

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: Hempshaw Lane, Offerton

Report to: (a) Stepping Hill Area Committee
(b) Central Stockport Area Committee

Date: Tuesday, 10 March 2020
Date: Thursday, 12 March 2020

Report of: (b) Corporate Director for Place Management & Regeneration

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

Forward Plan ☐ General Exception ☐ Special Urgency ☐ (Tick box)

Summary: To approve amended Traffic Regulation Orders (TRO's) on Hempshaw Lane as part of the Battersby Hat Works Development.

Recommendation(s): The respective Area Committees approve the advertising of the following Traffic Regulation Orders and subject to no objections being received within 21 days from the advertisement date the following orders can be made:

Part A). Stepping Hill Area Committee

Part B). Central Area Committee

A). Revoke No Waiting at Any Time:

Hempshaw Lane

South Westerly side from a point 7 metres North West of the South Westerly kerb line of Garth Road for a distance of 12 metres in a North Westerly direction.

Southerly side from a point 7 metres East of the North Easterly kerb line of Garth Road for a distance of 24 metres in an Easterly direction.

B). Introduce No Waiting at Any Time:

Hattersby Lane

Both sides from the Northerly kerb-line of Hempshaw Lane for a distance of 10 metres in a Northerly direction (to tie in with existing).

Sydney Street

Both sides from the Northerly kerb line of Hempshaw lane for a distance of 5 metres in a North Easterly direction.

Hempshaw Lane

North side from a point 1.5 metres West of the North Westerly kerb line of Sydney Street in an Easterly direction to a point 5 metres East of the South Easterly kerb line of Sydney Street.

Hempshaw Lane, Offerton

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF REPORT

To approve amended Traffic Regulation Orders (TRO's) on Hempshaw Lane as part of the Battersby Hat Works Development.

2. BACKGROUND

Approval has been granted for the redevelopment of the former Battersby Hat Works site (Offerton Industrial Estate) into 144 residential dwellings (Planning Application DC/066807). As part of the development process the following issues were identified:

- No Waiting at Any Time restrictions (Double Yellow Lines - DYL) will be required to consolidate the junction of the new Access Road into the estate.
- Representation was made by residents in the frontage properties to remove some of the existing DYL restrictions. This part of Hempshaw Lane from the junction at Dialstone Lane to Whalley Road is fully restricted on both sides for the purposes of traffic management. Historically, residents have used (presumably by informal agreement) the private frontage of the former premises as a parking facility; however, with the new layout this option will no longer be available.

3. PROPOSALS

The proposals are shown on attached drawing number: **NM8-5121-001**. Please see the notes below:

- For the sake of expediency, it was necessary to produce a sketch drawing as the design software is not available at this time. A professional drawing will be produced for the purposes of public notification.
- Whilst nobody has an automatic right to park on the Highway, after some consideration Network Management would be willing to revoke a 12 metre section of DYL fronting No's 442 – 448 and 24 metres fronting No's 452 – 462. This will mean that either arm of the junction at Garth Road is protected to an extent of 7 metres for the purposes of visibility. Due to access needs for construction traffic, it will not be possible to implement the changes on the southerly side of Hempshaw Lane until after the construction works at the Battersby Mill are completed, currently estimated to be in 2022.
- An analysis of swept path data at the new entrance to the housing development has determined that it would be prudent to restrict parking on the opposite side of Hempshaw Lane so that larger vehicles can turn in / out safely.

- We are notified by Building Control that the street name for the new access into the estate will be 'Hattersby Lane'.
- In addition to protecting the new Access Road, it also makes sense to use this opportunity to protect the mouth of the junction at Sydney Street. The extent of the restrictions will reflect those on the opposite side at Whalley Road.

4. LEGAL POSITION/IMPLICATIONS

The Traffic Management Orders would be made under Section 1 of the Road Traffic Regulation Act 1984. The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft Order.

5. CONSULTATION

As and when the TRO's are ready to be advertised by Legal Services, local residents will be notified of the said measures and will have opportunity to register a formal objection as part of the advertising process.

6. FINANCIAL IMPLICATIONS

The associated cost for the TRO's will be funded by the Developer.

7. TIMESCALES

If approved the order is expected to become operative after the development construction is completed. This is due to access requirements for construction vehicles (expected 2022).

8. EQUALITIES/COMMUNITY IMPACT ASSESSMENT

Equal Opportunities

- To provide a suitable and safer environment for pedestrians and other road users. The scheme contributes to the Council's vision statement "Promote equal life outcomes for all by tackling known inequalities across the borough of Stockport".

Sustainable Environment

- To develop and sustain a healthy, safe and attractive local environment which contributes to Stockport. Stockport Council understands the responsibility it has to lead by example and help the broader community make a positive contribution to the local environment.

9. CONCLUSIONS AND RECOMMENDATIONS

The respective Area Committees approve the advertising of the following Traffic Regulation Orders and subject to no objections being received within 21 days from the advertisement date the following orders can be made:

Part A). Stepping Hill Area Committee

Part B). Central Area Committee

A). Revoke No Waiting at Any Time:

Hempshaw Lane

South Westerly side from a point 7 metres North West of the South Westerly kerb line of Garth Road for a distance of 12 metres in a North Westerly direction.

Southerly side from a point 7 metres East of the North Easterly kerb line of Garth Road for a distance of 24 metres in an Easterly direction.

For implementation following completion of the Battersby Mill re-development.

B). Introduce No Waiting at Any Time:

Hattersby Lane

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Sydney Street

Both sides from the Northerly kerb line of Hempshaw lane for a distance of 5 metres in a North Easterly direction.

Hempshaw Lane

North side from a point 1.5 metres West of the North Westerly kerb line of Sydney Street in an Easterly direction to a point 5 metres East of the South Easterly kerb line of Sydney Street.

Background Papers

Anyone wishing further information please contact Max Townsend on telephone number Tel: 0161 474 4861 or by email on max.townsend@stockport.gov.uk