

STOCKPORT
METROPOLITAN BOROUGH COUNCIL

Chief Executive's Directorate
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Area Governance

AGENDA

BRAMHALL AND CHEADLE HULME SOUTH AREA COMMITTEE

Bramhall Village Club
Melbourne Road
Bramhall Lane South

Meeting: Thursday, 1 April 2010
Business: 6.30 pm

1. MINUTES

To approve as a correct record and sign the minutes of the meeting held on 4 March 2010.
(Enclosed)

2. DECLARATIONS OF INTEREST

Councillors and officers to declare any interests which they may have in any of the items on the agenda for this meeting.

3. URGENT DECISIONS

To report any urgent action taken under the Constitution since the last meeting of the Area Committee.

4. COMMUNITY ENGAGEMENT

(i) Chairs Announcements

To receive announcements from the Chair about local community events or issues.

(ii) Public Question Time

Members of the public are invited to put questions to the Chair of the Area Committee on any matters within the powers and duties of the Area Committee, subject to the exclusions set out in the Code of Practice. (Questions must be submitted prior to the commencement of the meeting on the cards provided. These are available at the meeting and at local libraries and Information and Advice Centres)

(iii) Neighbourhood Policing

Councillors and members of the public are invited to raise 'Neighbourhood Policing' issues with the local Neighbourhood Policing Team.

(iv) Environmental and Highway Services

Representatives of the Service Director (Environment) will attend the meeting to provide an update on matters raised at the previous committee meetings.

(v) Petitions

To receive petitions from members of the public and community groups.

(vi) Open Forum

In accordance with the Code of Practice no organisation has indicated that they wished to address the Area Committee as part of the Open Forum arrangements.

(vii) Area Flexibility Funding

To consider applications for Area Flexibility Funding or to receive feedback from organisations who have received funding.

Bramhall, Business and Community**Non-Executive Business****5. DEVELOPMENT APPLICATIONS**

(Enclosed)

The following development application will be considered by the Area Committee:-

(i) DC043921 1 Conway Road, Cheadle Hulme

Erection of a single detached residence on land adjacent to 1 Colwyn Road and demolition of existing garage and driveway.

The Area Committee is recommended to refuse planning permission.

(ii) DC043669 63 Bridle Road, Woodford

First floor extension to existing bungalow and construction of single storey rear extension.

The Area Committee is recommended to refuse planning permission

- (a) To consider the development applications where members of the public have attended the meeting in order to speak or hear the Area Committee's deliberations.
- (b) To consider the remaining development applications.
- (c) To consider consultations (if any) received by the Service Director (Regeneration) on any planning issues relevant to the Bramhall & Cheadle Hulme South area.

Officer contact: Dominic Harvey 0161 474 3557, dominic.harvey@stockport.gov.uk

6. APPEAL DECISIONS AND CURRENT PLANNING APPEALS

To consider a report of the Service Director (Legal & Property)

(Enclosed)

The report summarises recent appeal decisions, lists current planning appeals and dates for local enquiries and informal hearings for planning appeals within the area represented by

Bramhall and Cheadle Hulme South Area Committee.

The Area Committee is recommended to note the report.

Officer contact: Joy Morton 0161 474 3217, joy.morton@stockport.gov.uk

Executive Business

7. TRAFFIC REGULATION ORDERS TO ENABLE MAINTENANCE ACTIVITIES

To consider a report of the Service Director (Environment) (Enclosed)

The report advises the Area Committee that Traffic Regulation Orders can be made to enable street cleansing/maintenance activities where regular high volumes of parked cars impede street cleansing / maintenance services – gully cleansing.

The Area Committee is requested to note the report.

Officer Contact: Megan Black 0161 218 1410, megan.black@stockport.gov.uk

8. BRAMHALL MOOR LANE - TRAFFIC MANAGEMENT MEASURES: CONSULTATION PROPOSALS

To consider a report of the Service Director (Environment) (Enclosed)

The report details proposals for traffic management measures including pedestrian and cycling improvements, bus stop upgrades and kerblines improvements on Bramhall Moor Lane between the rail bridge and Bridge Lane roundabout.

The Area Committee is recommended to consider the proposals set out in the report and recommend that the Executive Councillor (Transportation) approves that a detailed design and consultation be instigated in relation to the options specified.

Officer Contact: Andrew Marsh 0161 474 4903, andrew.marsh@stockport.gov.uk

9. BRAMLEY CLOSE, BRAMHALL

To consider a report of the Service Director (Environment) (Enclosed)

The report requests the Area Committee to consider the need for a Traffic Regulation Order (TRO) on Bramley Close, Bramhall outside the Health Centre.

The Area Committee is requested to comment on the report and make an appropriate recommendation to the Executive Councillor (Transportation)

Officer contact: Irene Hardman: 0161 474 4848, irene.hardman@stockport.gov.uk

10. CONWAY ROAD, PEMBROKE CLOSE & SNOWDON DRIVE, CHEADLE HULME

To consider a report of the Service Director (Environment) (Enclosed)

The report requests the Area Committee to consider the need for a Traffic Regulation Order on Conway Road, Pembroke Close and Snowden Drive, Cheadle Hulme.

The Area Committee is requested to approve the recommendations contained in the

report.

Officer contact: Irene Hardman: 0161 474 4848, irene.hardman@stockport.gov.uk

11. USE OF COMMUTED SUMS FOR PLAY IN THE BRAMHALL & CHEADLE HULME SOUTH AREA COMMITTEE

To consider a report of the Service Director (Communities) (Enclosed)

The report requests the Area Committee to consider the use of commuted sums for play provision in the Bramhall & Cheadle Hulme South Area Committee area and approves the location of the play area where these sums are to be spent.

That the Area Committee approves the allocation of the commuted sums detailed in the report.

Officer Contact: Vanessa Brook, 0161 474 4446, vanessa.brook@stockport.gov.uk

12. NOMINATION OF LA SCHOOL GOVERNORS

To consider a report of the Service Director (Learning & Achievement) (Enclosed)

The Area Committee is requested to confirm the re-appointment of Mrs M Hulme at Lane End Primary.

Officer contact: Libby Evans, 0161 474 3847, libby.evans@stockport.gov.uk

13. PROGRESS ON AREA COMMITTEE DECISIONS

To consider a report of the Head of Area Governance. (Enclosed)

The report provides an update on progress on decisions taken by the Area Committee since the last meeting and details the current position on Area Flexibility Funding.

The Area Committee is requested to note the report.

Officer contact: Steve Fox 0161 474 3206, stephen.fox@stockport.gov.uk

Dates of future meetings

Wednesday 21 April 2010

Thursday 27 May 2010

Thursday 24 June 2010

Public Transport Details at Time of Publication

From Stockport Station, 378 at 5.00 pm, 5.21 pm and 5.30 pm

From Cheadle Hulme, 307 at 4.42 pm and 5.42 pm

From Hazel Grove, 308 at 5.00 pm

Contact: Steve Fox on 474 3206, e-mail: stephen.fox@stockport.gov.uk or Fax: 0161 474 3240

If you require a copy of the agenda or a particular report(s) by e mail or in large print, Braille or audio, please contact the above person for further details. A minicom facility is available on 0161 474 3128.

A free interpreting service is available if you need help with this information.
Please telephone Stockport Interpreting Unit on 0161 477 9000.
Email: eds.admin@stockport.gov.uk

如果你需要他人為你解釋這份資料的內容，我們可以提供免費的傳譯服務，請致電 0161 477 9000 史托波特傳譯部。

W przypadku gdybyś potrzebował pomocy odnośnie tej informacji, dostępne są usługi tłumaczeniowe. Prosimy dzwonić do Interpreting Unit pod numer 0161 477 9000.

যদি এই খবরগুলি সম্পর্কে আপনার কোন সাহায্য দরকার হয় তবে বিনা খরচে আপনার জন্য দোভাষীর ব্যবস্থা করা হতে পারে। মেহেরবানী করে স্টকপোর্ট ইন্টারপ্রিটিং ইউনিটে ফোন করুন টেলিফোন নম্বর, 0161 477 9000.

اگر آپ کو ان معلومات کے بارے میں مدد کی ضرورت ہے تو مفت ترجمانی کی سروس دستیاب ہے۔ براہ مہربانی انٹرپرائٹنگ یونٹ کو 0161 477 9000 پر فون کریں۔

خدمات ترجمہ رایگان این اطلاعات در صورت نیاز موجود میباشد. لطفا با شماره تلفن 0161 477 9000 یا واحد ترجمہ (اینترپرائٹنگ یونٹ) ما تماس بگیرید.

تنوفر خدمت ترجمہ شفویة اذا تطلبت مساعدة في فهم هذا المعلومات. نرجو الاتصال اربن رینیول علی رقم الهاتف: 0161 477 9000

BRAMHALL AND CHEADLE HULME SOUTH AREA COMMITTEE

7

Meeting: 4 March 2010
At: 6.30 pm

PRESENT

Councillor Paul Bellis (Chair) in the Chair; Councillor Maureen Walsh (Vice Chair); Councillors Brian Bagnall, Stuart Bodsworth, Helen Foster-Grime, Lenny Grice, Linda Holt, Bryan Leck and Suzanne Wyatt.

1. MINUTES

The minutes (copies of which had been circulated) of the meeting held on 28 January 2010 were approved as a correct record and signed by the Chair.

2. DECLARATIONS OF INTEREST

Councillors and officers were invited to declare any interests which they had in any of the items on the agenda.

The following interest was declared:-

Personal interest

Councillor

Interest

Brian Bagnall

Agenda Item 8 ' Bramhall Park Road' as a resident of the road. (Minute 9 refers)

3. URGENT DECISIONS

No urgent decisions were reported.

4. COMMUNITY ENGAGEMENT

(i) Chair's Announcements

The Chair announced that he had agreed to alter the date of the April meeting of the Area Committee and that it would now be held on Wednesday 21 April 2010 at 6.30pm

(ii) Public Question Time

Members of the public were invited to submit questions on any matters within the powers and duties of the Area Committee.

Four public questions were submitted relating to:-

- a) Planning policy L1.3
- b) Two relating to Station Road, Cheadle Hulme
- c) Road repairs on Gillbent Road, Cheadle Hulme

The Chair reported that the two questions relating to Station Road, Cheadle Hulme would be dealt with when agenda item 7 ' Station Road' was considered.

RESOLVED - That, in accordance with the Code of Practice, the Chair be requested to provide a written response to the questions relating to planning policy L1.3 and the road repairs on Gillbent Road, Cheadle Hulme.

5. STATION ROAD

A representative of the Head of Area Governance submitted a report of the Service Director (Environment) informing the Area Committee of the results of a consultation exercise with the residents of Station Road Cottages on the need to provide them with permit parking.

RESOLVED - That consideration of this item be deferred and the Service Director (Environment) be requested to submit a report to a future meeting combining the issues of permit parking and the proposals for accessing Ramillies Avenue from Station Road.

6. COMMUNITY ENGAGEMENT (continued)

(i) Neighbourhood Policing

Inspector Stephen Gilbertson (Greater Manchester Police) and PC Phil Gurton Licensing Officer, Greater Manchester Police attended the meeting to answer questions from Councillors and members of the public in relation to Neighbourhood Policing issues and in particular to any concerns in respect to licensed premises within the area represented by Bramhall & Cheadle Hulme South Area Committee.

The following issues were raised/comments made:-

- The Pub Watch schemes in both Bramhall and Cheadle Hulme, whilst relatively new were already proving to be successful.
- Concern was expressed in relation to youths drinking alcohol and anti-social behavior issues in general in Meadway Car Park.

RESOLVED – That Inspector Gilbertson and PC Gurton be thanked for their attendance.

(ii) Highway Services

With the consent of the Area Committee this item was withdrawn.

(iii) Petitions

No petitions were submitted.

(iv) Open Forum

Greenspace Forum

Christine Hessian of the Stockport Greenspace Forum attended the meeting to make a presentation in respect of the work of the organisation.

The Stockport Greenspace Forum is a group made up of members of Stockport's "Friends Of" groups that supports new volunteer groups, providing a "buddy system" to share experiences, was a founder member of the National Open Spaces Forum and is the only group of its kind in Greater Manchester. It was reported that there were currently 67 "Friends Of" groups throughout Stockport, which had so far raised over £1.5m for improvements to green spaces in Stockport.

RESOLVED – That Christine Hessian be thanked for her attendance.

(v) Area Flexibility Funding

Manchester Marauders Rugby Club

RESOLVED – That the Head of Area Governance be requested to make a grant of £600 (to be divided equally between the three wards) to Manchester Marauders Rugby Club for the purchase of a new kit.

7. DEVELOPMENT APPLICATIONS

Development applications were submitted.

(NOTE: Full details of the decisions including conditions and reasons for granting or refusing planning permission and imposing conditions are given in the schedule of plans. The Corporate Director is authorised to determine conditions and reasons and they are not therefore referred to in committee minutes unless the committee makes a specific decision on a condition or reason. In order to reduce printing costs and preserve natural resources, the schedule of plans is not reproduced within these minutes. A copy of the schedule of plans is available on the council's website at www.stockport.gov.uk/planningdecisions. Copies of the schedule of plans, or any part thereof, may be obtained from the Communities, Regeneration & Environment Directorate upon payment of the Council's reasonable charges)

A representative of the Head of Area Governance outlined the procedure approved by the Council for public speaking on planning applications.

In respect of plan no 43230 for single storey front extension to house and extension of garage at 1 Patch Lane, Bramhall

The applicant spoke in favour of the application

It was then

RESOLVED – That planning permission be granted.

In respect of plan no 43585 for change of use of the premises for use of upto two Class A1 Retail/Class A2 Financial and Professional/Class A3 Restaurant and Café units at Ground floor; Class B1 offices and/or ancillary uses for ground floor A1/A2/A3 units at first floor; and Class B1 offices at second floor at 32 Woodford Road, Bramhall

A member of the public spoke against the application and

the applicant spoke in support of the application,

it was then

RESOLVED (Councillor Leck against)– That the Planning and Highways Regulation Committee be requested to undertake a site visit in order to assess the potential impact of the proposal in relation to car parking in the District Centre and that the Service Director (Regeneration) be requested to submit further details in respect to possible uses of the premises should planning permission be granted.

8. APPEAL DECISIONS AND CURRENT PLANNING APPEALS

A representative of the Service Director (Transportation & Planning) submitted a report (copies of which had been circulated) of the Service Director (Legal & Property) listing any outstanding or recently determined planning appeals within the area represented by the Area Committee.

RESOLVED – That the report be noted.

9. BRAMHALL PARK ROAD, BRAMHALL - PROPOSED TRAFFIC CALMING

A representative of the Head of Area Governance submitted a report of the Service Director (Environment) (copies of which were circulated) requesting the Area Committee to consider proposed traffic calming measures on Bramhall Park Road.

RESOLVED – (1) That approval be given for the installation of vehicle activated speed signs and that should these prove to be unsuccessful in reducing speeds, further consideration be given to the introduction of physical measures.

(2) That the Service Director (Environment) be requested to contact the manufacturers of the vehicle activated speed signs with a view to trialing speed signs which utilise coloured warning lights for those cars traveling below and in excess of 30 miles per hour and that a report be submitted to a future meeting.

10. BOWERY AVENUE, CHEADLE HULME - PROPOSED PRIVATE STREET WORKS

A representative of the Head of Area Governance submitted a report of the Service Director (Major Projects) (copies of which had been circulated) detailing the outcome of the residents survey of the proposed private street works (PSW) for Bowery Avenue, Cheadle Hulme.

RESOLVED – That the Service Director (Major Projects) be requested to take no further action in respect to the proposal for private street works on Bowery Avenue, Cheadle Hulme.

11. LEASE OF LAND OFF ADSWOOD ROAD, CHEADLE HULME, STOCKPORT

A representative of the Head of Area Governance submitted a report of the Managing Director NPS Stockport Ltd (copies of which had been circulated) requesting the Area Committee to consider the transferring of a Lease held by Stockport Council in respect to the land off Adswood Road, Cheadle Hulme to Souldions SK.

RESOLVED – That the Managing Director NPS Stockport Ltd be authorised to take the necessary action to transfer the Lease for the land off Adswood Road, Cheadle Hulme from Stockport Council to Solutions SK.

12. APPLICATION FOR THE USE OF OAK MEADOW - 27 MARCH 2010 - EASTER SERVICE

A representative of the Head of Area Governance submitted a report of the Service Director (Communities) (copies of which had been circulated) requesting the Area Committee to consider an application from Chruches Together to hold an Easter Service

in Oak Meadow on 27 March 2010.

