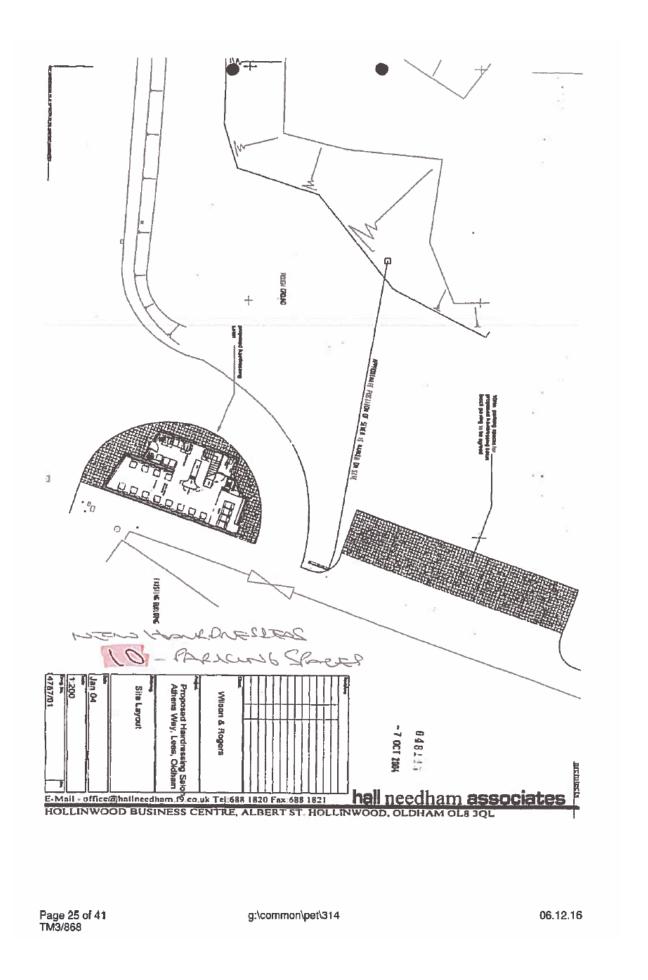
g:\common\pet\314

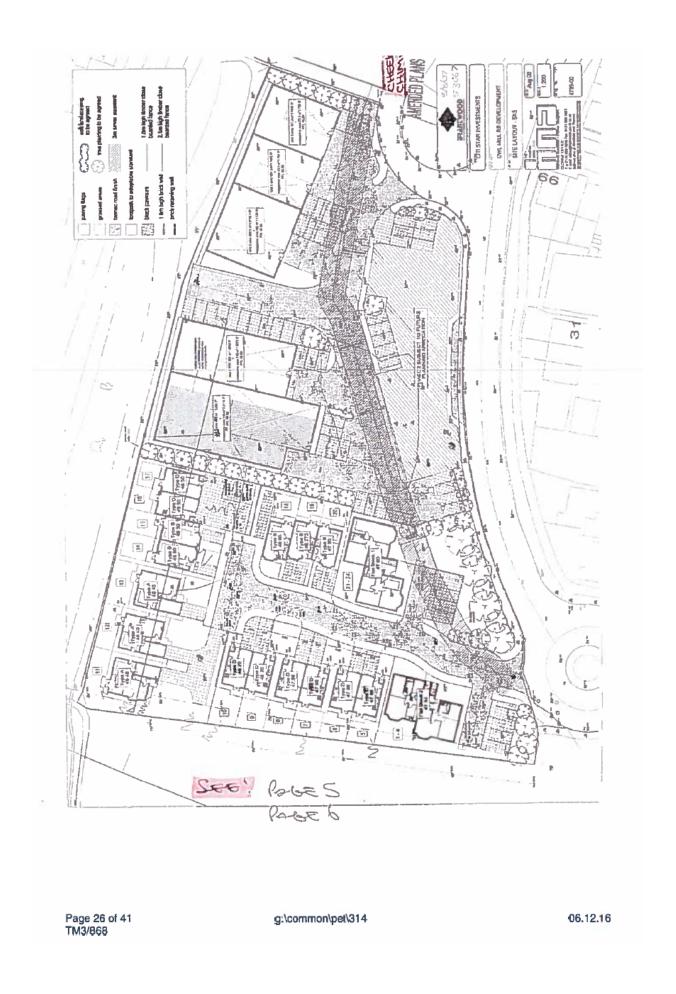


Page 23 of 41 TM3/868

g:\common\pet\314







NOTICE OF DECISION OF APPROVAL OF PERMISSION

Town and Country Planning Act 1990
Town and Country Planning (General Development Procedure) Order 1995

