

Planning Application Comment

From: DoNotReply@tameside.gov.uk  
Sent: 03 November 2018 22:25  
To: Planning Mail  
Subject: Planning Application Comment

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Planning Application Comment  
Allocated Request Number: 23145564  
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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 to raise very serious concerns with regard to the 3rd consultation on application 18/00119/FUL.  
The whole area of land purchased by Darson Homes is Protected Green Space, and is subject to OL4 planning conditions. Darson Homes are not fulfilling any of the criteria which allow Protected Green Space to be built on, so therefore on this point alone, planning permission should not be granted.  
I have submitted objections/comments to the two previous planning consultations and none of the issues raised have been addressed.  
There appears to be only one real difference between the plans from the second to the third consultation. This is the addition of four cherry trees, T32, T33, T34 and T35 to be planted on the Protected Green Space, alongside the public footpath, which runs from the stile (at the entrance to the farmer's field) to Croxdale Close. A high-pressure gas main runs right where it is proposed these trees are planted. Furthermore, the service way for Grovewood Close runs from Marsden Close and between 15 and 16 Grovewood Close. A tree is sited directly over this service way spur. No thought has been given to the fact that tree roots are going to damage these vital service ways. The plan states that the land behind Grovewood Close, which runs to Croxdale Close will be retained as Public Open Space. This land is Protected Green Space and will be greatly reduced, given that a large part of it is going to be lost, due to the road being extended into land behind 18 Grovewood Close. Furthermore the addition of the four cherry trees will make the land more a 'woodland' than Public Open Space, with scarcely any space to walk and play. The developers have not submitted a maintenance schedule for this remaining Protected Open Space. Trees need regular pruning to stop them growing out of control, especially when

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close to houses. The existing lime trees on this site, behind 15, 16 17 and 18 Grovewood Close are an example of this. TMBC Arbicultural Department have reduced the crown sizes of the lime trees many times, since the estate was built, due to their close proximity to homes. The lime trees themselves actually need to be replaced by the cherry trees, due to their now unwieldy size, rather than adding further trees to this Protected Open Space.

No mention is made of cutting the grass, which is vital for residents to be able to use the Protected Open Space. Furthermore, there is no mention in these plans of how the Public Footpaths will be maintained.

This third consultation has not addressed any of the road safety issues which have been raised in previous consultations. There is no mention of the Public Footpath running along Grove Street having a raised kerb, to ensure that footpath users are separated from the cars. Furthermore, the Public Footpath crosses the new road extension behind 18 Grovewood Close, making it unsafe for footpath users.

This site, a PROTECTED OPEN SPACE, a children's play area, now sold to Darson Homes by TMBC, was sited in this location because it is away from traffic. Having this new development accessed from Grove Street, effectively opens up Grove Street as a through road leading to Lindisfarne Rd and beyond. There is no mention of a barrier of any kind at the end of Lindisfarne Road to prevent traffic passing through in either direction. The new houses, whilst technically having Grove Street as their entrance, will very easily be able to drive over the two Public Footpaths and leave via Lindisfarne Rd. The difference in height between the footpaths and Lindisfarne Rd is less than two centimetres, a height difference which is far less than a speed hump. New residents will therefore have a choice of exit, depending if they wish to head towards Oldham/Droylsden, or Ashton Moss and the M60 motorway. This choice, will soon be adopted by other residents on the estate, who currently have to travel all the round via Patterdale Rd, to get from the Lindisfarne Rd side of the estate, to the Grove St side. Drivers from further afield will soon see this and use the cut-through as a RAT RUN. This creates a highly dangerous situation for walkers and drivers alike. Lindisfarne Road has no pavements. There are no road markings at the end of Grovewood Close. Grove Street is very narrow, at the end nearest the proposed development, and cars already park there since it is a QUIET CUL-DE-SAC. Grove St was only adopted when the estate was built and was not designed to be opened up as a through road. TMBC should not allow this development to go ahead for all the reasons I have listed above.

I have submitted comments/objections to the two previous consultations and I have added them to this consultation since I do not feel you have taken any of my points into consideration, when allowing the developer to amend their plans. 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

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too small. Indeed

Groveswood 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 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 Groveswood 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 Groveswood 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 Groveswood 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 Groveswood 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 Groveswood 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

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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, 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.

We are writing with concern about planning application 18/00119/FUL.

The applicant, Darson Homes is proposing building five x three storey detached homes on Land South of

Grove Street, Ashton-under-Lyne.