RESOLVED – That the application to hold an Easter Service in Oak Meadow on 27 March 2010 be approved.

13. APPLICATION FOR THE USE OF BRAMHALL PARK - 16 MAY 2010 - DUCK RACE AND FAMILY FUN EVENT

A representative of the Head of Area Governance submitted a report of the Service Director (Communities) (copies of which had been circulated) requesting the Area Committee to consider an application from the Rotary Club of Bramhall and Woodford requesting permission to hold a Duck Race and Family Fun Event at Bramhall Park on 16 May 2010.

RESOLVED – That the application to hold a Duck Race and Family Fun Event in Bramhall Park on 16 May 2010 be approved.

14. AWARD OF COSTS ON A PLANNING APPEAL - 32/34 CARRWOOD ROAD

A representative of the Head of Area Governance submitted a report of the Service Director (Environment) (copies of which had been circulated) requesting the Area Committee to agree to the appointment of a Cost Negotiator to seek the reduction in the costs from those applied for to be met from the Area Committees Highway Maintenance and Local Initiatives delegated budget.

RESOLVED – That the Executive Councillor (Transportation) be requested to approve the appointment of a Costs Negotiator to seek a reduction in the costs applied for.

15. NOMINATION OF LA SCHOOL GOVERNORS

There were no vacancies to consider.

16. PROGRESS ON AREA COMMITTEE DECISIONS

A representative of the Head of Area Governance submitted a report (copies of which had been circulated) updating the Area Committee on progress since the last meeting on decisions taken by the Area Committee and the current position on Area Flexibility Funding.

RESOLVED – That the report be noted.

The meeting closed at 9.46pm.

Agenda Item 5

13

Committee Report produced for Bramhall and Cheadle Sth Committee on 01 April 2010

INFORMATION

These applications need to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants [and those third parties, including local residents, who have made representations] have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Article 8 and Protocol 1 Article 1 confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Unitary Development Plan, the Head of Development and Control has concluded that some rights conferred by these Articles on the applicant(s)/objectors/residents and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. He believes that any restriction on these rights posed by approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

DEVELOPMENT APPLICATIONS

Report of the Corporate Director

MATTER FOR CONSIDERATION

To consider the following development applications:-

Item 1 – DC043921

No.1 COLWYN ROAD, CHEADLE HULME, STOCKPORT, CHEADLE, SK8 6BX

AGENDA ITEM NO.1

Application Reference: DC043921

Proposal: **Erection of a single storey detached residence on land adjacent to 1 Colwyn Road and demolition of existing garage and driveway.**

Type of Application: Full Planning Permission

Registration Date: 22/02/2010

Expiry Date: 19/04/2010

Responsible Officer: Dominic Harvey

Applicant: Mrs Armin

Agent : Domus Design

Location: 1 COLWYN ROAD, CHEADLE HULME, STOCKPORT, CHEADLE, SK8 6BX

COMMITTEE STATUS

Bramhall & Cheadle Hulme South Area Committee (Called Up by Councillor Holt)

DESCRIPTION OF DEVELOPMENT

This re-submitted application seeks full planning permission to construct a 2 bedroom detached true bungalow on land accommodating a garage (to be demolished) and forming part of the side garden of No.1 Colwyn Road Cheadle

Hulme which would be retained. Both the applicant's retained dwelling and proposed bungalow would be served by private useable amenity space and separate vehicular access points to Colwyn Road. The driveway would incorporate water permeable pavements with space for car parking. The bungalow would be sub-divided from the retained dwelling by a 1.8 metre high concrete post and panel fence. Internally the layout would consist of a dining/kitchen, lounge, bathroom and two bedrooms all at a ground floor level, with all habitable room windows to the front and rear elevations. The proposed bungalow would measure 4.2 metres high at ridge, 2.65 metre high at eaves and accommodate a footprint measuring 8.1 metres wide by 11 metres long. The proposed elevations would be finished with 'white' rendered walls with a dark grey interlocking reconstituted slate tiled roof above. A Design and Access Statement and Arboricultural Impact Assessment which proposes the removal of an oak and sycamore together with mitigation with the planting of two silver birch supports the application.

SITE AND SURROUNDINGS

The application relates to a 0.45 hectare plot of land, mainly level and currently accommodating a concrete sectional garage forms part of the side garden of No.1 Colwyn Road and lies within a predominantly residential area. The site which fronts Colwyn Road neighbours No.1 Colwyn Road a detached dormer bungalow and No.5 Colwyn Road a semi-detached two-storey house No.1 Colwyn Road principal frontage faces into the application site and towards the side elevation of No.5 Colwyn Road. The site is roughly rectangular in shape and consists of rough grass and several trees, boundaries are mainly hedges and fencing at present.

POLICY BACKGROUND

DCD1: DESIGN AND CHARACTER

DCD1.1: DESIGN PRINCIPLES

DCD1.4: LANDSCAPING OF NEW DEVELOPMENT

NE2.1: TREE AND WOODLAND PROTECTION

L1: LEISURE IN STOCKPORT

L1.1: LAND FOR ACTIVE RECREATION

L1.2: CHILDRENS PLAY

L1.3: PROVISION OF RECREATION AND AMENITY OPEN SPACE IN NEW DEVELOPMENTS

HP1: HOUSING PROVISION

HP1.2: PHASING OF HOUSING DEVELOPMENTS

HP1.4: WINDFALL HOUSING SITES

CDH1: DEVELOPMENT IN PREDOMINANTLY RESIDENTIAL AREAS

CDH1.1: NEW RESIDENTIAL DEVELOPMENT IN PREDOMINANTLY RESIDENTIAL AREAS

NE2.1: TREE AND WOODLAND PROTECTION

TD1: TRANSPORT AND DEVELOPMENT

TD1.1: ACHIEVING ACCESSIBLE DEVELOPMENTS

TD1.4: PARKING IN DEVELOPMENTS

TD1.5: SAFETY AND CAPACITY ON THE HIGHWAY NETWORK

TD1.6: ACCESSIBILITY AND THE DESIGN OF DEVELOPMENT

MW1.5: CONTROL OF WASTE FROM DEVELOPMENT

Council's Supplementary Planning Guidance entitled 'Recreational Open Space and Commuted Payments,' and the Council's Supplementary Planning Document entitled, 'The Design of Residential Development'.

PLANNING HISTORY

DC027191

No.1 Colwyn Road

Garage, bedroom and hall extension

Full Planning Permission (Householder)

Local Authority decision

Grant – 30-MAR-81

DC043312

No.1 Colwyn Road

Construction of a detached 2 bedroom detached dormer bungalow on land accommodating a garage (to be demolished) and forming part of the side garden

of No.1 Colwyn Road Cheadle Hulme which would be retained.

Full Planning Application

Local Authority decision

Refused – 15-JAN-10

- 1. The overall design of the proposed bungalow would undermine the quality, attractiveness and character of the surrounding area. The proposal is therefore contrary to policies DCD1.1: Design Principles (criteria ii and v) and CDH1.1: New Residential Development in Predominantly Residential Areas (criteria i), as well as the standards set out in "The Design of Residential Development" Supplementary Planning Document.*
- 2. The proposed bungalow by reason of its proximity to principal habitable room windows of No.1 Colwyn Road would have an overbearing and claustrophobic impact that would severely compromise the amenity/quality of life of the occupiers of No.1 Colwyn Road. The proposal is therefore contrary to policies DCD1.1: Design Principles (criteria v and vii) and CDH1.1: New Residential Development in Predominantly Residential Areas (criteria vi), as well as the standards set out in "The Design of Residential Development" Supplementary Planning Document.*

NEIGHBOURS VIEWS

Neighbouring owner/occupiers on Colwyn Road and Conway Road that surround and overlook the site were notified of the development by letter, the neighbour notification period expires (27/03/10). To date no representations have been received.

CONSULTEE RESPONSES

Environmental Health Officer (Contaminated Land): I write with regard to the above mentioned application for the proposed erection of a single storey detached residence on land adjacent to 1 Colwyn Road and demolition of the existing garage and driveway. I would like to make the following comments to be included on any decision made upon this application.

Please note that these conditions should be applied as a phased approach, depending upon the outcome of each subsequent condition i.e if the investigation carried out to satisfy CTM1 recommends further works then CTM2 should then be applied etc.

CTM1: No development shall take place until an investigation and risk assessment into contamination at the site, in accordance with a scheme to be approved in writing by the local planning authority, has been carried out. The

investigation and risk assessment shall include recommendations for remedial action and the development shall not be occupied until these recommendations have been implemented.

A report was not submitted with the application which identified potentially unacceptable risks from contamination and further investigation is required to ensure that these risks to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EP1.5, "Development on or near Contaminated Sites", of the Stockport Unitary Development Plan Review.

CTM2: No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the specified use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the local planning authority. The scheme to be submitted shall specify but not be limited to:-

- (i) the proposed remediation objectives and remediation criteria
- (ii) all remedial works to be undertaken including the quantities of materials to be removed from and imported to the development site.
- (iii) the proposals for sourcing and testing all materials imported to the site including testing schedules, sampling frequencies and actual and allowable contaminant concentrations (as determined by appropriate risk assessment in accordance with the document "Model Procedures for the Management of Land Contamination" (CLR11)).

Reason – To ensure that any unacceptable risks from contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EP1.5, "Development on or near Contaminated Sites", of the Stockport Unitary Development Plan Review.

CTM3: The development shall not be occupied until the approved remediation scheme required to be submitted by Condition [XXXX] has been carried out. Within [XXXX] months of completion of remediation measures, a validation report assessing the effectiveness of the remediation carried shall be submitted to and approved in writing by the local planning authority. The report shall specify any further remediation measures necessary and indicate how and when these measures will be undertaken.

Reason – To ensure that any unacceptable risks from contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EP1.5, "Development on or near Contaminated Sites", of the Stockport Unitary Development Plan Review.

CON1 INFORMATIVE: Any investigation or risk assessment which seeks to establish the presence or otherwise of contamination on or close to the site of a proposed development should be carried out in accordance with current legislation and guidance.

Highway Engineer: The application is for demolition of a garage and construction of a dwelling on the plot. The site is in a sustainable location and is considered appropriate for housing use. In order to protect pedestrian visibility on the Easterly boundary of the driveway the first 1m length of the proposed timber fence will need restricting to 0.6m in height. This can be dealt with by condition, along with conditions covering access, parking etc. No highway objections are raised. Recommendation: No objections.

Arboricultural Officer: The site is small suburban garden containing number of mature trees. There are three mature alongside the boundary with the adjacent property No 5 Colwyn Road, but it is difficult to see in whose ownership they are. However, none are in great health or of any great merit and being so close to existing structures we would not wish to protect them. Therefore, I don't feel this application should be refused on tree issues.

Design Officer: Design Officer: The site is currently a garden containing a detached garage associated with 1 Colwyn Road. The proposal involves constructing a detached two-bed dormer bungalow in place of the detached garage. The site has a frontage to Colwyn Road which is of a similar width as other plots on Colwyn Road, which is located between 1 and 5 Colwyn Road. The proposed bungalow will be orientated to front Colwyn Road with habitable room windows located to the front and rear and a high level bathroom window and kitchen door on the side elevation facing 5 Colwyn Road.

The adjacent property to the north-east, 1 Colwyn Road, is a dormer bungalow close to the junction with Conway Road, and it relates in scale and style (pitched roofed and rendered with feature brick quoins and plinth) to bungalows on Conway Road rather than Colwyn Road. It is different to other properties in the area as it is not orientated to front Colwyn Road; rather it faces into the site (south-west) towards the side elevation of no.5 and over the garden area the applicant is seeking to develop. 5 Colwyn Road to the south-west is a hipped roofed, brick built, semi-detached, two-storey, street fronting house of the same

design as the other properties along this stretch of Colwyn Road.

Having visited the site I am concerned about the principle of developing this garden area for a new dwelling due to the orientation of 1 Colwyn Road within the site. 1 Colwyn Road's main frontage faces south-west, so towards the side boundary with the proposed bungalow, and it has a front door and two large scale habitable room windows at ground floor level as well as two dormer windows on the roof plane (of the south-west facing elevation). The Council's minimum space standards set out in the Design of Residential Development SPD require 12m between habitable room windows and a blank elevation, and a minimum of 6m between habitable room windows and the site boundary in order to ensure adequate privacy and amenity is maintained.

The creation of the new side boundary between no.1 and the proposed property results in their being only 4m between no.1's ground floor habitable room windows and the boundary and 5.7m between the dormers and the boundary. Furthermore, there is only 4.7m at ground floor level between no.1's windows and the side elevation of the proposed dwelling and 6.4m between the 1st floor dormers and the proposed bungalow. Therefore the proposal does not accord with the standards outlined in the SPD and adequate explanation to justify standards being relaxed/ a non-conventional design solution has not been provided within the DAS.

Turning to the design, the form of the dwelling and materials are in keeping with the locality so raise no concerns. The detailed design could however be improved by introducing some of the detailing common to the area such as a brick plinth and brick quoins.

In conclusion, although the design of the bungalow has improved from the previous scheme submitted (DC043312); the relationship to 1 Colwyn Road still raises significant concern. I view that the proposal fails to comply with the provisions of UDP Review policies DCD1.1: Design Principles (criteria v and vii) and CDH1.1: New Residential Development in Predominantly Residential Areas (criterion vi), as well as the standards set out in the Design of Residential Development SPD. Consequently I would support a recommendation for refusal.

ANALYSIS

The site lies within a Predominantly Residential Area as identified on the Proposals Map of the UDP Review. Currently policy HP1.2 does not apply for development control purposes, given that housing supply is currently less than ten times the Regional Spatial Strategy annual housing figure. Furthermore the site lies in a sustainable location close to a high frequency bus route and therefore residential development in this location is acceptable in principle. A commuted sum payment towards the provision and maintenance of recreation

and amenity open space in compliance with policy L1.3 has already been paid in association with the previous scheme submitted (DC043312).

Policy DCD1 requires new development to be designed and landscaped to a high standard to ensure that it makes a positive contribution to the provision of a sustainable, attractive, safe and accessible built environment. Furthermore policy DCD1.1 requires that development use materials and detailing appropriate to the location, take account of the context of the site and characteristics including landform and relate well to surrounding buildings and spaces. Within residential areas, policies CDH1 and CDH1.1 permit new residential development provided their layout and design respects the character of the area; retains and provides amenity for existing and future residents; does not prejudice highway safety; respects existing building massing, scale and design; and does not constitute tandem or piecemeal development which sterilises adjacent ground.

Unconventionally No.1 Colwyn Road has four habitable room windows which directly overlook the application site. Council standards require 12 metres between habitable room windows and a blank elevation/elevation with non-habitable room windows, in order to protect privacy and amenity. The creation of the new side boundary between No.1 and the proposed property results in their being only 4 metres between No.1's ground floor habitable room windows and the boundary and 5.7 metres between the dormers and the boundary. Furthermore, there is only 4.7 metres at ground floor level between No.1's windows and the side elevation of the proposed dwelling and 6.4 metres between the 1st floor dormers and the proposed bungalow. Under the circumstances the proposed dwelling would have an oppressive and overbearing impact on current and future occupiers of No.1 Colwyn Road due to its scale, bulk, massing and close proximity to neighbouring boundaries which would fail to retain any sense of space between the two properties. The Council's Design Officer notes that the form of the dwelling and materials are in keeping with the locality and consequently raises no concern, nevertheless it is noted that the detailed design could be improved by introducing some of the detailing common to the area such as a brick plinth and brick quoins.

In conclusion, although the design of the bungalow has improved from the previous scheme submitted (DC043312); it is considered that the relationship to No.1 Colwyn Road would still compromise the amenity/quality of life of No.1 Colwyn Road. Under the circumstances the proposal fails to comply with the provisions of UDP Review policies DCD1.1: Design Principles (criteria v and vii) and CDH1.1: New Residential Development in Predominantly Residential Areas (criterion vi), as well as the standards set out in the Design of Residential Development SPD, consequently it is recommended that permission be refused.

RECOMMENDATION

Refuse

COMMUTED SUM CALCULATION

Proposed 1 x 2-bedroomed dwelling = £1,950.90 commuted sum paid towards the provision and maintenance of recreation and amenity open space in compliance with policy L1.3.