Correspondence Address:

Applicant:

Hall Needham Associates Hollinwood Business Centre Owl Mill Developments c/o Brantwood Design

Albert Street Oldham

OL8 3QL

Essex House Kelsall Street Oldham OL9 6HR

Application Number:

PA/053067/07

Date of Application:

30 March, 2007

Location:

Owl Mill Site, Acom Street, Lees, Oldham

Proposal:

Reserved matters application for 8 no. flats, 16 no. dwelling

houses and 5 no. industrial units.

All matters to be considered.

 The development hereby approved shall be fully implemented in accordance with the amended plans and specifications, received on 8th August 2007, which are referenced as follows; drawing nos. 4799-00; 4799-011 Rev A and 4799-013, and on 30th March 2007, which are referenced as follows; drawing nos. 4799/01; 4799/02; 4799/03; 4799/04; 4799/05; 4799/06; 4799/07; 4799/08; 4799/09; 4799/10; and 4799/12 unless otherwise agreed in writing by the Local Planning Authority.

Reason - For the avoidance of doubt and to ensure that the development is carried out in accordance with the approved plans and specifications.

No development shall take place unless and until a programme plan showing the
phases by which the site will be developed for mixed use has been submitted to
and approved in writing by the Local Planning Authority and the phasing of
the development shall be carried out entirely in accordance with the approved
plan.

Reason - To ensure that the site is developed for mixed residential / business use.

Page 27 of 41 TM3/868 a:\common\pet\314

3. No development shall commence unless and until a scheme detailing existing ground levels and all finished floor and site levels, including cross sections where requested by the Local Planning Authority, has first been submitted to and approved in writing by the Local Planning Authority (such details to include any subsequent amendments as required by the Authority. Thereafter the development shall be constructed entirely in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason - In the interests of visual amenity.

4. No development approved by this permission shall be commenced until a scheme for the provision and implementation of a surface water regulation system has been approved by the Local Planning authority. The scheme shall be completed in accordance with the approved plans.

Reason - To reduce the risk of flooding.

No development shall take place unless and until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. The materials to be used throughout the development shall be consistent in terms of colour, size and texture with the approved samples.

Reason - To ensure that the appearance of the development is acceptable to the Local Planning Authority in the interests of the visual amenity of the area within which the site is located.

6. Prior to their installation a detailed specification and colour scheme for all external doors, windows and rainwater goods shall be submitted to and approved in writing by the Local Planning Authority (such scheme to include any subsequent amendments as required by the Authority).

Reason - To ensure that the appearance of the development is acceptable to the Local Planning Authority in the interests of protecting both the character and appearance of the building and the area within which the site is located.

No development shall take place unless and until full details of both hard and soft landscape works, which is generally in accordance with amended plans received on 8th August 2007 (Drawing no.4799-00), have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved (such scheme to include any subsequent amendments as required by the Authority). The hard landscape details shall include proposed finished levels or contours; means of enclosure; hard surfacing materials and street furniture, where relevant. The soft landscaping works shall include planting plans; written specifications (including cultivation and other operations associated with plant and

grass establishment); schedules of plants and trees, noting species, plant/tree sizes and proposed numbers/densities and the implementation programme.

Reason - To ensure that the development site is landscaped to an acceptable standard in the interests of protecting the visual amenity and character of the site and its surroundings.

8. All hard and soft landscape works for the site to comply with condition 16 shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance the programme agreed with the Local Planning Authority. Thereafter, any trees or shrubs which die, are removed or become seriously damaged or diseased within a period of five years from the completion of the development, shall be replaced in the next planting season with others of a similar size, number and species to comply with the approved plan unless otherwise agreed in writing by the Local Planning Authority.

Reason - To ensure that the landscaping scheme is carried out and protected in the interests of visual amenity and to safeguard the future appearance of the area.

