

Planning Application Comment

From: DoNotReply@tameside.gov.uk
Sent: 24 July 2018 00:46
To: Planning Mail
Subject: Planning Application Comment

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Planning Application Comment
Allocated Request Number: 22487591
Service Id: 440
Dated: 24/07/2018 00:45:51

Planning Application Number: 18/00119/FUL Date Of Application: 12/02/2018
Proposal: Construction of 5 No. detached houses and associated works
Site: Land South of
Grove Street
Ashton-Under-Lyne
Tameside

Comments From:



Comments On The Proposal...

I write to comment of this application.
My comments previously supplied still apply as these additional comments are supplemental to the superseded new plans submitted by this applicant on the 10/07/2018. The Open plan assessment form for this application, which was previously submitted on the 10/02/2018 planning application pack, did not appear on the file until several residents enquiries caused it to be located and then placed on the application. This was done on the 13/07/2018. Previous decisions had been contemplated without having sight of this document. I feel that by failing to disclose it and publish it until 13/07/18, for the public to comment on, is a disgrace and shows a certain ineptitude of officers within the Local Authority. Despite protestations from residents this file was not located, until additional plans had been submitted superseding the original application. Only then after repeated telephone calls to the Planning Officer pointing out its importance. I feel that such an important document forms the crux of this planning application. The superseded plans have been submitted. They have no additional explanations on them to show what alterations have been submitted in difference to the original plans. The design and access statement does not give any detail of this proposed new layout. There is not an updated one submitted with and pertinent to this application. It appears that these details have been purposely omitted by the developer or their agents in order to cloud the planning panel's judgement when deciding this application. It does not detail its true intentions of this application and its new superseded design, taking into account the revamped road layout, which shows it on the drawings alone with no other mention as to how

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this new road leading from Grove Street and into the proposed development will be constructed. The proposal is that access to the development will be from the direction of Grove Street, it is flawed. This Road is a "Stopped Up" cul de sac. It is a very narrow single track road. No road markings are on it. There are limited foot pathways bordering the houses. The design of it is such that the residents are obliged to park on the footway, on both sides of the carriageway to enable vehicular traffic to gain access to their respective premises. This means at the present time pedestrians have to walk in the roadway to pass the vehicles and to gain access to the Public Footpath number 121 and onto Footpath 120. On rare occasions the footpaths on Grove Street can be used by pedestrians. Grove Street is connected with Newmarket Road. Unfortunately Newmarket Road has become a very busy and dangerous road. At times residents already have great difficulty from exiting Grove Street and there has already been many minor damage only accidents and dozens of near misses. To cause any additional traffic to use this road would be foolish and a stupidity. The original plans of 10/02/18 were submitted showing that the access road to the new development would be fed from Lindisfarne Road cutting across two public footpaths and onto the site. Due to building sightlines affording no views whatsoever of pedestrian movement and the fact that Lindisfarne Road is clearly such a small and congested area no vehicular traffic flow could safely be considered. This first route was withdrawn by the developer due to these facts and due to the number of vociferous complaints identifying this route as impractical. With the developers now clutching at straws in an attempt to access this site, the suggestion of opening up the closed Grove Street has been identified as a probability. I will show why this is impractical and extremely unsafe to consider. By opening up this route it would enable traffic to travel from Lindisfarne Road crossing the site, exiting onto Grove Street and ultimately onto Newmarket Road. This traffic could travel over the two designated public footpaths bordering Lindisfarne Road and out onto Grove Street. In effect causing a Rat-Run from the Richmond Street estate. To cause any flow of traffic from Grove Street free access onto Lindisfarne Road and vice-versa is a retrograde step in any road safety advancement. This area was clearly stopped up to prevent the envisaged problem. On the wider traffic safety aspect to enable a short cut from the estate would open up a direct link from Lord Sheldon Way along Richmond Street, through the estate along Lindisfarne Road across the new developed area onto Grove Street and ultimately Newmarket Road. This route would soon be identified and used as a Rat-Run, initially allowing a steady flow of traffic to avoid the congested route out from Ashton, making a short cut from the major roads and through this new road network. It would soon become the normality and become one of the most congested routes avoiding the already heavily congested Ashton town centre area. Even if an extensive network of bollards or barriers around the route of Lindisfarne Road was considered, this would not prevent the die-hards from accessing a through route, this is why Grove Street must remain stopped up.

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There is no view or a seriously restricted sightline is afforded to drivers of vehicles exiting from Grovewood Close, which forms a courtesy "T" junction with Grove Street. This would need addressing

on a considerable scale in order to address this traffic flow safety problem with extensive road markings

and signs placed at this junction.

If this should occur you will also have to consider that the junction with Newmarket Road and Grove

Street has some form of greater traffic control, be it either automatic traffic signals or a mini roundabout.

Both these restrictions being totally unsuitable due to the meandering and twisting roadway with a

series of bends on the approach to this junction.

This reworking of the submitted plans have not taken into account the wider aspect of the planning

application, the road layout, access and egress from the site the fact that this development will cause

untold traffic problems to the established estate and surrounding area.

Irrespective that the application refers to established land, which is covered by the provisions of

Tameside's Metropolitan Borough Councils own OL4 Unitary Development Plan, these revised plans are

impractical and are clearly flawed by their design.

Despite many Officers and Councillors say they are aware of this area, I suggest that the Panel would

benefit from a site visit in order to establish the true layout and limited size of this land.

I request that these comments and pertinent facts be taken into consideration by the planning Panel

when deliberating over this planning application.

[REDACTED]

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