Recommended Decision: Refuse

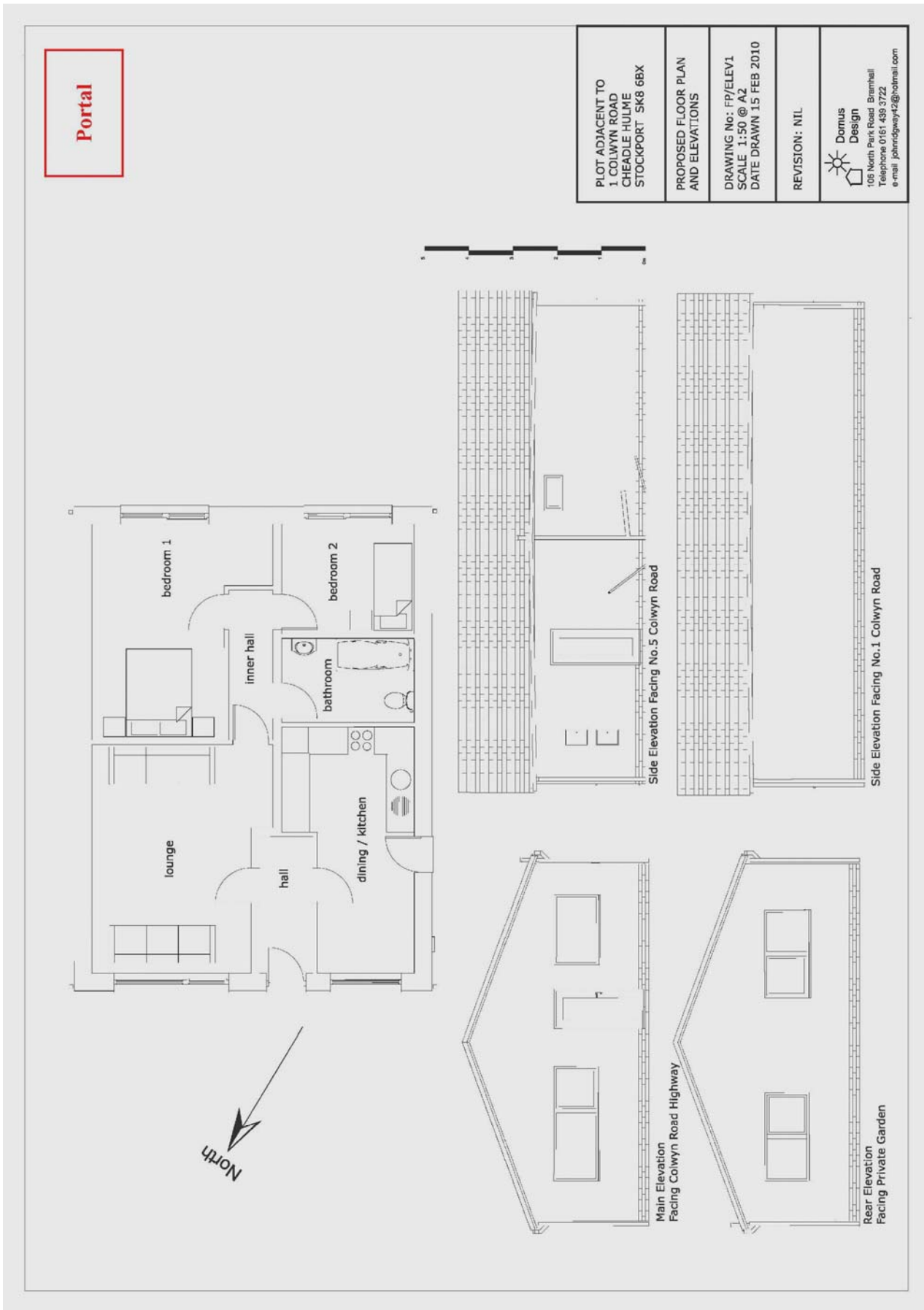


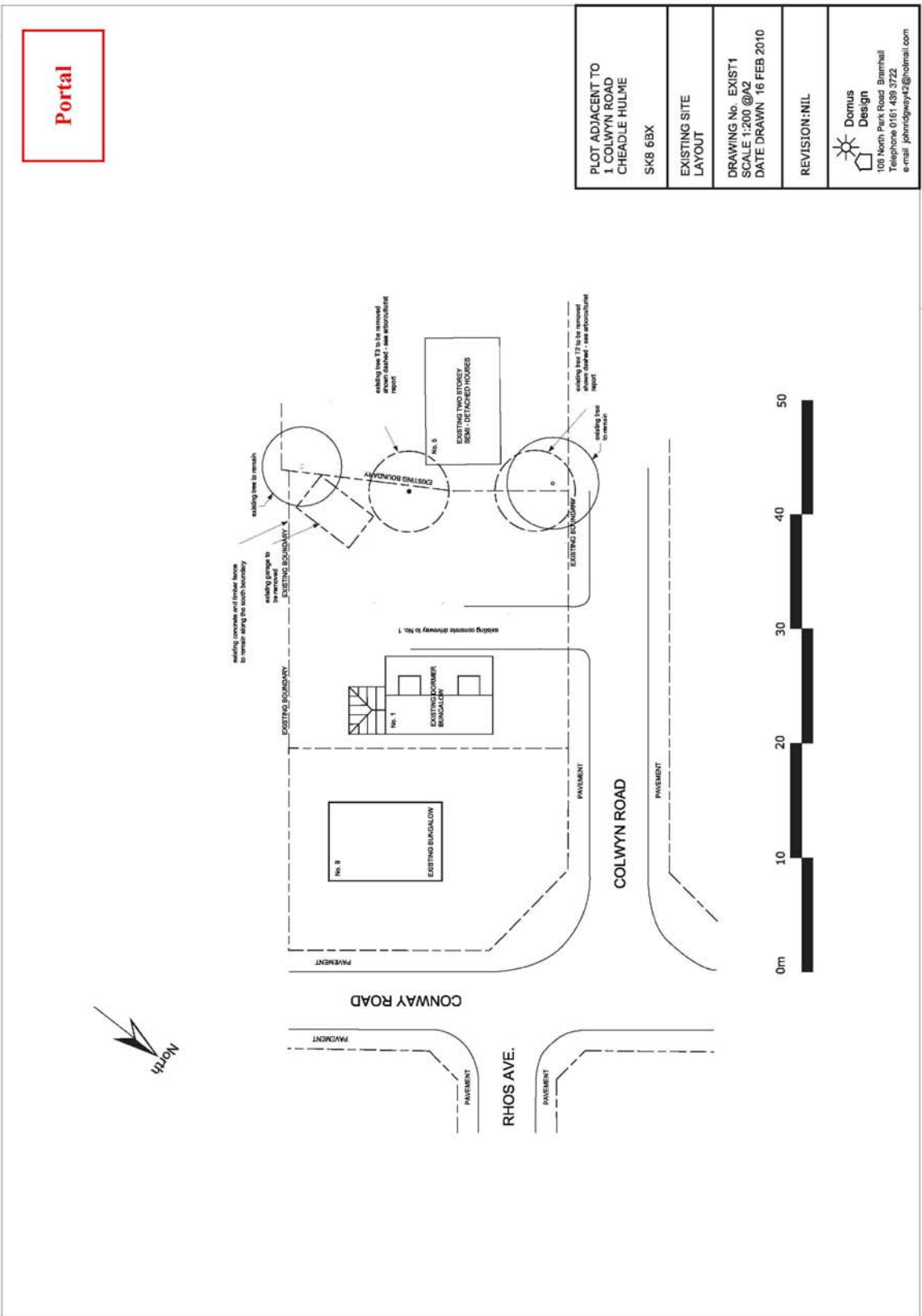
North

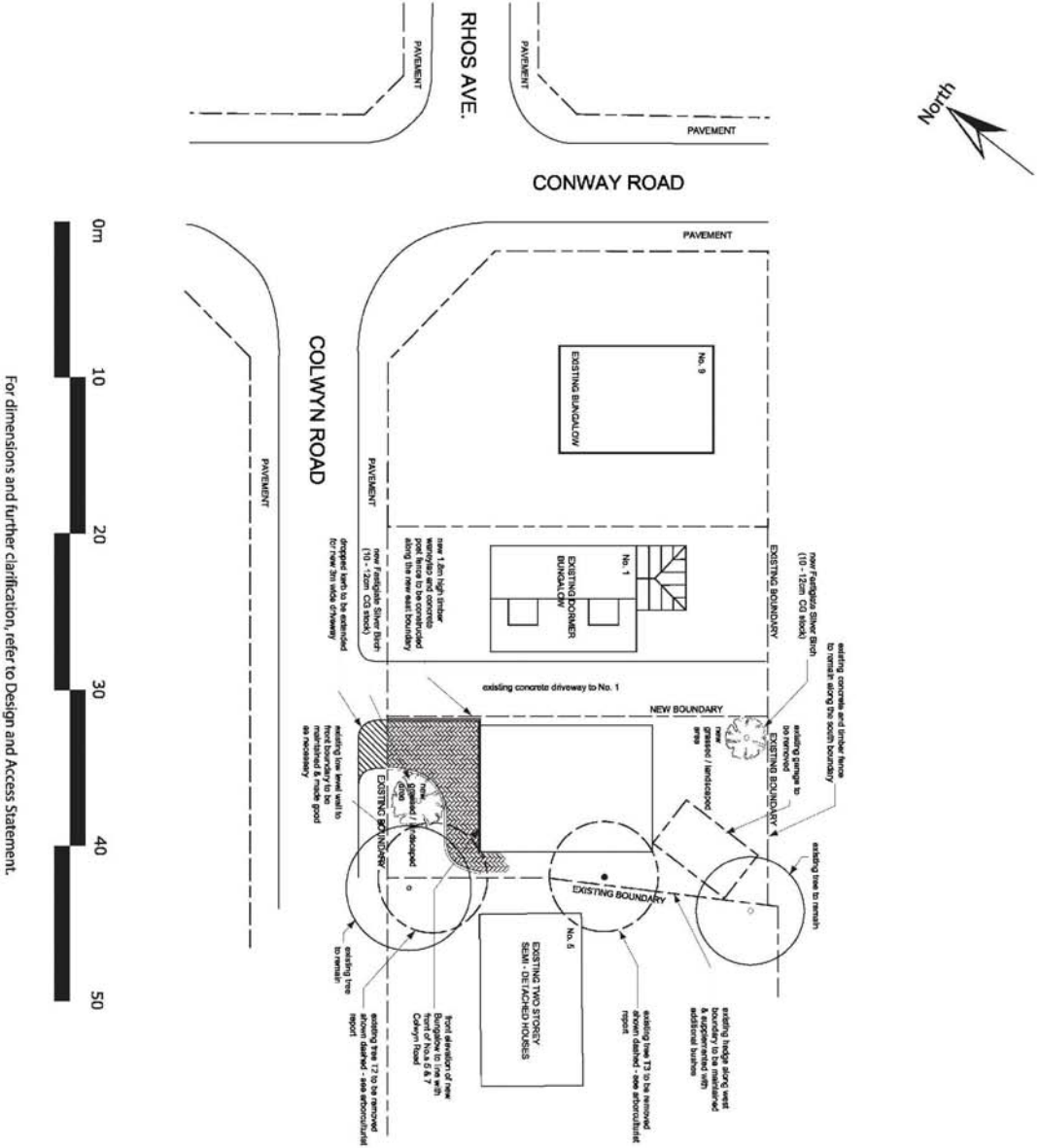


Location Plan
Scale 1:1250 @ A4

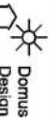
Land Adjacent to 1 Colwyn Road, Cheadle Hulme SK8 6BX







For dimensions and further clarification, refer to Design and Access Statement.

PLOT ADJACENT TO 1 COLWYN ROAD CHEADLE HULME SK8 6BX
PROPOSED SITE LAYOUT
DRAWING NO: PROP1 SCALE 1:200 @A2 DATE DRAWN 16 FEB 2010
REVISION:NIL
 Domus Design 108 North Park Road, Bramhall Telephone 0161 438 3722 e-mail johnrdgwyn42@hotmail.com

Application Reference: DC/043669

Proposal: First floor extension to existing bungalow and construction of single storey rear extension

Type of Application: Householder Application

Registration Date: 15/01/2010

Expiry Date: 12/03/2010

Responsible Officer: Michael Crossley

Applicant: Mr L Higgins

Agent :

Location: 63 Bridle Road, Woodford, Stockport

COMMITTEE STATUS

Application called up to be decided by Bramhall and Cheadle Hulme South Area Committee by Cllr Bagnall.

DESCRIPTION OF DEVELOPMENT

The proposal seeks planning permission to construct a first floor on the existing bungalow and a single storey rear extension.

The proposed first floor will be on the same footprint as the existing building and will raise the ridge height from an existing 6.0 metres to 7.3 metres.

The proposed single storey rear extension will project 4.0 metres from the existing rear wall; it will extend across the rear of the building and will be 3.6 metres high, at the highest point.

External materials of construction include render and tile.

The applicants agent has submitted a detailed planning statement in support of the application, which amongst other matters refers to planning appeals relating to Green Belt policy (although none of the appeals relate to decisions within Stockport), and an examination of work that could be constructed under permitted development rights.

SITE AND SURROUNDINGS

The application site comprises a detached pre-war, single storey dwelling, located on the south-east side of Bridle Road, Woodford. The existing building is of white render and slate construction. The dwelling has been previously extended with a rear conservatory and a car port attached to the south west (side) elevation, there are a number of outbuildings within the rear garden.

The existing property is a bungalow and is the last but one in a run of residential properties (detached dwellings), the majority of which are of two storeys, that exist to the south west along Bridle Road. Open fields exist to the rear (south-east). A public footpath crosses the open land to the rear. Residential properties (detached dwellings) exist opposite the site on the facing side of Bridle Road.

Vehicular access is gained from Bridle Road to the north-east. A low brick wall with planting behind defines the site frontage with Bridle Road. A mixture of panel / picket fencing and planting defines the remaining boundaries.

POLICY BACKGROUND

The site is located within the Green Belt and the 'Woodford' Landscape Character Area, as defined on the Proposals Map of the adopted Stockport UDP Review. The following policies are therefore relevant:-

DCD1 - DESIGN AND CHARACTER
 DCD1.1 - DESIGN PRINCIPLES
 GBA1 - GREEN BELT PROTECTION
 GBA1.2 - CONTROL OF DEVELOPMENT IN GREEN BELT
 GBA1.5 - RESIDENTIAL DEVELOPMENT IN GREEN BELT
 CDH1.8 - RESIDENTIAL EXTENSIONS

Advice contained with the Council's adopted Supplementary Planning Guidance' Extension & Alterations to Dwellings Parts 1 & 2 is relevant.

NEIGHBOUR'S VIEWS

The occupants of 5 nearby residential properties have been notified in writing of the proposal. The consultation period expired on 11/2/10.

No replies to the neighbour consultation letters were received before the consultation period expired. Since the consultation period has expired we have received 6 letters of support.

CONSULTEE RESPONSES

Highway Engineer	- no comment to make.
Environmental health Officer	- no objections
Design Officer	- objection (see analysis)
Policy Officer	- objection (see analysis)

RELEVANT PLANNING HISTORY

DC041927 - Householder application submitted to 'Removal of existing roof in order to form new first floor area within new roof space. Removal of existing windows & doors, formation of new window & door openings. new render finish to external walls'. Application withdrawn January 2010

ANALYSIS

The application site is within the area of the borough defined by the adopted UDP as 'Green belt', thus there are additional controls over development in terms of design and impact. Due to these additional constraints the views of the Design Officer and the Policy Officer have been prime consideration. These views are as follows;

Design Officer, (Ms P Brown)

The bungalow is located on Bridle Road in Woodford. It forms part of the linear development of dwellings on Bridle Road/ Bridle Way and is located towards the western end of these properties. To the south-west of the bungalow, Bridle Road turns sharply south-east and the character changes with properties being well dispersed within open countryside. Given the road's change in direction and the public footpath running parallel to the rear of properties on Bridle Rd, there are views of the backs of these properties across open land.

63 Bridle Road is a rendered bungalow with a clay tile covered hipped roof, Georgian style windows and a chimney. There is a carport attached to the south-western side elevation and a small conservatory to the rear (south-east). The ridge and eaves height of the bungalow sit below the immediate neighbours and other properties along this stretch of Bridle Rd where hipped two storey dwellings are the predominant house type. So from the street frontage the dwelling looks somewhat out of keeping in scale; and from the footpath to the rear it has a limited visual impact due to its size.