9. No development shall commence unless and until a site investigation and assessment to identify the extent of land contamination has been carried out and the consultant's report and recommendations have been submitted to and approved in writing by the Local Planning Authority. Written approval from the Local Planning Authority will be required for any necessary programmed remedial measures and, on receipt of a satisfactory completion report, to discharge the condition.

Reason - In order to protect public safety and the environment.

10. No development shall commence unless and until a site investigation and assessment in relation to the landfill gas risk has been carried out and the consultant's written report and recommendations have been submitted to the Local Planning Authority. Written approval from the Local Planning Authority will be required for any necessary programmed remedial measures and, on receipt of a satisfactory completion report, to discharge the condition.

Reason - In order to protect public safety, because the site is located within 250 metres of a former landfill site.

 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no development in Classes A, B, C, D, E, G or H of Part 1, or Class A of Part 2, of Schedule 2 to that Order shall be carried out on the site without the prior written consent of the Local Planning Authority.

Reason - The Local Planning Authority considers it expedient, having regard to the density, type and appearance of the development, to regulate any future alterations/extensions to ensure that the amenities of the occupiers of neighbouring dwellings and the character and appearance of the area are not detrimentally affected.

The level of noise emanating from the site shall not exceed 56 dB(A) LA eq(15m) between 8:00am-6:00pm Mon-Fri, 9:00am-1:00pm Sat and 45 dB(A) LA eq(5m) at any other time as measured from any site boundary.

Reason - To ensure the protection of occupants of nearby premises.

13. No machinery shall be operated, no process shall be carried out and no deliveries taken at or despatched from the site outside the following times: 8:00am-6:00pm Mon-Sat, nor at any time on Sundays, Bank or Public Holidays.

Reason - To protect the amenities of occupiers of nearby premises.

14. The building and/or externally mounted plant and equipment shall be insulated in accordance with a scheme submitted to and approved by the Local Planning Authority before the development is first brought into use. Any work implementing the scheme shall be completed before use commences and shall be retained at all times thereafter.

Reason - To ensure the protection of nearby premises.

15. The use of the industrial/commercial units hereby approved shall be resticted to Class B1 only of the schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to the class in any statutory instrument amending or replacing that Order.

Reason - To ensure that the use remains acceptable to the Local Planning Authority and to protect the amenities of the occupiers of nearby properties.

The industrial units (Units 1-5) hereby approved shall not be brought into use unless and until the access and the servicing and parking areas have been constructed, hard-surfaced, drained and marked out to enable all vehicles to enter and leave the application site in forward gear in accordance with the approved plan and specifications received on 8th August 2007 (Ref. drawing no. 4799-00) and thereafter the servicing and parking areas shall not be used for any purpose other than the parking, loading and unloading and manoeuvring of vehicles.

Reason - To ensure that adequate servicing and off-street parking facilities are provided for the development and that servicing and parking does not take place on

07.11.19

the highway to the detriment of highway safety.

17. No dwelling shall be occupied unless and until the vehicular access to the dwelling from Athens Way has been completed with an appropriate hard surfaced finish with associated drainage, in accordance with details which shall be submitted to and approved by the Local Planning Authority, prior to any development taking place. All roads serving the dwellings shall be completed to finished wearing course within 3 months of the last dwelling being occupied.

Reason - To ensure that vehicular access exists to the development and that vehicles will not park on Athens Way to the detriment of safety of other highway users.

No dwelling shall be occupied unless and until the parking spaces for that dwelling situated clear of the highway have been provided in accordance with the approved plan received on 8th August 2007 (Ref. drawing no. 4799-00). The parking and/or garage spaces so provided shall be available at all times thereafter for the parking of vehicles.

Reason - To ensure that adequate off-street parking facilities are provided for the development and that parking does not take place on the highway to the detriment of highway safety.

19. The construction of the layby on Athens Way hereby approved shall not be commenced unless and until a detailed scheme including construction details and a minimum 1.8 metres footway has been submitted to and approved in writing by the Local Planning Authority. Thereafter the layby shall not be brought into use unless and until the approved scheme has been fully implemented.

Reason - To facilitate the movement of traffic generated by the development in the interests of highway safety.