When arriving at a decision on this application, please consider all these vital points:

1. TMBC have classified this land as 'PROTECTED GREEN SPACE.' Land which is 'PROTECTED GREEN

SPACE' is subject to the TMBC Policy OL4 which states:

'The Council will not permit built development on any land shown as Protected Green Space on the

proposals map. This policy will also apply to areas of land in similar use but which are too small to be

shown as Protected Green Spaces on the proposals map. '

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The proposal from Darson Homes does not fulfil any of these exception criteria. (a) the development will take away the principal use of the land as a playing field/green space for recreation.

(b) if the development goes ahead, the entire playing field will disappear, so will no longer be able to meet the needs of the surrounding area for sport, recreation or amenity.

(c) The playing field is not being replaced by any form of green open space, equivalent or better

(d) The site is used regularly by local children playing football and rounders, flying kites and continuously by local residents for walking, running and bike riding.

IF TMBC give Darson Homes permission to build homes on this land, they will not be abiding by their own OL4 Policy

2. When the surrounding estate was built by Leech Homes (North West) in 1980, TMBC insisted, that the whole site be properly landscaped, with a series of footpaths and green spaces. These footpaths and

green open spaces are vitally important to all residents, enabling them to move safely around the estate

on foot, since none of the Roads/Closes have pedestrian walkways. Furthermore, when the estate was

built, TMBC insisted that the rectangular area, which lies between Grove Street and Lindisfarne Rd, be

left as a children's play area for all the children in the area. The play area can be safely reached by

walking along the footpaths, and is well away from traffic, making it a safe place for children to play. It

was vital that this land was left as a children's play area, since it was considered too far for children to go

and play on Richmond Street Playing Fields, too far to Store Street Park and Daisy Nook is not a play

area. (All these facts can be backed up by information in the Land Charge Register.) The land now owned

by Darson Homes, is very well used by local residents for playing football and rounders, flying kites,

riding bikes, running and walking. It must remain a 'Protected Green Space' since this is vital for the

health and well-being of all the residents of this estate.

3. When this land was sold at Pugh Auctions in July 2017, it stated in the sale information that the

'potential for development was EXTREMELY LIMITED'. Five x three storey detached homes with

driveways, road and services is certainly NOT EXTREMELY LIMITED. Darson Homes are using up every

single centimetre to squash in five x three storey detached homes. The proposed properties are so

squashed together, they are almost like terraced houses. The proposal states that there is a minimum of

two car parking spaces per property. Anyone walking around the proposed site can see that the

development is so 'tight packed', that it would have to be two very tiny cars. Furthermore, these

proposed homes have four double bedrooms, so plenty of room for adult children to remain in the

family home. This means there is likely to be more like three or four cars per home.

4. The proposal by Darson Homes severely compromises ROAD SAFETY. The proposal states that the

footpath leading from Grove Street to Lindisfarne Road is to be replaced by a 'dropped footway'. This is

totally unacceptable since it is right in the track of the roadway entering the proposed development. The

'dropped footway' means that traffic and pedestrians will not be separated at all. Furthermore, with

scarcely enough room for two vehicles per household, so additional vehicles eg

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visitors and works

vehicles will park along the 'dropped footway' meaning that pedestrians will have to walk in the road.

5. A further ROAD SAFETY consideration is that traffic entering the new development will cross two public footpaths, along which children, runners, and residents are present. Crossing these footpaths into the proposed new development will create a road safety nightmare for car and footpath users, due to a large number of vehicles entering a 'drop footpathed' road.

6. This proposed development will increase the volume of traffic considerably along the section of Lindisfarne Road leading to the five proposed detached houses, as well as roads leading to it. There are no footpaths along the Roads/Closes on the estate. Lindisfarne Road, where the proposed road entrance will be, already has a large number of vehicles that park in the road. It is already difficult for vehicles to pass through, so adding a minimum of 10 additional vehicles, will further increase the ROAD SAFETY issues.

7. The proposal to build five x three storey detached homes on this land is not at all in keeping with other properties in the area, none of which are three storey. The proposed properties will overlook some of the homes on Grovewood Close, meaning their privacy will be compromised.

8. Darson Homes have not included the Open Space Assessment at all. Furthermore they have not proposed how they are going to maintain the remainder of the land, public footpaths and lighting, which they purchased in the sale in July 2017. (This is the green open space where trees 13 to 31 are located.) It is vital that these areas are retained and maintained. If a comprehensive maintenance programme is not put in place, the area will become a dumping ground, derelict and a magnet for 'trouble-causers'.

TMBC should not allow this development to go ahead for all the reasons we have listed above.

Regards

[REDACTED]

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