The proposal involves removing the hipped roof, raising the eaves and ridge height (by c1.35m) to form a 1st floor level with the same floor space as the existing ground floor excluding the conservatory. The first floor comprises of four bedrooms and a bathroom, an en-suite and a linen store, and the hipped roof is replaced with a half-hipped roof. The upper floor is lit by four gabled dormer windows that extend up from the existing façade rather than being set into the roof plane (two to the front and two to the rear), a window in the side elevation (north east) and a number of roof lights. The proposal also incorporates a lean-to single storey extension to the rear which occupies the full width of the property (and is just under 4m in depth) which replaces the small conservatory, and a covered gabled porch to the street frontage.

From a design perspective the single storey lean-to rear extension raises no issues as the rear building line responds to that of the adjacent properties and it will have a limited visual impact from the open land to the rear.

However the introduction of the first floor with the same floor area as the existing ground floor (excluding the conservatory) raises a number of issues. The raising of the roof by c1.35m, creation of a half hipped form and introduction of steeply pitched dormers on the front and rear of the building, as well as the provision of a gabled porch to Bridle Rd, significantly alter the character and appearance of the dwelling, making it read as a squat two storey dwelling that is of a far greater bulk than the existing dwelling, which is problematic in terms of the dwelling's increased prominence from open land to the rear.

Furthermore, the changes to the character and appearance of the bungalow do not enhance the original dwelling or work successfully together. The gabled dormers that run through the eaves are steeply pitched and do not relate well to the shallower angled half-hip, bay window and porch roofs; the design and prominence of the dormers draws attention up to roof level, accentuating the height and fact the dwelling is no longer a bungalow; the porch with double door makes the entrance

appear disproportionately dominant; and the half-hipped roof does not sit particularly comfortably within the street scene where roofs are predominantly hipped. 30

In conclusion, the scale and massing of the proposed 1st floor extension is neither proportionate to nor subservient to the original dwelling and will impact on its character. Furthermore, alterations to the detailed design and materials are not complementary to the original dwelling and will negatively impact on its appearance, as well as increasing its prominence from the open land to the rear. Therefore in its current form I could not support this proposal and view that it conflicts with the provisions of UDP Review policies: DCD1.1 – Design Principles; and CDH1.8 – Residential Extensions (criterion i). However I do view that some first floor accommodation could be successfully created without detrimental impact on the character and appearance of the bungalow, so I suggest the applicant looks at reducing the first floor area proposed.

Policy Officer, (Mr R Wood)

Firstly, the applicant (or, more to the point, the agent acting on their behalf) should note that the correct title of the current regional level of the development plan, since its adoption in 2008, is the "*Regional Spatial Strategy for the North West*" (or "RSS for the North West") and not either "RSS13" or "*Regional Planning Guidance*" (as it is incorrectly named in section 4 of the Planning Statement). The RSS for the North West replaced former Regional Planning Guidance note 13 (RPG13) and has greater material weight as it is a statement of policy rather than just guidance. Also, the correct title of the current Stockport UDP is actually the "*Stockport Unitary Development Plan Review*" and it was adopted in 2006 not 2005.

The key to the acceptability of this proposal is whether or not it is considered that the extensions/alterations amount to a significant change in the scale, character and appearance of the property. UDP Review policy GBA1.5 sets out that, as a guide, an increase in volume of more than one third is unlikely to be acceptable. Paragraph 5.7 of the Planning Statement implies that there might almost be a presumption in GBA1.5 that proposals which exceed the one third increase might be acceptable; whilst it is the case that such proposals might be acceptable it should not be so positively stated as GBA1.5 is intentionally very clear that **the presumption is against any proposal that increases volume by more than one third**. The reason why the one third increase is only a guide is not so as to positively allow for development above it but is, rather, in recognition that there may be situations where, through quality design or other site specific factors, it may be possible to achieve a larger increase in volume without causing undue harm. The flexibility, specifically, allows for situations where a greater than one third increase is necessary so as to bring a dwelling with inadequate basic amenities up to a modern standard but that is not stated to be a factor in this case. That should, however, be against the context that the policy is required, in part, to help maintain a supply of smaller dwellings. Evidence from the Council's Housing Needs Study (and its accompanying Balancing Housing Markets report) (both 2008) shows that, specifically within the Bramhall, Cheadle Hulme South and Woodford area, there is greatest demand and a significant shortfall in 3 bedroom properties; an increase in one bedroom (helping to meet that shortfall) could easily be achieved within permitted development rights whereas there is a far less significant shortfall in 4 bed dwellings (although, having said that, it might well be possible to accommodate an additional 2 bedrooms within permitted development in any case). Paragraph 5.8 of the Planning Statement sets out that the proposal amounts to an increase in volume of 76.9% - more than double the increase in volume that should normally be considered acceptable.

The application makes reference to a series of appeal decisions relating to similar cases where 31 large extensions to dwellings within the Green Belt have been allowed. Whilst they are of note, they are of limited relevance as they do little more than demonstrate how, in some circumstances, it is appropriate to accept an increase above that specified as a general guide in the policy explanation - such circumstances are already accepted by the policy and so perhaps all the examples do is serve to provide justification for the flexible approach that the policy sets out. I do not consider that they provide any justification, however, as to why that flexibility should be applied in this case as it is a completely different site in a different location and setting to the appeal decisions; in those decisions the inspectors have judged, on balance, that the impact of the increase in size is acceptable in that precise setting - that does not mean that it is acceptable in the precise setting of the current proposal. It is also important to note that three of the stated appeal decisions relate to sites in Macclesfield (now Cheshire East) and that the policy equivalent to GBA1.5 in the Macclesfield Local Plan (policy GC12 Alterations and Extension to Houses) is subtly different as it specifies a 30% maximum increase in floor space as part of the policy rather than setting out a guideline one third increase in volume as part of the explanation. The fourth stated appeal decision relates to a site in the Green Belt around Cheltenham; the equivalent policy in the Cheltenham Local Plan (CO8 Extension of Dwellings in the Green Belt) does not give a specific maximum increase (either as policy or as a guide) but does state that extensions will only be permitted where they are "*clearly subordinate in size to and consistent in character with the original building*". The point is that the appeal decisions were made by the respective inspectors not just in materially different settings but also with a subtly different local policy context.

The application also refers to a recent decision at the adjacent number 65 Bridle Road where Members concluded that an increase significantly above that usually considered acceptable should be allowed. It has to be noted, however, that in reaching that decision Members were clear that their decision was in relation to the precise circumstances of that property (indeed, I understand that the decision notice when it is issued is likely to make specific reference to the reasons why this does not set a precedent that can be applied elsewhere). There are 2 notable differences between the two proposals: firstly, the application at the adjacent site was considered by Members to be partly acceptable because of a need to improve the dwelling to the extent that it is suitable for modern living (as is referred to in paragraph 5.43 of the Planning Statement - but which no evidence has been submitted to suggest is necessary in the case of the current application) and, secondly, the adjacent site is at the end of the row of houses and, therefore has a materially different setting (although, on reflection, that may actually mean that the degree to which that proposal might be harmful to the Green Belt could be greater than the current application).

It would, of course, not be in the interests of the applicant to make reference to decisions where an above one third increase (or equivalent under similar policies in other locations) has not been accepted, either in the original (unappealed) decision or in appeal decisions where the Council's original decision has been upheld. However, such cases are of equal relevance to any stated in the application (and, indeed, perhaps more relevant where they relate to sites that are within Stockport and therefore have been considered under the same policy rather than similar policies in different development plans). One notable example is the dismissed appeal relating to 66A Bridle Road, Woodford (SMBC reference DC030029, Planning Inspectorate reference APP/C4235/A/08/2090707). Within their reason for dismissing that appeal the inspector, in discussing permissions granted on appeal relating to other properties in the locality, stated that "*Based on what I have been told, none of them appear to me to be directly comparable to the case before me. In any event, each case must be considered primarily on its own merits.*" That only furthers the position that, whilst a decision in favour of granting permission on the adjacent site is of

note, it does not indicate a specific presumption in favour of granting the current application; **the primary consideration should be whether or not the current proposal can be accommodated without causing a significant change in the scale, character and appearance of the application property, not whether or not it was accepted that similar development in a similar situation at an adjacent property (or any other property for that matter) was considered acceptable.** 32

The application also sets out a fall-back position of a number of extensions and outbuildings that might be constructed under permitted development rights. Firstly, it has to be noted that this fall-back position should only be given the significant weight suggested in paragraph 5.55 of the Planning Statement if there is demonstrated to be a reasonable likelihood that those extensions/outbuildings would actually be constructed. It is also of note that the explanation to GBA1.5 clearly states that "*The cumulative effect of any previous extensions will be taken into account*"; extensions constructed under permitted development rights are neither explicitly included or excluded from this and, therefore, it could be argued that, were the permitted development schemes to be implemented, their volume would be subtracted from the usually acceptable one-third increase over the volume of the existing dwelling (the acceptable increase would therefore be up to one third above the original dwelling minus the volume of the permitted development schemes, rather than up to one third above the original dwelling plus the permitted development schemes). Even so, taking into account the volume of possible permitted development would only serve to reduce the degree to which the scale of the proposal might be considered unacceptable, it would make little difference in terms of character or appearance as these aspects are most readily judged from the side of the dwelling that faces the road and that frontage of the property cannot be substantially altered under permitted development rights. Additionally, raising the overall height of the property will substantially change its appearance and, similarly, that could not be done under permitted development rights.

The significant increase in the scale of the property (in volumetric terms) might be considered acceptable when having regard to increases that might be brought about in any case through permitted development. However, the external appearance and character of the dwelling is significantly altered by the addition of a second storey and the not insubstantial increase in the height of the property. It is my considered opinion that the alterations to the character and appearance of the property are substantial and on that basis alone it could be considered to be contrary to GBA1.5.

Paragraph 5.57 of the Planning Statement makes play of the fact that the proposal will have little impact upon the residential amenity of neighbouring properties. Whilst this is a material consideration in determining the application (particularly in relation to policy DCD1.1 as is referenced in the application) it is not relevant to the consideration of compliance with GBA1.5. The Planning Statement then continues (in paragraphs 5.59 and 5.60) to set out the general character of the properties along Bridle Road, concluding that because the property will continue to front towards the road it will remain in keeping with that character; the application is, perhaps, conflating not altering the character of the area with not altering the character of the property (which is what GBA1.5 requires). The statement in paragraph 5.60 that "*The building would also retain the character of a bungalow*" requires, in my opinion, either a considerable stretch of the imagination or a complete lack of understanding of the word "bungalow" (the word originates from the Hindi word "baṅglā" which is used to refer to houses constructed in the Bengali vernacular, i.e. small, single storey cottages). Whilst there are many examples of 2 storey bungalows, I consider it highly unlikely that any independent person would consider a 2 storey property of this design to be a

bungalow - the fact that the main first floor windows are part of the main elevation and not set back into the roof (either as dormers set back from the main elevation or as skylights) is, in my opinion, a clearly defining factor in this regard. For this reason, and because the proposal would quite substantially increase the height of the eaves as well as the overall height of the property, I do not concur with the assertion that the property's character would not be substantially altered, nor for the same reasons do I consider that the appearance of the property would not be substantially altered. 33

On that basis, I can only draw the conclusion that the proposal does not comply with GBA1.5 and, therefore should not be considered to be appropriate development in the Green Belt (and therefore contrary also to UDP Review policy GBA1.2). PPG2 sets out that inappropriate development is harmful to the Green Belt by definition and should only be permitted in very special circumstances; it is for the applicant to demonstrate those circumstances.

If in assessing the proposal you reach the same overall conclusion then permission should not be granted/recommended. If permission is to be granted despite the concerns that I set out above then I consider that, as the proposal would result in a substantial change to the character and appearance of the property (if not to the scale, which is debatable) then it should be considered to be a departure from the development plan.

Turning to matters of highway safety, it is considered that the proposal would not result in a material increase in traffic generation to the detriment of highway safety. Furthermore the site is and would continue to be served by adequate on-site parking. In the absence of any objections from the Council's Highway Engineer, the proposal is considered to be satisfactory in this respect.

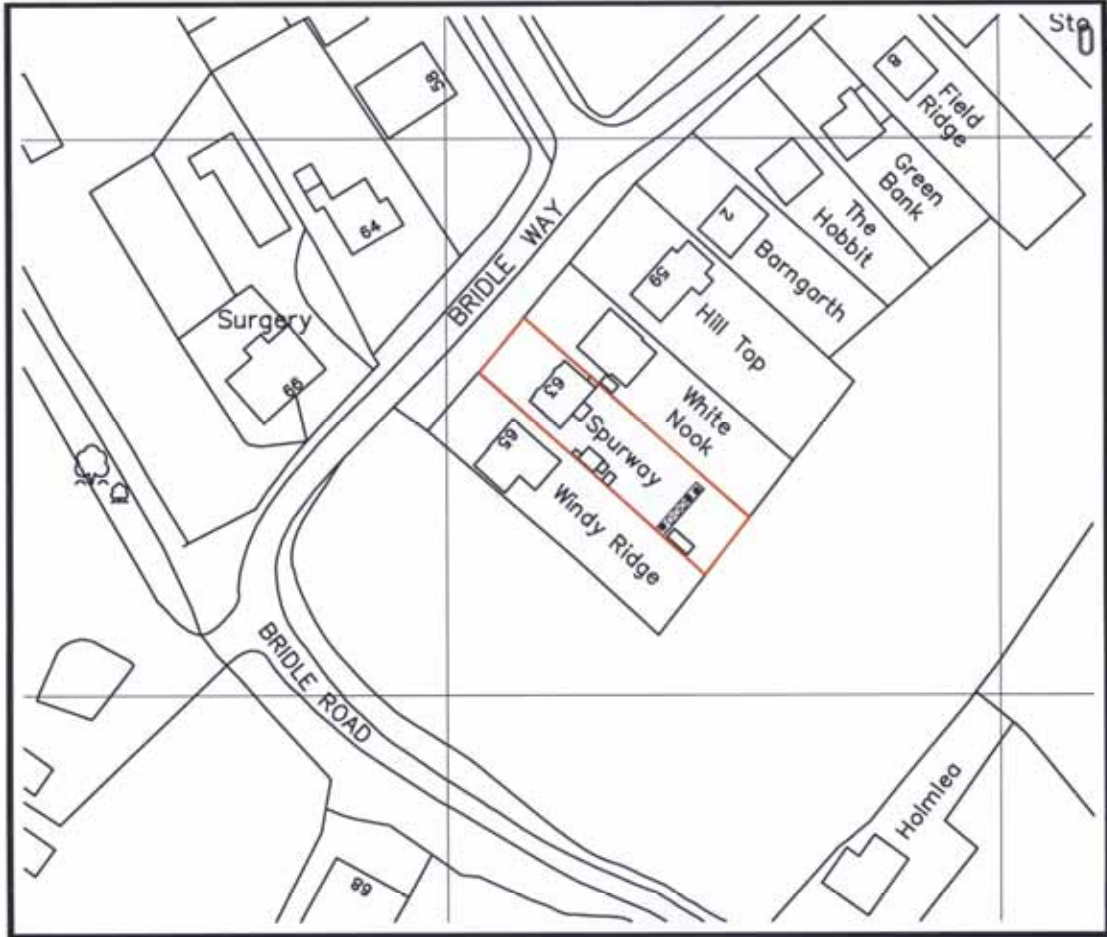
With regard to potential impact on the amenity of local residents, the proposal would not result in any increased loss of privacy above and beyond that which already results from the existing dwelling. The siting and scale of the proposed single storey rear extension would not have an unduly overbearing or overshadowing impact on the adjacent property of No. 63 Bridle Road as to warrant a reason for refusal.

To conclude, the proposal is considered to be a disproportionate addition which would be harmful to the openness and character of the Green Belt and result in a significant change to the scale, character and appearance of the existing dwelling, contrary to UDP Review Policies DCD1, DCD1.1, CDH1.8, GBA1.2 and GBA1.5 and advice contained within the Council's Supplementary Planning Guidance 'Extensions & Alterations to Dwellings'. The application is therefore recommended for refusal.