20. No development shall take place unless and until a detailed scheme for the provision of adequate secure cycle storage facilities has been submitted to and approved by the Local Planning Authority. Thereafter, the development hereby approved shall not be brought into use unless and until the secure cycle storage facilities have been provided in accordance with the approved scheme and shall always remain available to users of the development.

Reason - To ensure adequate cycle storage facilities are available to users of the development.

Notes:

The decision to grant planning permission has been taken having regard to the
policies and proposals in the Oldham Metropolitan Borough Unitary Development
Plan set out below, and to all relevant material considerations including

Supplementary Planning Guidance, and any representations made as a result of the notification and consultation process:

B2.1 - Primary Employment Zones

H1.1 - Housing Land Release - Phase 1

H1.4 - Housing Density

H1.5 - Housing Choice and Diversity

H2.1 - Providing Affordable Housing

D1.1 - General Design Criteria

R2.1 - Requirement for New and Improved Open Space, Sport and Recreation Facilities and Residential Developments

NR3.3 - Renewable Energy in Major New Developments.

This advice is only intended as a summary of the reasons for granting planning permission. For further details please see the report in the application file.

- The applicant is required to enter into an Agreement under Section 38 of the Highways Act 1980 in respect of the roadworks for the development. Where highway structures are required e.g. bridges, retaining walls etc. details should be submitted for approval in accordance with the Environmental Services Directorate's document Br 40 'Technical Approval of Highway Structures on Private Developments Having Public Access'. A copy can be obtained upon written application to the Traffic Section.
- The applicant is advised to contact the Environmental Protection Section of the Council on 0161 7703445 or 4465 before any landfill gas investigation takes place.
- The applicant is advised to contact the Environmental Protection Section of the Council on 0161 770 3445 or 4465 before any contaminated land investigation takes place.
- The level of insulation to be provided and/or noise permitted from externally
 mounted machinery shall aim to be such that the rated level of noise emitted from
 the development is below the existing background level by at least 10dB(A)

The applicant is advised to contact the Environmental Protection Section of the Council on 0161 770 4502 to discuss the measurement methodology and monitoring position.

- Where feasible the applicant should consider the use of sustainable urban drainage systems (SUDS) to attenuate surface water run-off.
- The applicant's attention is drawn to the attached letter from the Environment Agency dated 29th May 2007.
- The applicant's attention is drawn to the attached letter from United Utilities dated 22nd May 2007.

- Notwithstanding the requirements of condition no.3 no clearance of vegetation shall be undertaken within the bird breeding season (March - July inclusive).
 - Reason To prevent disturbance to bird habitats during the breeding season.
- There shall always be provided and remain available within the site a vehicular turning area to enable vehicles servicing the development to enter and leave the site in a forward gear.
 - Reason To ensure vehicles can enter and leave the site in a forward gear in the interests of highway safety.
- 6. The development hereby approved shall not be brought into use unless and until the car parking spaces have been provided in accordance with the approved plan received on 13 May 2011 (Ref: Dwg No. 302-37 Rev A) and thereafter the parking spaces shall not be used for any purpose other that the parking and manoeuvring of vehicles.
 - Reason To ensure that adequate off-street parking facilities are provided for the development so that parking does not take place on the highway to the detriment of highway safety.
- 7. Notwithstanding the plans hereby approved, and prior to any development commencing on site, a detailed specification shall be submitted to and approved in writing by the Local Planning Authority for the proposed boundary fencing. The approved scheme shall be implemented in full accordance with the approved details prior to the first occupation of the proposed extension and be retained at all times thereafter.

Reason - In the interests of securing the site and in the interests of visual amenity.

