

Planning Application Comment

From: DoNotReply@tameside.gov.uk  
Sent: 22 July 2018 21:46  
To: Planning Mail  
Subject: Planning Application Comment

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Planning Application Comment  
Allocated Request Number: 22481881  
Service Id: 440  
Dated: 22/07/2018 21:46:27

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 am writing with concern about the second planning application submitted by Darson Homes, proposing to build FIVE x THREE STOREY DETACHED HOMES on the 'PROTECTED GREEN SPACE' South of Grove Street, Ashton-under-Lyne, planning application 18/00119/FUL. I understand that all the previous comments I submitted in relation to the first application will be included in this second planning application and I trust you will include them with my new comments. This second planning application is very rushed and ill thought-out. The application details removing and replacing the traffic barrier between the end of Grove Street and the public footpath, when in fact they are proposing Grove Street to be the access road for building and for long-term through access. This highlights how 'SLIP-SHOD' and rushed these plans are. Grove Street is a very quiet street comprising of only EIGHT houses. When Grovewood Close was built, the residents of Grove Street were re-assured (see evidence in your own archives at Heginbottom Mill) that the new houses would not be built from Grove Street, since the street was too small. Indeed Grovewood Close was built entirely from the Richmond Street side, with the access road being where number 16 now stands, this house was built last of all. Grove Street is still too small to be subjected, not only to the building traffic for this proposed development, but also the on-going traffic once everything is built. This application proposes permanently opening up Grove Street to give access to FIVE x THREE STOREY homes. The volume of traffic on Grove Street is going to increase tremendously, bearing in mind that each new home is likely to have at least three vehicles plus guests accessing

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the properties. (Each new property scarcely has space for two vehicles on each driveway.) Furthermore Grove Street was built at a time when residents had few if any cars. There are not sufficient spaces for existing residents to park within the perimeter of their own properties and they have to park vehicles on the road. The proposed new development, will put unacceptable pressure on a small quiet street. The road is already narrower, after the Grovewood Close exit and is not be wide enough for two way passing traffic, when taking into account the number of cars which have to park there already. At present, traffic entering/leaving Grovewood Close, can do so with relative ease, since Grove Street is a 'cul-de-sac' and traffic moving from the upper end of the street is moving very slowly. Should Grove Street be fully opened up to access the proposed new development, GIVE WAY markings will need to be placed at the end of Grovewood Close, to warn residents of oncoming traffic. Furthermore, traffic leaving the proposed new development also needs GIVE WAY markings to remind them that there is a 'BLIND EXIT' from Grovewood Close. The application fails to mention any form of TRAFFIC BARRIER at the Lindisfarne Road end of the proposed development. Without a TRAFFIC BARRIER, Lindisfarne Road and Grove Street will become ONE THROUGH ROAD, crossing the intersection of TWO PUBLIC FOOTPATHS. Many SatNav systems, already send traffic for Grovewood Close to the end of Lindisfarne Rd, so this proposed housing development will cause even bigger problems. Raised public footpaths will still allow cars to mount the path and use Grove Street and Lindisfarne Rd as a THROUGH ROAD. (The new owners already mounted the footpath, when they got their vehicle stuck in the grass on the PROTECTED GREEN SPACE'.) It will become a 'RAT-RUN' between Newmarket Road and Curzon Ashton Football Stadium, East Cheshire Harriers, the Cycle Centre, Lord Sheldon Way, the Ashton Moss entertainment complex, the Snipe Retail Park and the motorway. This THROUGH ROAD will be crossing two public footpaths and making it highly dangerous for pedestrians. Knowing how easy it is for cars to drive up even a raised pavement is of GRAVE CONCERN FOR PUBLIC SAFETY. Lindisfarne Road does not have any pavements for people to walk on and be safe. A very strong traffic barrier needs to be erected at the end of the road on Lindisfarne Rd as it reaches the public footpath, as well as one at the end of the proposed new road, at plot 1. If this is not done, pedestrians will be at risk from cars crossing the footpath from either side. Furthermore, if there are not barriers around the re-routed footpath, which goes around the tarmac area, it will be too easy for cars to cross the remaining 'PROTECTED GREEN SPACE' and drive up Marsden Close. No mention is made of the height of the public footpaths, which cross this 'PROTECTED GREEN SPACE'. In this proposed development, they are running alongside a road so they need to be a 'full kerb height' and not just running alongside the road at the same height. If the public footpath and road is the same height, then the new residents will start to park their vehicles and block the public footpaths. This is a major road safety issue since children and adults walk and ride bikes along it, as well as babies being pushed in buggies. There is no mention in the application, of the public footpath being diverted,

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but quite clearly it is. The public footpath is being diverted around a piece of tarmac, which further cuts into the 'PROTECTED GREEN SPACE'. on the other side of the public footpath, ie the Grovewood Close side. This further destroys what little 'PROTECTED GREEN SPACE'. is being retained by this planning application; it effectively cuts the remaining piece of land into two, and goes far too close to residents homes on Grovewood Close. Furthermore the public are going to be reluctant to walk round this 'looped' footpath, which makes the path in that section at least three times longer than at present, and they will cross over in a straight line, avoiding the loop. This will create a further road safety issue. When this piece of land was put up for sale, it stated that the 'opportunity for development' was 'SEVERLY LIMITED'. An application for FIVE x THREE STOREY DETACHED HOMES, taking up the entire 'PROTECTED GREEN SPACE' on the far side of the footpaths, can hardly be described as 'SEVERLY LIMITED'. 90% of the 'PROTECTED GREEN SPACE' is being lost without replacement, and what is left is being cut up by a piece of tarmac. No mention is made of how the remaining 'PROTECTED GREEN SPACE' is to be maintained and landscaped. We can currently see what a mess 'PROTECTED GREEN SPACE' gets into, if it is left without maintenance. A full maintenance schedule must be insisted upon for the health and safety of all residents. Even if this planning application on 'PROTECTED GREEN SPACE' could comply with OL4 regulations, I have shown that the application should not be approved on the grounds of over-development, road safety and the fact that this 'PROTECTED GREEN SPACE' was left as a play area, because it was away from road access for the safety of the residents' children. TMBC should not allow this development to go ahead for all the reasons we have listed above.

Regards

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