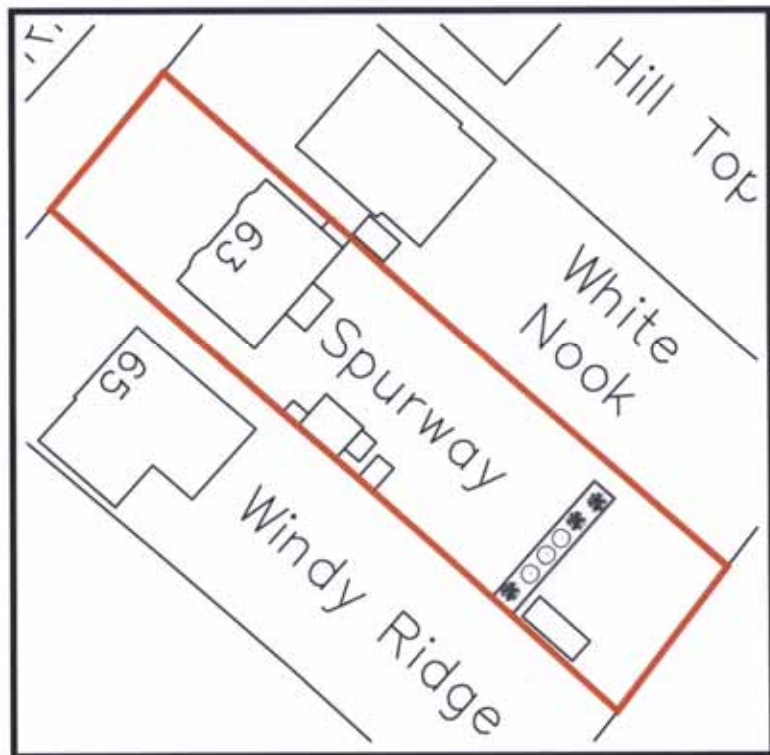
Should Committee be minded to recommend approval, then under the Council's delegation agreement the application will need to be referred to the Planning & Highways Regulation Committee to be determined.

Reccomendation.

Refuse



SITE LOCATION PLAN (1:1250 SCALE)



EXISTING SITE PLAN (1:500 SCALE)





PROPOSED FRONT ELEVATION



PROPOSED REAR ELEVATION



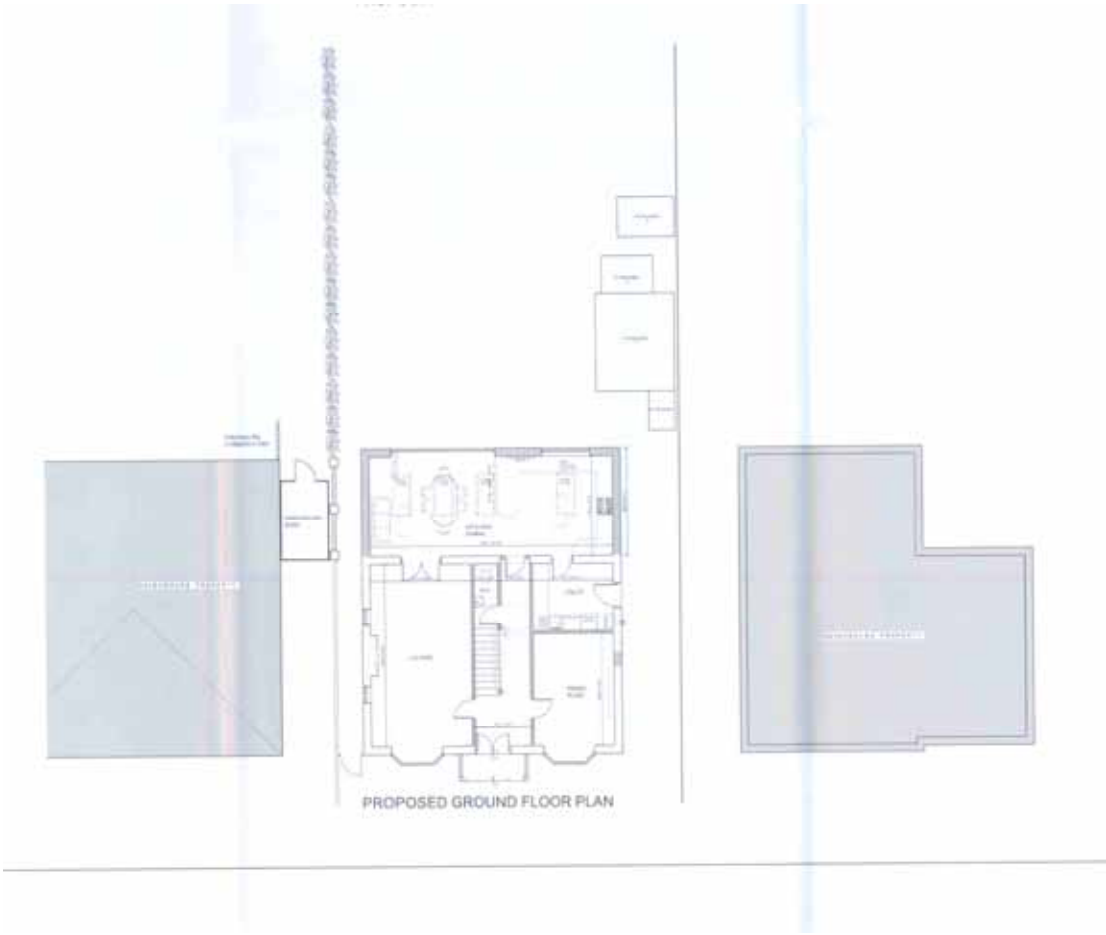
PROPOSED SIDE ELEVATION



GENERAL SECTION (1:50 SCALE)



PROPOSED SIDE ELEVATION



APPEAL DECISIONS AND CURRENT PLANNING APPEALS

Report of the Service Director (Legal & Property)

1. MATTER FOR CONSIDERATION

This report summarises recent appeal decisions, lists current planning appeals and dates for local inquiries and informal hearings for planning appeals within the area represented by Bramhall and Cheadle Hulme South Area Committee.

2. INFORMATION

The appeal decisions and details of current appeals for each committee area are appended.

3. RECOMMENDATION

That the report be noted.

BACKGROUND PAPERS

Decision letters and notification of appeal arrangements issued by the Planning Inspectorate for each of the appeals reported.

Anyone wishing to inspect the background papers should telephone Joy Morton on 474 3219

BRAMHALL AND CHEADLE HULME SOUTH AREA COMMITTEE

1. APPEAL DECISIONS

Planning Appeals

None

2. OUTSTANDING APPEALS

Location of site

Date of Inquiry/hearing

2.1 Appeals to be heard at a local inquiry

None

2.2 Appeals to be heard at an informal hearing

None

2.3 Appeals to be determined by written representations

Planning Appeals

1 Bramley Close, Bramhall

222 Moss Lane, Bramhall

Fir Bank Nursing Home, 81 Fir Road, Bramhall

3. ENFORCEMENT

12 Birkdale Close, Bramhall

S215 Notice

Condition of land and buildings

Compliance 16/3/10

27 Pownall Ave

High Hedge Remedial notice

Compliance 25/3/10

Appeal not submitted

Notice now effective

**TRAFFIC REGULATION ORDERS TO ENABLE MAINTENANCE
ACTIVITIES****Report of the Service Director (Environment)****1.0 PURPOSE OF THE REPORT**

- 1.1 To advise the Area Committee that Traffic Regulation Orders can be made to enable street cleansing / maintenance activities where regular high volumes of parked cars impede street cleansing / maintenance services – gully cleansing.

2.0 BACKGROUND

- 2.1 Local environmental quality remains high on the public agenda and Stockport Council is committed to providing a Cleaner, Greener, Safer and Stronger borough. Those consulted in the citizen's panel make frequent reference to street cleanliness as being a priority. The Communities, Regeneration and Environment Directorate continues to examine ways in which to improve local environmental quality to meet the public's aspiration. The proposals contained in this report are felt to be an additional strategy to improve the local environment, support Community Pride and the Council's Cleaner, Greener, Safer and Stronger vision.
- 2.2 Since the implementation of the Cleaner Stockport Strategy in summer 2007 much progress has been made in improving the levels of street cleanliness in the borough. Additional mechanical sweeping, litter bins, and the introduction of the Area Conditions role have all positively impacted on the cleanliness of the borough. There is one issue, more of a problem for in some neighbourhoods than others – high volumes of parked cars impeding the street cleansing / maintenance services.
- 2.3 The problem of parked cars typically occurs in areas of high density housing. Currently when street cleansing operation is impeded by high volumes of parked cars the service issues letters of request to those properties on the street asking that they help by not parking on the date given. If the request is not heeded then there is little the service can do to move the cars and pockets of the highway will not have a thorough mechanical sweep.
- 2.4 Environmental Services feel that the use of Traffic Regulation Orders would be a useful tool to help Area Committees enable the street cleansing / maintenance service where it is shown that high volumes of parked cars stop a thorough mechanical sweep / maintenance of the

highway. Traffic Regulation Orders would only be applied for after a full analysis by Environmental Services.

3.0 INFORMATION – TRAFFIC REGULATION ORDERS

- 3.1 The Road Traffic Regulation Act 1984, allows a local authority to implement Traffic Regulation Orders (TROs) which are designed to regulate, restrict or prohibit the use of a road or any part of the width of a road by vehicular traffic or pedestrians. Section 14(1)(c) allows Temporary Traffic Regulation Orders to be implemented to enable an authority's litter clearing and cleaning duties to be discharged.
- 3.3 Temporary Traffic Orders can be applied to roads for a maximum duration of 18 months and because they are of a temporary nature, are not open to objections. A consultation process is undertaken with the Police and other emergency services. Initial public notification takes the form of an advertisement placed in the local newspaper, notices on site and a letter drop to affected residents and businesses.
- 3.4 When the TRO has been agreed, arrangements are then made for the necessary signs to be provided and a final notice is published in a local paper stating when the order will come into effect. The authority to make a TRO order is delegated to the Area Committee on all highways other than motorways, strategic routes, the first 15 metres of side roads connecting with strategic routes, district distributor roads, and highways within Stockport Town Centre and the district shopping centres of Bramhall, Cheadle, Cheadle Hulme, Edgeley, Hazel Grove, Houldsworth Square, Marple and Romiley.

4.0 SUGGESTED APPROACH

- 4.1 It is suggested that when an Area Committee is advised of a problem by the Service or feels that it is appropriate to investigate the use of a Traffic Regulation Order to enable street cleansing on a highway within their area a request would be made at their Committee Meeting to Environmental Services.
- 4.2 Environmental Services would then undertake a feasibility study including: previous use/ success of informal approach, frequency, timing of sweeping, enforcement and costs. Where the power to issue a TRO is not delegated to Area Committee, as paragraph 3.4, Environmental Services would consult with the Executive Councillor (Transportation) to seek their view on making such an order. This would be reported to the Committee at their next appropriate meeting to determine if an order should be applied for.
- 4.3 If the order was applied for the costs of publication, necessary signs and road markings, would met from the devolved Area Committee budget. Once made, any vehicles found to be parked in contravention of an order made for sweeping would receive the appropriate parking penalty notice.

5.0 RECOMMENDATION

5.1 The Area Committee are recommended to:

- (i) Note the approach to use Traffic Regulation Orders to deal with highways where regular high volumes of parked cars impede the street cleansing / maintenance service.

BACKGROUND PAPERS

There are no background papers.

Anyone wishing to inspect the above background papers or requiring further information should contact Megan Black on telephone number 0161 218 1410 or alternatively email megan.black@stockport.gov.uk

STEPPING HILL AREA COMMITTEE
BRAMHALL AREA COMMITTEE

Date: 30 March 2010
Date: 1 April 2010

BRAMHALL MOOR LANE - TRAFFIC MANAGEMENT MEASURES: CONSULTATION PROPOSALS

Report of the Service Director (Environment)

1. **PURPOSE**

- 1.1 To report to Area Committee proposed traffic management measures to benefit vulnerable users on Bramhall Moor Lane.

2. **INFORMATION**

- 2.1 Members will recall that previous reports submitted to Area Committee proposed that a number of pedestrian refuges were suggested on Bramhall Moor Lane, at locations to be determined by the heaviest desire lines used by pedestrians and cyclists. Members and local residents have previously identified the lack of crossing facilities and inappropriate traffic speeds along Bramhall Moor Lane (between Jacksons Lane and the rail bridge) as two overriding concerns.
- 2.2 Surveys have indicated that there are many locations along Bramhall Moor Lane where pedestrians cross and it would therefore be desirable to address as many locations as practicable. It had previously been proposed to locate six pedestrian refuge sites which would also accommodate cyclists' needs. In addition, there are proposed lengths of advisory cycle lanes which will encourage less confident cyclists to use the route. The 6 proposed pedestrian refuge locations on Bramhall Moor Lane are as follows:
- Between the Bridge Lane roundabout and Dean Moor Road
 - Between Dean Moor Road and the access road to the swimming baths
 - On the west side of Pennine Road / Dorchester Road junction
 - On the east side of Pennine Road / Dorchester Road junction
 - Between Penmoor Chase / Marsham Road junctions
 - In the vicinity of Pepper Road / Aldwyn Crescent junction
- 2.3 All the proposed locations will be subject to site feasibility and will be safety audited at an early stage. The locations chosen provide a more even spread of crossing opportunities and will be subject to vehicle swept paths being accommodated from adjacent driveways.
- 2.4 One issue that has been raised is the existing School Crossing Patrol location (west side of Pennine Road / Dorchester Road junction) should be a site for a controlled crossing point (Puffin Crossing). Officers have instigated many surveys at this location and the criteria has not been reached on each occasion. It is, however, suggested that consultation be instigated showing the option of a pedestrian refuge or Puffin Crossing at this location.
- 2.5 In order to further enhance pedestrian safety and accessibility to public transport, it is proposed to upgrade the existing bus stops in line with Quality Bus Corridor

standard. In certain locations, this may require re-positioning of the stops to accommodate the upgrade.

47

2.6 In addition to the above, it is also proposed to rationalise the alignment of the approach lanes of the Bramhall Moor Lane / Jacksons Lane / Bridge Lane roundabout to enable a safer circulation for traffic, improve the pedestrian crossing points across each leg of the junction and provide safer cycling facilities. Large scale plans of the whole route will be available for inspection at Committee.

3. **COST**

3.1 The cost of the above proposals will be met utilising Sainsbury's section 106 funding; estimates of costs will be produced as the designs are progressed.

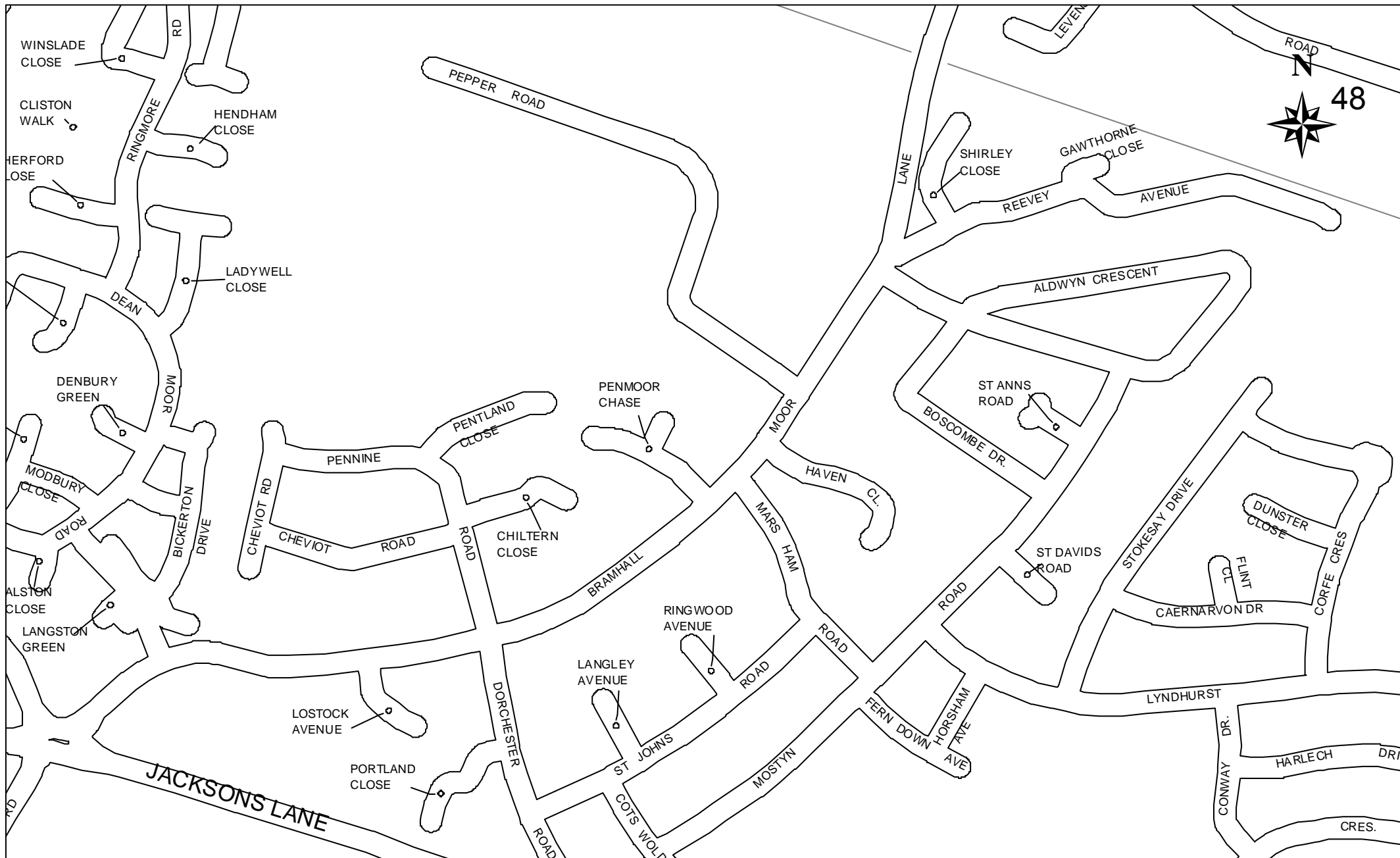
4. **RECOMMENDATIONS**

4.1 That the Area Committee be recommended to consider the proposals set out in the report and recommend that the Executive Councillor (Transportation) approves a detailed design and consultation be instigated in relation to the options specified t in paragraphs 2.2 – 2.6 above.