***************************************	Case Officer
	Date
***************************************	Principal Planning Officer
***************************************	Date

Signed on behalf of the Council Dated: 18 October, 2007 Head of Planning Services Page 34 of 41 TM3/868 g:\common\pet\314 06.12.16 Oldham Council
Economy, Place and Skills Directorate
Place Making and Management
Transportation and Planning
Civic Centre
PO Box 30
West Street
Oldham OL1 10Q





Tel. 0161-770 410\$ Fex 0161-770 3104

planning@oldham.gov.uk

Application for Planning Permission. Town and Country Planning Act 1990

Publication of applications on planning authority websites.
Please note that the information provided on this application formend in supporting documents may be published on the Authority's website.
If you require any further classication, please contact the Authority's planning department. 1. Applicant Name, Address and Contact Details Title: Mr First name: K Surname: HAYNES HAYNESWOOD ENGINEERING Company name Country National Extension Street address: Number Telephone number: Mobile number: Town/City lone Fax number: County: Country: Email address: Pastcode. Are you an agent acting on behalf of the applicant? ← Yes ← No 2. Agent Name, Address and Contact Details Title: Mr First Name philip Company name: Pilgrim Associates Ltd Country National Extension Street address: 43 - Nile Mill Fields New Road Cade Number Chadderton Telephone number 0161 627 1536 Oldham Mobile number: Town/City Manchester Fax number: County: Email address: Country: uĸ Postcode: OL9 BNH philipshaw@btconnect.com 3. Description of the Proposal Please describe the proposed development including any change of use: EXTENSION TO FORM WORKSHOP Has the building, work or change of use already started? C Yes @ No

Page 35 of 41 TM3/868 g:\common\pet\314

4. Site Address Details					
Full postal address of the site (Including full postcode where available) Description:					
House: Sulfix,	-				
Housename: MAYNESWOOD ENGINEERING LTD					
Street address: ACORN STREET					
LEES					
Town/City: OLDHAM					
County					
Postcade: OL4 3DE					
Description of location or a grid reference (must be completed if postcode is not known):					
Easting: 195312					
Northing 404840					
5. Pre-application Advice					
Has assistance or prior advice been sought from the local authority about this application? Yes No					
6. Pedestrian and Vehicle Access, Roads and Rights of Way					
Is a new or altered vehicle access proposed to or from the public highway? (**Yes **(**) No					
is a new or altered pedestrian access proposed to or from the public highway? Yes © No					
Are there any new public roads to be provided within the site? (Yes (No					
Are there any new public rights of way to be provided within or adjacent to the site? Yes @ No					
Do the proposals require any diversions/extinguishments and/or creation of rights of way? (*Yes G* No					
7 Warta Sterrag and Collection	=				
7. Waste Storage and Collection Do the plant incorporate areas to store and aid the collection of waste? Yes © No					
Have arrangements been made for the separate storage and collection of recyclable waste? (**Yes** (**No**)					
8. Authority Employee/Member					
With respect to the Authority, I am:					
(a) a member of staff					
(b) an elected member (c) related to a member of staff					
(d) related to an elected member					
Do any of these statements apply to you? Tes 🔞 No					
9. Materials					
Please state what matchas (including type, colour and name) are to be used externally (if applicable):					
Walls - description: Description of existing materials and linishes:					
PROFILES STEEL					
Description of proposed materials and finishes					
PROFILED STEEL					
Roof - description: Description of existing materials and finishes:					
PROFILED STEEL					
Description of proposed materials and finishes:					
PROFILED STEEL					
Windows - description:					
OesCription of existing materials and finishes: UPVC					
Description of proposed materials and finishes					
urve					