Background Papers

These are held in the current projects folder (0117) in the Network Management Section.

Anyone wishing any further information please contact Andy Marsh on 0161 474 4903



Job Title: Bramhall Park Road	Date: Mar 2010	Scale: Not to Scale	Drawing Number: 0117 / BML / C
Drawing Title: Proposed Consultation	Drawn:	CAD:	Checked: Approved:

Traffic Services, Network Management, Hygarth House, 103 Wellington Road South, Stockport. SK1 3TT. Tel: 0161 474 4872



STOCKPORT
METROPOLITAN BOROUGH COUNCIL

Jim McMahon BSc. C.Eng. MICE
SERVICE DIRECTOR,
TRANSPORTATION & PLANNING

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EXECUTIVE REPORT – SUMMARY SHEET

Subject: Bramley Close, Bramhall

**Report to: Bramhall & Cheadle Hulme South
Area Committee**

Date: 1 April

2010

Executive Councillor (Transportation)

Date:

Report of: Service Director, (Environment)

Key Decision: (c)

NO / YES (Please circle)

Forward Plan General Exception Special Urgency (Tick box)

Summary:

To report to Committee on the need for a Traffic Regulation Order (TRO) on Bramley Close, Bramhall outside the Health Centre.

Recommendation(s):

The Service Director (Environment) requests that the Area Committee considers the report and approves paragraph 4.2 and refers and recommends paragraph 4.3 to the Executive Councillor (Transportation) to approve.

4.2 No Waiting At Any Time

Bramley Close

Both sides from a point 15 metres South East of the South Easterly kerb line of Bramhall Lane South for a distance of 75 metres in a South Easterly direction.

4.3 Both sides from the South Easterly kerb line of Bramhall Lane South for a distance of 15 metres in a South Easterly direction.

Relevant Scrutiny Committee (if decision called in): **(d)**
ENVIRONMENT AND ECONOMY

Background Papers (if report for publication): **(e)**

Contact person for accessing background papers and discussing the report

**Officer: Irene Hardman
Tel: 0161-474-4848**

'Urgent Business': (f)

YES / NO (please circle)

Certification (if applicable)

This report should be considered as 'urgent business' and the decision exempted from 'call-in' for the following reason(s):

The written consent of Councillor _____ and the Chief Executive/Monitoring Officer/Corporate Director - Business Services for the decision to be treated as 'urgent business' was obtained on _____ /will be obtained before the decision is implemented.

Agenda Item No.

AREA COMMITTEE (BRAMHALL &
CHEADLE HULME SOUTH)

Date: 1 April 2010

EXECUTIVE COUNCILLOR (TRANSPORTATION)

Date:

BRAMLEY CLOSE, BRAMHALL

Report of the Service Director, Environment

1. **PURPOSE**

- 1.1 To report to Committee on the need for a Traffic regulation Order (TRO) on Bramley Close, Bramhall outside the Health Centre.

2. **INFORMATION**

- 2.1 Traffic Services have been asked by a Member, on behalf of Bramhall Health Centre to investigate problems caused by drivers who park their vehicles on Bramley Close.
- 2.2 As Members will recall Bramley Close provides the only access to the Health Centre, Library, Bramhall Station Car Park and Hall. This is a narrow, one way road and this indiscriminate parking causes difficulty to other road users and would cause problems in the event an emergency vehicle needed access.
- 2.3 As this part of Bramley Close does not have any other properties that front it the Spokesperson agreed that a consultation was not necessary.

3. **COST**

- | | |
|-----------------|--------------|
| 3.1 Advertising | £ 600 |
| Lines | <u>£ 500</u> |

Total **£1,500**

To be funded by Area Committees delegated budget

4. **RECOMMENDATIONS**

4.1 The Service Director (Environment) requests that the Area Committee considers the report and approves paragraph 4.2 and refers and recommends paragraph 4.3 to the Executive Councillor (Transportation) to approve

4.2 **No Waiting At Any Time**

Bramley Close

Both sides from a point 15 metres South East of the South Easterly kerb line of Bramhall Lane South for a distance of 75 metres in a South Easterly direction.

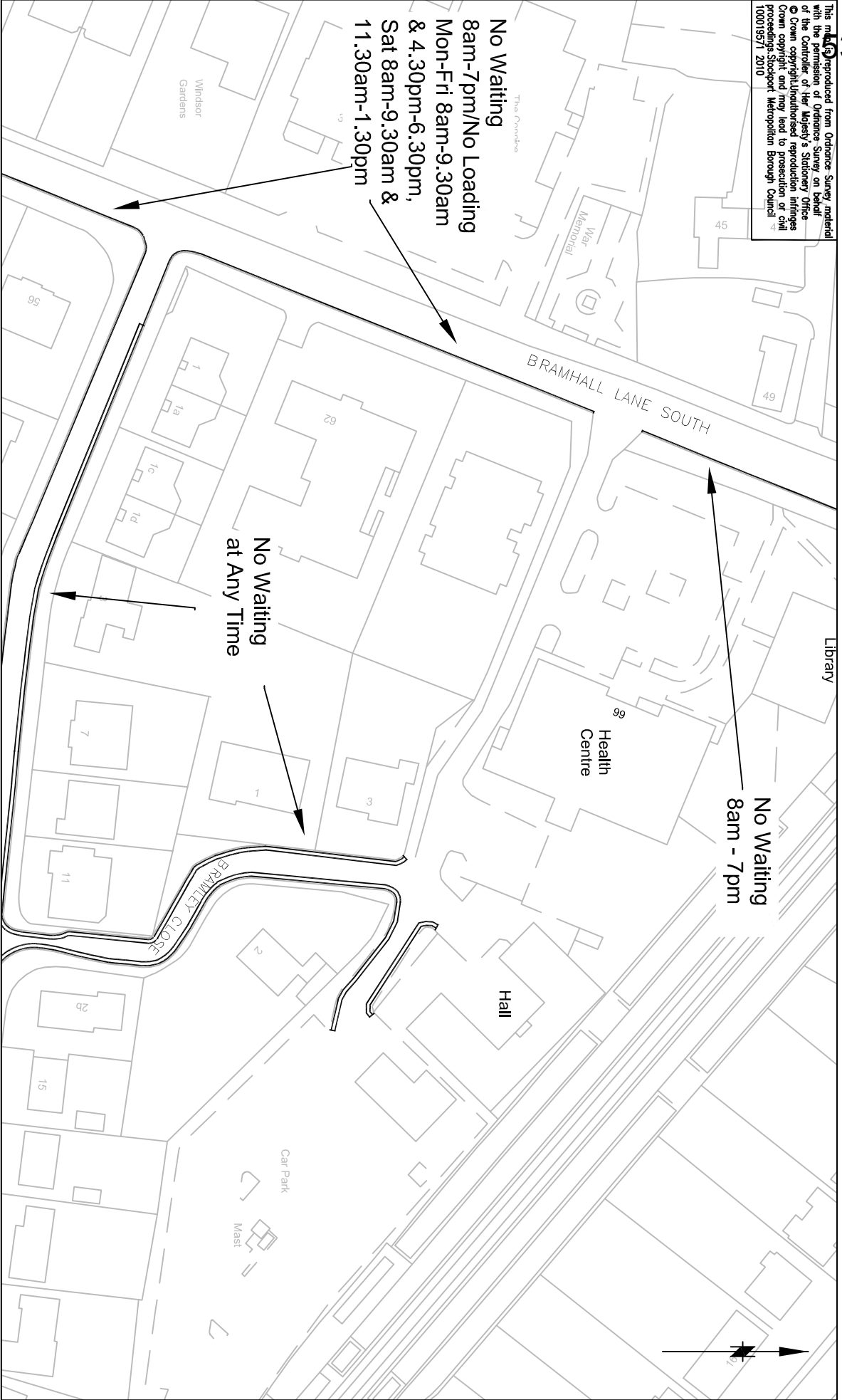
4.3 Both sides from the South Easterly kerb line of Bramhall Lane South for a distance of 15 metres in a South Easterly direction.

Background Papers

These are held on File No. NM8/4346 in the Network Management Section

Anyone wishing any further information please contact Irene Hardman on 0161-474 4848

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SCG JOB No.

JOB TITLE

Bramley Close, Bramhall

DRAWING TITLE

Existing Waiting Restrictions



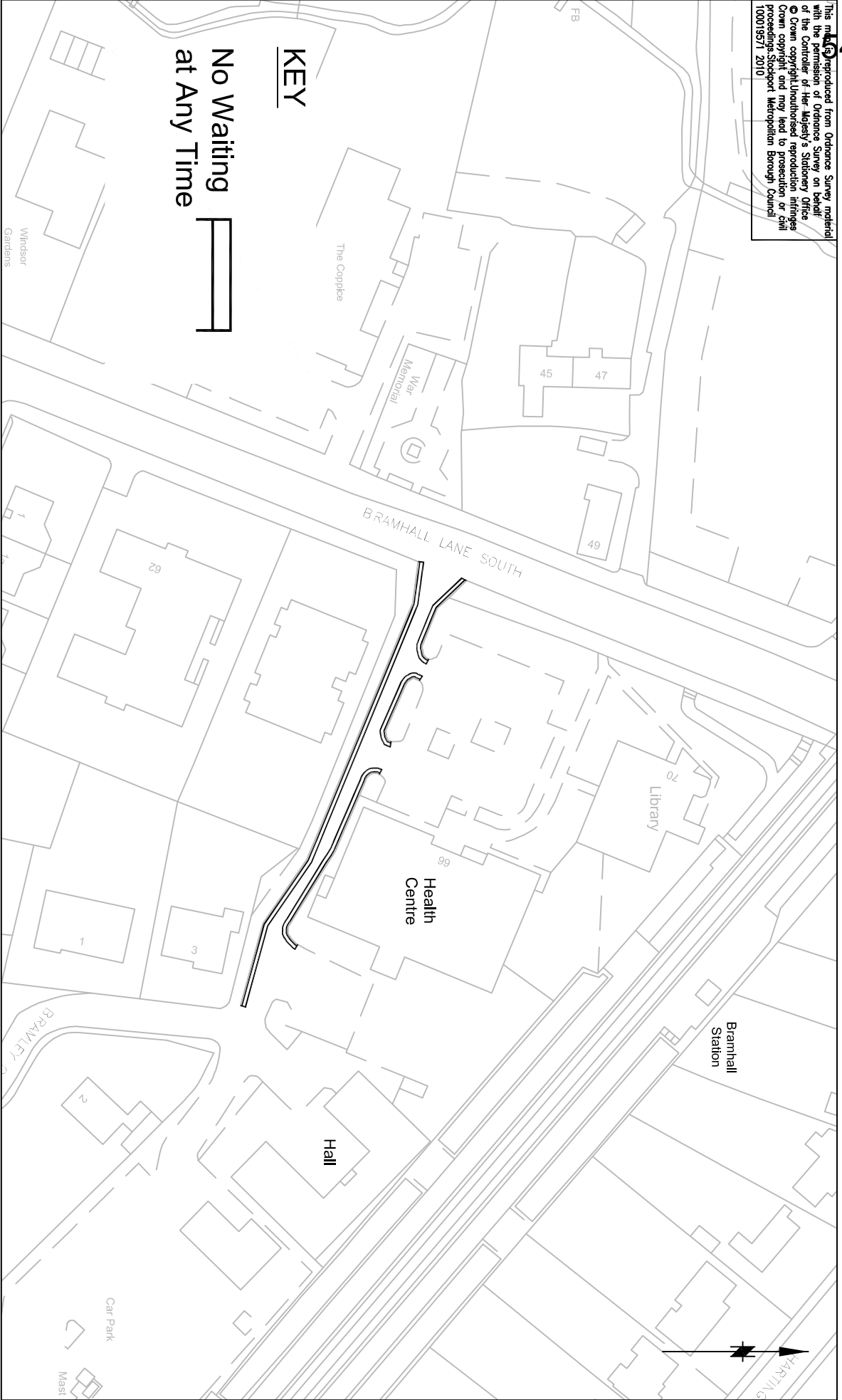
STOCKPORT
METROPOLITAN BOROUGH COUNCIL

Jim Makohon BSc, C.Eng, MICE
SERVICE DIRECTOR, MAJOR PROJECTS

HYGARTH HOUSE
103 WELINGTON ROAD SOUTH
STOCKPORT
Tel: 0161 474 4848
Fax: 0161 474 4833

FILENAME		Engineer		Checked		Approved	
Drawn	AV	IH		GP		GP	
Date	16/03/10	Date	16/03/10	Date	16/03/10	Date	16/03/10
Scale	1:1000	Drawing No.	NM8/4346/1				
Revision							

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KEY
No Waiting at Any Time

JOB TITLE
 Bramley Close, Bramhall

DRAWING TITLE
 Proposed No Waiting at Any Time



STOCKPORT
 METROPOLITAN BOROUGH COUNCIL

108 WELLSINGTON ROAD, SOUTH
 STATION, STOCKPORT
 Tel: 0161 474 4848
 Fax: 0161 474 4833

FILENAME		Engineer		Checked		Approved	
Drawn	AV	IH	GP	GP	GP	GP	GP
Date	16/03/10	Date	16/03/10	Date	16/03/10	Date	16/03/10
Scale	1:1000	Drawing No.	NM8/4346/2	Revision			

SCG JOB No.

EXECUTIVE REPORT – SUMMARY SHEET

Subject: Conway Road, Pembroke Close & Snowdon Drive, Cheadle Hulme.

Report to: Bramhall & Cheadle Hulme South Area Committee.

Date: 1 April 2010

Report of: Service Director (Environment)

Key Decision: (c) NO / YES (Please circle)

Forward Plan General Exception Special Urgency (Tick box)

Summary: To report to Committee on the need for a Traffic Regulation (TRO) on Conway Road, Pembroke Close & Snowdon Drive, Cheadle Hulme.

Recommendation(s):

4.1 The Service Director (Environment) recommends that the Area Committee approves the following Traffic Regulation Order.

4.2 A) **Revoke No Stopping Monday-Friday 8am-5pm School Keep Clear Markings**

Conway Road

South Westerly side, from a point 22 metres South East of the South Easterly kerb line of Pembroke Close for a distance of 76 metres in a North Westerly direction.

B) **Proposed No Waiting At Any Time**

i) **Conway Road**

South Westerly side, from point 10 metres South East of the South Easterly kerb line of Pembroke Close to a point 10 metres North West of the North Westerly kerb line Pembroke Close.

ii) **Pembroke Close**

South Easterly side, from the South Westerly kerb line of Conway Road for a distance of 10 metres in a South Westerly direction.

iii) **Pembroke Close**

North Westerly side, from the South Westerly kerb line of Conway Road in a South Westerly and North Westerly direction to the limit of the adopted Highway. A total distance of 50 metres.

C) **Proposed No Waiting Monday-Friday 8:30am-9:30am & 3pm-4pm Term Time Only**

i) **Conway Road**

South Westerly side

From a point 34 metres North West of the North Westerly kerbline of Llanberis Road for a distance of 16 metres in a North Westerly direction.

Form a point 10 metres North West of the North Westerly kerblines of Pembroke Close for a distance of 35 metres in a North Westerly direction

i) **Pembroke Close**

South Easterly side, from a point 10 metres South West of the South Westerly kerb line of Conway Road in a South Westerly and North Westerly direction to the limit of the adopted Highway. A total distance of 43 metres

ii) **Snowdon Drive**

Both sides, from the South Westerly kerblines of Pembroke Close for the remainder of its length. A total distance of 38 metres.

Relevant Scrutiny Committee (if decision called in): **(d)**
ENVIRONMENT AND ECONOMY

Background Papers (if report for publication): **(e)**

Contact person for accessing
background papers and discussing the report

Officer: Irene Hardman
Tel:0161-474-4848

'Urgent Business': (f) **YES / NO (please circle)**

Certification (if applicable)

This report should be considered as 'urgent business' and the decision exempted from 'call-in' for the following reason(s):

The written consent of Councillor _____ and the Chief Executive/Monitoring Officer/Corporate Director - Business Services for the decision to be treated as 'urgent business' was obtained on _____ /will be obtained before the decision is implemented.

Agenda Item No.

AREA COMMITTEE (BRAMHALL &
CHEADLE HULME SOUTH)

Date: 1 April 2010

**CONWAY ROAD, PEMBROKE CLOSE AND SNOWDON DRIVE,
CHEADLE HULME**

Report of the Service Director, Environment

1. PURPOSE

- 1.1 To report to Committee the results of a consultation exercise with residents of Conway Road, Pembroke Close and Snowdon Drive on the need to provide waiting restrictions.

2. INFORMATION

- 2.1 Traffic Services have received representation from the residents of the new Housing Development off Conway Road, to investigate the problems caused by on street parking on Conway Road, Pembroke Close and Snowdon Drive, when parents stop to drop off or wait to pick up, their children from Cheadle Junior School, Conway Road.
- 2.2 Site observations have confirmed that parked vehicles do at times cause a problem for residents and other road users, particularly young children, especially at school start and finishing times.
- 2.3 Following a discussion with the Ward Spokesperson it was decided to consult with residents on a proposal to restrict parking on Conway Road and prohibit parking at its junction with Snowdon Drive and offering residents several options for the remainder of the two culs-de-sac.

The options being

Option 1 No Waiting at Any Time.

Option 2 No Waiting Monday-Friday 8am-5pm to match the existing "School Keep Clear" marking.

Option 3 No Waiting Monday-Friday 8:30am-9:30am & 3pm-4pm Term Time Only.

Option 4 Do nothing.

- 2.3 Out of 18 letters delivered 9 residents (50%) replied, out of these 9 replies 7 residents (78% of the replies) opted for **Option 3**, with 2 of the residents requesting No Waiting At Any Time to the North side of Pembroke Close, in front of the brick wall to the side and rear of Nos. 39-41 Conway Road. It is reported that visitors to the school park on the inside of this bend every day causing visibility problems for car drivers entering and leaving Pembroke Close.

3. **COST**

3.1 Advertising	£ 600
Lining	£ 500
5 Poles and 6 signs	<u>£ 800</u>
Total	£1,900

Costs to be met by Antler Homes.

4. **RECOMMENDATIONS**

- 4.1 The Service Director (Environment) recommends that the Area Committee approves the following Traffic Regulation Order.

- 4.2 A) **Revoke No Stopping Monday-Friday 8am-5pm School Keep Clear Markings**

Conway Road

South Westerly side, from a point 22 metres South East of the South Easterly kerb line of Pembroke Close for a distance of 76 metres in a North Westerly direction.

- B) **Proposed No Waiting At Any Time**

- i) **Conway Road**

South Westerly side, from point 10 metres South East of the South Easterly kerb line of Pembroke Close to a point 10 metres North West of the North Westerly kerb line Pembroke Close.

- ii) **Pembroke Close**

South Easterly side, from the South Westerly kerb line of Conway Road for a distance of 10 metres in a South Westerly direction.

iii) **Pembroke Close**

North Westerly side, from the South Westerly kerb line of Conway Road in a South Westerly and North Westerly direction to the limit of the adopted Highway. A total distance of 50 metres.

C) **Proposed No Waiting Monday-Friday 8:30am-9:30am & 3pm-4pm Term Time Only**

i) **Conway Road**

South Westerly side

From a point 34 metres North West of the North Westerly kerblines of Llanberis Road for a distance of 16 metres in a North Westerly direction.

From a point 10 metres North West of the North Westerly kerblines of Pembroke Close for a distance of 35 metres in a North Westerly direction

i) **Pembroke Close**

South Easterly side, from a point 10 metres South West of the South Westerly kerb line of Conway Road in a South Westerly and North Westerly direction to the limit of the adopted Highway. A total distance of 43 metres

ii) **Snowdon Drive**

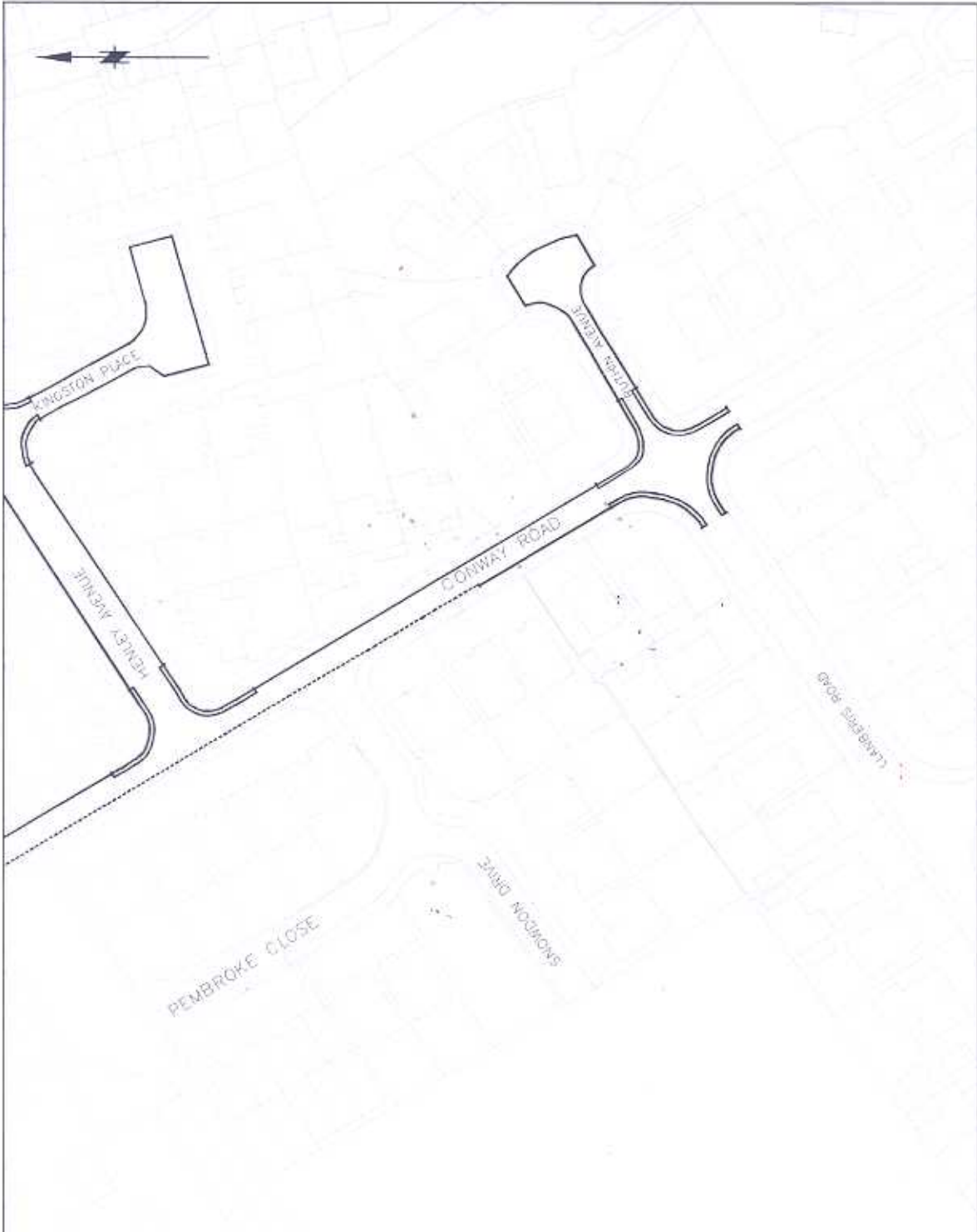
Both sides, from the South Westerly kerblines of Pembroke Close for the remainder of its length. A total distance of 38 metres.

Background Papers

These are held on File No. NM8/4314 in the Network Management Section

Anyone wishing any further information please contact Irene Hardman on 474-4848.

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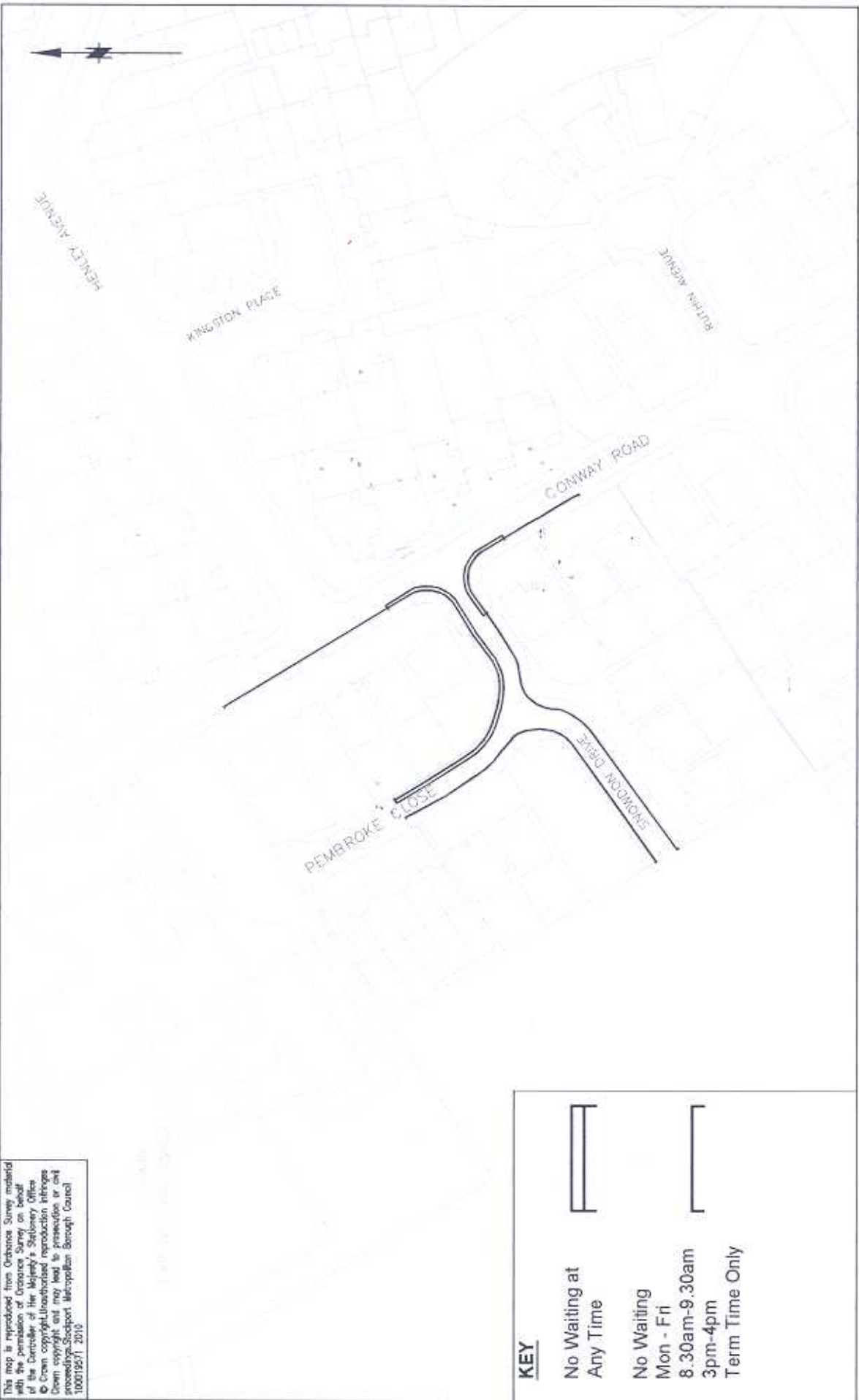


KEY	
No Waiting at Any Time	
No Waiting Mon - Fri 8.30am-9.30am 3pm-4pm Term Time Only	
No Stopping Mon - Fri 8am - 5pm	

SCG JOB No.

<p>STOCKPORT METROPOLITAN BOROUGH COUNCIL 103 WELLS ROAD STOCKPORT SK11 3JT Tel: 0161 474 4646 Fax: 0161 474 4653</p>		<p>FILENAME Drawn AV Date 17/03/10 Engineer IH Date 17/03/10 Checked DWL Date 3/10 Approved [Signature] Date 3/10</p>
<p>JOB TITLE Conway Road, Pembroke Close, Snowdon Drive, Cheadle Hulme</p>		<p>Scale 1:1000 Drawing No. NMB/4314/1</p>
<p>DRAWING TITLE Existing Waiting Restrictions</p>		<p>Jim Mahon BSc, C.Eng, MICE SERVICE DIRECTOR, MAJOR PROJECTS</p>

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 100019571 2010



KEY

No Waiting at Any Time	
No Waiting Mon - Fri 8.30am-9.30am 3pm-4pm Term Time Only	

SCG JOB No.

JOB TITLE Conway Road, Pembroke Close, Snowdon Drive, Cheadle Hulme	STOCKPORT METROPOLITAN BOROUGH COUNCIL <small>103 WELLSBOROUGH ROAD STOCKPORT SK1 3JL TEL: 0161 474 4444 FAX: 0161 474 4633</small>				FILENAME Drawn AV Date 17/03/10 Scale 1:1000 Drawing No. NMB/4314/2 Revision	Checked <i>pm</i> Date 3/10 Approved <i>pm</i> Date 2/10
	DRAWING TITLE Proposed Waiting Restrictions					

Bramhall and Cheadle Hulme South Area Committee**USE OF COMMUTED SUMS IN THE BRAMHALL AND CHEADLE HULME
SOUTH AREA COMMITTEE AREA**Report of the Service Director (Communities)**1.0 MATTER FOR CONSIDERATION**

- 1.1 That Committee considers the use of commuted sums for play provision in the Bramhall and Cheadle Hulme South committee area and approves the location of the play area where these sums are to be spent.

2.0 INFORMATION

- 2.1 The commuted sums for play provision which are available for commitment to playspace improvement projects have been detailed in the appendix to this report.