Page 36 of 41 TM3/868

g:\common\pet\314

9. (Materials continued)					
Opers - description:					
Description of existing materials and finishes:					
UPVC Description of proposed materials and finishes:					
UPVC					
Are you supplying additional information on submitted plants l/drawing is l/design and access statement? Yes 6 No					
10. Vehicle Parking					
Please provide information on the existing and proposed number of on-site parking spaces:					
Type of vehicle	Existing number	Total proposed (vicluding spaces	Difference in		
Cars	of spaces	retained)	spaces		
Light goods vehicles/public carrier vehicles	0	0	11		
Motorcycles	0	0	0		
Disability spaces	0	0	0		
Cycle spaces	0	0	0		
Other (e.g. Bus)	0	0	0		
Short description of Other					
11. Foul Sewage					
Please state how foul sewage to be disposed of:					
Mains Sewer	Package treatment plant	Unknown			
Septic tank	Cess pit	3			
Other					
Are you proposing to connect to the existing drainage sys					
	(- 163 (•			
If Yes, please include the details of the existing system on the application drawings and state references for the plants)/drawing(s)					
12. Assessment of Flood Risk					
Is the site within an area at risk of flooding? (Refer to the Environment Agency's Flood Map showing flood sones 2 and 3 and consult Environment Agency standing advice and your local planning authority requirements for information as necessary.) Yes No					
If Yes, you will need to submit an appropriate flood risk assessment to consider the risk to the proposed site.					
is your proposal within 20 metres of a watercourse (e.g. river, stream or beck)? Yes @ No					
Will the proposal increase the flood risk elsewhere? Yes @ No					
How will surface water be disposed of?					
5 Sustainable drainage system					
Soakaway Existing watercourse					
C. A. C.					
13. Blodiversity and Geological Conservation					
To assist in answering the following questions refer to the guidance notes for further information on when there is a reasonable likelihood that any important biodiversity or geological conservation features may be present or nearby and whether they are likely to be affected by your proposals.					
Having referred to the guidance notes, is there a reasonable likelihood of the following being affected adversely or conserved and enhanced within the application site. OR on land adjacent to or near the application site:					
a) Protected and priority species					
Yes, on the development site Yes, on land adjacent to or near the proposed development (a No					
b) Designated sites, Important habitats or other biodiversity features					
Yes, on the development site Yes, on land adjacent to or near the proposed development No					
12 10					
c) Features of geological conservation importance (Yes, on the development site Yes, on land adjacent to or near the proposed development (A No					
Yes, on the development site Yes, on			€ Na		

Page 37 of 41 TM3/868

g:\common\pet\314

APPLICATION REPORT - PA/059380/11

Delegated Report

Registration Date:

15/03/2011

Ward:

Saddleworth West and Lees

Application Reference: PA/059380/11

Type of Application:

Full Planning Permission

Proposal:

Extension to form workshop

Location:

Hayneswood Engineering Ltd, Acorn Street, Lees, OL4 3DE

Case Officer:

Martyn Leigh

Applicant

Hayneswood Engineering

Agent:

Pilgrim Associates

THE SITE

The application site is located on the north eastern side of Acorn Street and comprises an industrial unit occupied by Hayneswood Engineering.

THE PROPOSAL

The application proposes a two storey extension to the north west elevation of the existing building which would provide additional 'workshop' accommodation whilst the first floor space would be utilised as office accommodation. The proposed extension would occupy an irregular shaped footprint largely due to the constraints of the boundary of the site. However, it would project a maximum of 8,2m from the existing north eastern gable of the building and would stand 4.3m above ground level to the ridge of the shallow pitched roof.

RELEVANT HISTORY OF THE SITE:

PA/043474/02 - New office and workshop - Approved with Conditions, 05/12/02

PA/043056/02 - Erection of new workshop - Approved with Conditions, 30/07/02

PA/036462/98 - Erection of industrial building (workshop) - Approved with Conditions. 02/06/98

SITE SPECIFIC UDP POLICIES

PEZ Primary Employment Zone ROS Recreational Open Space

GCL Green Corridors and Links

CONSULTATIONS

Traffic Section Recommend conditions Greater Manchester Ecology Unit Recommend conditions

Pollution Control No objection United Utilities Asset Protection No objection

Water and Wastewater Comments

REPRESENTATIONS

Page 38 of 41 TM3/868

g:\common\pet\314

None

PLANNING CONSIDERATIONS

The main issues to consider are:

- · The principle of the proposed extension;
- The design of the proposed extension and its impact on the amenity;
- The impact of the proposed extension of the adjacent ROS and Green Corridor;
- · Parking and highway safety;

Principle

The application site is located within a Primary Employment Zone as allocated by the Unitary Development Plan (UDP) for Oldham although part of the site extends within Recreational Open Space and Green Corridor to the north. Therefore, the following policies within the UDP are relevant in the assessment of the application:

D1.1 - General Design Criteria

B2.1 - Primary Employment Zones

OE2.2 - Green Corridors and Links

R1.1 - Maintaining Supply through the Protection and Improvement of Existing Open Space, and Outdoor Sport or Recreation Facilities

Policy B2.1 restricts uses in Primary Employment Zones to protect the Borough's existing employment areas. Primary Employment Zones generate significant levels of employment opportunities and are located in areas considered to be more suitable for economic development thus reducing the need to develop open land and minimising the potential for conflict with residential areas. The list of acceptable uses cited in Policy B2.1 includes business use, general industry, and warehousing / distribution, which fall respectively within Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended).