3.0 RECOMMENDATION

- 3.1 That Committee decide and approve the allocation of the commuted sums described in this report and appendix as follows:
- The use of £4,684.68 at Bradshaw Hall Playbuilder project, off Chedlee Drive, Cheadle Hulme.
 - The use of £501.93 at Bramhall Park play area to contribute towards the replacement of the old timber equipment
 - The commitment of £4996.89 at Heathbank/Highfield recreation ground towards new toddler equipment to complement the new Playbuilder playspace.
 - The use of £1003.86 at Lumb Lane play area towards the provision of a new larger roundabout, to add to funds already allocated.
 - To reserve the sum of £2,070.46 in the fund for Parkside play area to accumulate towards future redevelopment
 - To reserve the sum of £739.45 in the fund for Thorn Grove play area to accumulate towards future redevelopment

BACKGROUND PAPERS

Commuted sums map and database

Anyone wishing to inspect the above background papers or requiring further information should contact Vanessa Brook on telephone number 0161 474 4446 or alternatively email vanessa.brook@stockport.gov.uk

COMMUTED SUMS IN THE BRAMHALL & CHEADLE HULME SOUTH AREA
March 2010

SITE	UNALLOCATED COMMUTED SUMS	APPROVED / SPENT COMMUTED SUMS	COMMENTS									
Bradshaw Hall play area	£4,684.68	£19,001.53	<p>Commutated sums totalling £19001.53 approved by area committee are being used to to match fund Playbuilder funding for a new play area for the Bradshaw Hall estate, to be built before the end of March 2010. The contractor is on site.</p> <p>Committee approval is sought to commit the new sum of £4,684.68 to provide a chainsaw Sculpture and pond dipping platform at Bradshaw Hall Play area to enhance the Playbuilder scheme</p> <table border="1" data-bbox="898 628 2002 715"> <tr> <td data-bbox="898 628 987 671">914</td> <td data-bbox="987 628 1774 671">107 – 110b and land opposite plots 95 – 98 Parklands</td> <td data-bbox="1774 628 2002 671">1338.48</td> </tr> <tr> <td data-bbox="898 671 987 715">946</td> <td data-bbox="987 671 1774 715">Blossoms Hey, Cheadle Hulme</td> <td data-bbox="1774 671 2002 715">3346.20</td> </tr> </table>	914	107 – 110b and land opposite plots 95 – 98 Parklands	1338.48	946	Blossoms Hey, Cheadle Hulme	3346.20			
914	107 – 110b and land opposite plots 95 – 98 Parklands	1338.48										
946	Blossoms Hey, Cheadle Hulme	3346.20										
Bramhall Park	£501.93	£43,802.95	<p>Committee approval has been given to allocate £3516.86provide new agility equipment (balancing logs etc) to replace the existing timber equipment which will be removed over the winter. The new equipment will be installed in April-May 2010.</p> <p>A sum of £501.93 is unallocated and Committee approval is sought to add this sum to those already allocated towards replacing the existing timber equipment in April May 2010</p> <table border="1" data-bbox="898 903 2002 944"> <tr> <td data-bbox="898 903 987 944">939</td> <td data-bbox="987 903 1774 944">24 Ramilies Avenue, Cheadle Hulme</td> <td data-bbox="1774 903 2002 944">501.93</td> </tr> </table>	939	24 Ramilies Avenue, Cheadle Hulme	501.93						
939	24 Ramilies Avenue, Cheadle Hulme	501.93										
Heathbank Road Play area Also known as Highfield Recreation Ground	£4996.89	£29,390.83	<p>Committee approval has been given to allocate 20,063.88 commuted sums to match fund Playbuilder funding for a new junior play area for Heathbank / Highfield Recreation Ground to be built before the end of March 2010. The contractor is on site.</p> <p>There are three new commuted sums to allocate:</p> <table border="1" data-bbox="898 1102 2018 1225"> <tr> <td data-bbox="898 1102 987 1145">785</td> <td data-bbox="987 1102 1700 1145">Former police station, Cheadle Hulme</td> <td data-bbox="1700 1102 2018 1145">3,993.03</td> </tr> <tr> <td data-bbox="898 1145 987 1189">927</td> <td data-bbox="987 1145 1700 1189">33 Swann Lane, Cheadle Hulme</td> <td data-bbox="1700 1145 2018 1189">167.31</td> </tr> <tr> <td data-bbox="898 1189 987 1225">929</td> <td data-bbox="987 1189 1700 1225">53 Cheadle Road, Cheadle Hulme</td> <td data-bbox="1700 1189 2018 1225">836.55</td> </tr> </table>	785	Former police station, Cheadle Hulme	3,993.03	927	33 Swann Lane, Cheadle Hulme	167.31	929	53 Cheadle Road, Cheadle Hulme	836.55
785	Former police station, Cheadle Hulme	3,993.03										
927	33 Swann Lane, Cheadle Hulme	167.31										
929	53 Cheadle Road, Cheadle Hulme	836.55										
Lumb Lane play area	£1003.86	£69,020.10	<p>Committee approval has been given to allocate £7551.96 to provide a new roundabout at this site.</p> <p>Committee approval is sought to allocate the two new sums totalling £1003.00 to the project above in order to deliver a larger roundabout</p>									

			<table border="1"> <tr> <td>919</td> <td>33 Ridge Park, Bramhall</td> <td>334.62</td> </tr> <tr> <td>928</td> <td>26a Lumb Lane, Bramhall</td> <td>669.24</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	919	33 Ridge Park, Bramhall	334.62	928	26a Lumb Lane, Bramhall	669.24			
919	33 Ridge Park, Bramhall	334.62										
928	26a Lumb Lane, Bramhall	669.24										
Newhouse Farm play area	0	£7,171.16	This site has been allocated Playbuilder funding in 2010/11. Committee approval has been given to add £7171.16 commuted sum to this funding to deliver improvements to the play area. There are no new commuted sums this quarter.									
Parkside play area	£2,070.46	£2,464.30	<p>This sum is not committed and it is proposed that the sum remain in place until additional funding can be sought to fund an additional piece of play equipment.</p> <p>These commuted sums arise from the following developments:</p> <table border="1"> <tr> <td>495</td> <td>Land adjacent to 70 Grange Rd, Bramhall</td> <td>591.56</td> </tr> <tr> <td>563</td> <td>Broadway/Sandiway Bramhall</td> <td>739.45</td> </tr> <tr> <td>704</td> <td>330 Bramhall Lane South, Bramhall</td> <td>739.45</td> </tr> </table>	495	Land adjacent to 70 Grange Rd, Bramhall	591.56	563	Broadway/Sandiway Bramhall	739.45	704	330 Bramhall Lane South, Bramhall	739.45
495	Land adjacent to 70 Grange Rd, Bramhall	591.56										
563	Broadway/Sandiway Bramhall	739.45										
704	330 Bramhall Lane South, Bramhall	739.45										
Thorn Grove play area	£739.45	£30,932.30	<p>It is proposed that the sum remain in place until additional funding can be sought to fund an additional piece of play equipment.</p> <p>The commuted sum arises from the following development:</p> <table border="1"> <tr> <td>701</td> <td>land adj. 41 Pingate Lane, C.Hulme</td> <td>739.45</td> </tr> </table>	701	land adj. 41 Pingate Lane, C.Hulme	739.45						
701	land adj. 41 Pingate Lane, C.Hulme	739.45										
Woodford Community Centre	0	£6903.86	There are no new commuted sums to allocate									
Woodford Recreation Ground	0	£5186.05	There are no new commuted sums to allocate									
TOTAL	£13,997.27	£213,873.08										

NOMINATION OF LA SCHOOL GOVERNORS**Report of Service Director (Learning & Achievement)****1. MATTER FOR CONSIDERATION**

Exercise of the Area Committee's delegated power to provide political nominations for LA governor vacancies in local schools.

2. INFORMATION

1. The arrangements for appointments to school governing bodies are as follows:

1.1. Following the annual elections to the Council, the party groups will each identify a representative Councillor to meet with the Corporate Director, Children & Young People (known collectively as the Governor Representative Group) in order to determine any necessary changes in the allocation of governing body seats, to reflect both in aggregate and, so far as practicable, within the area of each Area Committee, the political balance of the Council as a whole. The Group should aim to avoid unnecessary disruption to individual schools. The allocation of governing body seats by the Governor Representative Group will be subject to the approval of the Executive Councillor (Children & Young People).

1.2. When political vacancies arise, the Corporate Director, Children & Young People will prepare a report for the next practicable meeting of the relevant Area Committee. The report will identify the vacancy and indicate which of the party groups needs to be consulted in order to maintain the agreed political balance. The report will be copied, by the Corporate Director, Children & Young People, to each member of the Governor Representative Group, for information.

1.3. Where the relevant party group has at least one seat on the Area Committee it will be for the group member (or members) to put forward names of appropriate individuals to be considered for nomination by the Area Committee to fill the vacancy (or vacancies).

1.4. Where the group entitled to influence the nomination has no seat on the relevant Area Committee, the Committee will consult, via the Corporate Director, Children & Young People, with the relevant member of the Governor Representative Group.

1.5. Following the meeting of the Area Committee, the nomination, if any, from the Area Committee will be submitted to the Executive Councillor (Children & Young People) who will have regard to that nomination when making an appointment.

1.6. If, for any reason, the Area Committee wishes to make a nomination for appointment that does not accord with the allocations determined by the Governor Representative Group and approved by the Executive Councillor (Children & Young

People), the Area Committee may nominate one of its members to discuss the nomination, and the reasons for it, with the Executive Councillor (Children & Young People). It will be open to the Executive Councillor (Children & Young People) to agree to accept the Area Committee's nomination in exchange for the reallocation of a seat elsewhere in the Borough.

1.7. In the absence of a nomination from the Area Committee following the expiry of four Area Committee cycles from the original notification of the vacancy, the Corporate Director, Children & Young People will refer the matter to the Governor Representative Group, which will have the responsibility of ensuring that a nomination is made, having regard to the principles set out in 1.1 above, and submitted to the Executive Councillor (Children & Young People) for approval.

1.8. In an attempt to reduce the number of LA vacancies, nominations from Council Employees (other than employees of the Children & Young People's Directorate who are directly involved in support services to schools) will be considered by the Executive Councillor (Children & Young People). In order to maintain the overall political balance, 5% of each party's nominations will be allocated to non party governors (officers) taking into account long standing vacancies.

1.9. At any time the Executive Councillor (Children & Young People) may decline to exercise his/her functions under this Protocol and refer the matter to the Executive for a decision.

2.0 VACANCIES LESS THAN FOUR CYCLES

There were no vacancies at the time of writing this report on 22nd March 2010

2.1 REAPPOINTMENT

Name	School	Political Group	Date reappointed from
Mrs M Hulme	Lane End Primary School	Lib/Dem	1.04.10

3. RECOMMENDATION

That the Area Committee considers the reappointment in 2.1 above
 Anyone requiring further information should contact Libby Evans on telephone number 0161 474 3847 or alternatively email libby.evans@stockport.gov.uk

PROGRESS ON AREA COMMITTEE DECISIONSReport of the Head of Area Governance

DATE/ MINUTE NO.	SUBJECT	SUMMARY OF DECISION	PROGRESS	OFFICER RESPONSIBLE
4 March 2010 Minute 5	Station Road	That consideration of this item be deferred and the Service Director (Environment) be requested to submit a report to a future meeting combining the issues of permit parking and the proposals for accessing Ramilies Avenue from Station Road.	This matter has been referred to the Service Director (Environment) for investigation.	Irene Hardman
4 March 2010 Minute 9	Bramhall Park Road - Proposed Traffic Calming	That the Service Director (Environment) be requested to contact the manufacturers of the vehicle activated speed signs with a view to trailing speed signs which utilise coloured warning signs for those cars travelling below and in excess of 30 miles per hour and that a report be submitted to a future meeting.	This matter has been referred to the Service Director (Environment) for consideration.	Andrew March

AGENDA ITEM 13

The remaining amounts available to be spent in 2009/10 are as follows:-

Bramhall North

Bramhall South

Cheadle Hulme South

70

3 rd Bramhall Scout Group - March 2009	£300.00		Stockport Nature Network - March 2009	£16.66		Stockport Nature Network - March 2009	£16.66
Stockport Nature Network - March 2009	£16.66		Stockport Secondary School Boys - Mar 2009	£93.75		Stockport Secondary School Boys - Mar 2009	£93.75
Bramhall Cricket Club - April 2009	£75.00		Bramhall Cricket Club - April 2009	£625.00		Oak Meadow Focus Group - April 2009	£300
Churches Together in Bramhall - May 2009	£152.50		Woodford Cricket Club - April 2009	£600.00		Bramhall Cricket Club - April 2009	£100
Rising Stars - May 2009	£150		Churches Together in Bramhall - May 2009	152.50		Rising Stars - May 2009	£150
Manchester Harriers - May 2009	£200		Rising Stars - May 2009	£150		Manchester Harriers - May 2009	£200
			Manchester Harriers - May 2009	£200			
Starlight Academy - July 2009	£200		Starlight Academy - July 2009	£200		Starlight Academy - July 2009	£200
Churches Together in Bramhall - Sept 2009	£50		Grove Lane Day Centre - Aug 2009	£500		Grove Lane Day Centre - Aug 2009	£500
Trinity Cricket Club - Sept 2009	£100		Churches Together in Bramhall - Sept 2009	£75		Churches Together in Bramhall - Sept 2009	£75
Manchester Marauders - March 2010	£200		Trinity Cricket Club - Sept 2009	£100		Manchester Marauders - March 2010	£200
			Manchester Marauders - March 2010	£200			
Total Available	£1,813.47		Total Available	£4679.94		Total Available	£3603.97
Spent	£1127.50		Spent	£2802.50		Spent	£1725
Remaining	£685.97		Remaining	£1877.44		Remaining	£1878.97

Background Papers

Minutes of the Bramhall and Cheadle Hulme South Area Committee
 Bramhall and Cheadle Hulme South Area Committee 'Progress on Area Committee Decisions' reports

Anyone wanting further information please contact Steve Fox 474 3206.

APPENDIX A**Resume of Traffic Schemes Reported to
Bramhall & Cheadle Hulme South Area Committee**

Report of the Service Director (Transportation and Planning)

See attached tables:-

Resume Of Issues Progress Report – Bramhall & Cheadle Hulme South

SCHEME	CALLED IN? Y/N	WITH TRAFFIC SERVICES	WITH LEGAL	ON ADVERT	OBJECTIONS? Y/N	AWAITING OPS. DATE	OPERATIVE DATE	COMMENTS
Bramhall Lane South Pelican Upgrades at Lumb Lane and Train Station GS/ AM								Both Pelican Crossing upgrades are now complete.
Robins Lane, AM		✓						Service Director (Transportation & Planning) requested to investigate the need to introduce new safety measures at Robins Lane and not simply to reinstate the current scheme when the road is resurfaced. Discussions taking place between Area Conditions Officer and Cllrs re extent of work and funding
Bramhall Park Road, Bramhall AM		✓						Service Director (Transportation & Planning) submitted a report detailing a proposal to instigate traffic calming measures on Bramhall Park Road between the junctions of Linney Road and Hall Road. Vehicle Actuated Signs to be erected at the earliest opportunity
Bramhall Corridor – Integrated Route Treatment, Bramhall Green Roundabout		✓						Public consultation in respect of proposed improvements at Bramhall Green Roundabout now completed. Feedback generally favourable. Full results of consultation and outline programme for improvements in 2010/11 will be reported to future meeting of the

<p>– proposed improvements</p> <p>MC</p>								<p>Area Committee.</p> <p>Works associated with the new School Crossing Patrol point at Bramhall Lane South/Grasmere Crescent junction are now completed and the crossing point is due to be commissioned shortly.</p>
<p>Station Road, Cheadle Hulme</p> <p>IH</p>		✓						<p>Service Director (Transportation & Planning) reported the results of a consultation exercise with the residents of Station Road Cottages on the need to provide them with permit parking. Following a discussion with the Spokesperson a further deferral was agreed by Committee to enable additional information relating to this report and an up date of the right turning lane into Ramillies Avenue to be provided at the March 2010 meeting.</p> <p>In line with this request contact has been made with the petitioners, property owners fronting Station Road and a representative of the nearby Methodist Church.</p> <p>Service Director, Environment to report to a future AC meeting.</p>
<p>Hill Top Avenue, Cheadle Hulme</p> <p>IH</p>		✓			✓			<p>Service Director (Environment) provided the Area Committee with information on a consultation exercise with residents of Hill Top Avenue, Cheadle Hulme, which included proposals to introduce a Traffic Regulation Order at either side of the rear entrance to Hulme School.</p> <p>Objection to the scheme has been received, this will be reported to a future AC meeting</p>
<p>North Park Road, Heaton Avenue, Bramhall</p> <p>IH</p>		✓						<p>Service Director (Environment) provided the Area Committee with information on the results of a consultation exercise with residents of North Park Road and Heaton Avenue, Bramhall on the need to provide waiting restrictions around the junction of North Park Road and Heaton Avenue, and included a proposal to introduce a Traffic Regulation</p>

								Order. Works order to be issued shortly.
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All figures are approximate as at the end of January 2010 in financial year 2009-10 –
Includes Traffic & Highways money.

Budget 09/10	£63,500
C/Forward (see above)	£34,000
09/10 TOTAL	£97,500
Remaining Amount	£10,235

Cheadle Hulme South – 9k
Bramhall North – 1k
Bramhall South – 0k