Policy OE2.2 is broadly concerned with the protection of open space which is valued for recreation and/or wildlife. Development will only be permitted where it would not have the effect of severing the open land corridor into sections or harming the potential for wildlife. Also, access by pedestrians along the corridor should not be compromised by development proposals. The policy therefore serves to safeguard the function of the land and is not concerned with amenity issues which are covered by Policy D1.1.

Policy R1.1 states that development which results in the loss of open space will only be permitted where the development will deliver a benefit to the local community that would outweigh the harm resulting from the loss of the open space. The parcel of land in question, a triangular shaped plot to the north of the site, contributes to the overall character of the green corridor allocation. The land is occupied by semi-mature trees and is largely overgrown and wild and its loss would not compromise the function of the green corridor land allocation. It is proposed to implement a landscaping scheme between the proposed extension and the footpath forming the Green Link / corridor to offset any visual harm caused.

Therefore, there is no objection in principle to the proposal in land use planning terms.

Wildlife and ecology considerations

10no, trees would be lost as a result of the proposed development which would be replaced in accordance with a landscaping scheme submitted with the application. There are no Tree Preservation Orders on the site and it is considered that the proposed landscaping scheme, comprising 14no, trees and 293m² of shrubs, would adequately compensate for the loss of existing trees and should assist to screen the existing building and the proposed extension.

The Greater Manchester Ecology Unit (GMEU) acknowledge that the proposed extension

Page 39 of 41 TM3/868 g:\common\pet\314

will entail the removal of part of the Green Corridor designation and clearance of vegetation within it. Although GMEU would prefer to see the proposals altered to avoid the need to encroach onto adjoining land they suggest that if the application is approved conditions should be attached requiring biodiversity is considered and adequately protected. The applicant has submitted a detailed landscaping scheme which is considered to be acceptable and which would also serve to minimise the visual impact of the proposed extension. A condition is attached to the recommendation requiring the scheme to be implemented prior to the first occupation of the proposed extension.

Design and impact on amenity

Policy D1.1 is primarily concerned with ensuring that development proposals do not significantly affect residential amenity, the character of the surroundings, and highway safety. It also places emphasis on achieving high standards of design which are compatable with the existing street scene. The proposed extension is considered to be proportionate in scale and appearance to its local setting within an established Primary Employment Zone and would be constructed from materials which would match the existing building. The implementation of the proposed landscaping should minimise the visual impact of the proposed extension.

Parking and highway safety

Policy T3.1 requires development to be designed to enable users of the site to access it safely and as conveniently as possible, whether they arrive by car, lorry, public transport, motorcycle, bicycle, wheelchair, on foot or by other means appropriate to the nature and location of the development. Development will only be allowed if it provides necessary highway measures to facilitate access and operations which do not compromise highway safety.

The Traffic section have raised no objections to the proposal providing that conditions are attached requiring the vehicular turning area to be retained and that the development should not be brought in to use unless the car parking spaces have been provided in accordance with the approved plan (dwg. 302-37 Rev. A).

RECOMMENDATION

Approve, subject to the following conditions:

- The development must be begun not later than the expiry of THREE years beginning with the date of this permission.
 - Reason To comply with the provisions of the Town & Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building.
 - Reason To ensure that the appearance of the existing building is not detrimentally affected by the proposed extension.
- 3. All landscape works shown on drawing no.203/1 (Feb. 2011) shall be carried out in full prior to the occupation of any part of the development hereby approved in accordance with a programme to be agreed with the Local Planning Authority. Thereafter, any trees or shrubs which die, are removed or become seriously damaged or diseased within a period of five years from the completion of the development, shall be replaced in the next planting season with others of a similar size, number and species to comply with the approved plan unless otherwise agreed in writing by the Local Planning Authority.

Reason - To ensure that the landscaping scheme is carried out and protected in the interests of visual amenity and to safeguard the future appearance of the area.

APPENDIX B DRAWINGS SHOWING ALTERNATIVE SCHEMES

