

[REDACTED]
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20th March 2018

Dear Mr Berry

Re : 18/00119/FUL, Construction of 5 no. detached houses and associated works, Land south of Grove Street Ashton-under-Lyne

Thank you for informing me of the above application to develop land currently protected by policy OL4 of the Councils Plan for 5 detached houses and the opportunity to raise any concerns. I have no objections in principal to the proposed scheme, however I do have a number of concerns in respect of highway safety, access, sustainability and design matters and I trust the following points will be considered:

1. Access to the development is currently proposed to be taken from the end of Lindisfarne Road. It should be noted that Lindisfarne Road has no footpaths to either side with many residents parking in the street in addition to their driveways. This creates existing access issues especially when bins need to be collected and I would suggest Lindisfarne Road was clearly never designed to be extended to accommodate further development and hence why there is a turning head between numbers 27 and 28 and it is inappropriate to serve the proposed development.
2. Access to the development should be taken from Grove Street which only has properties to a single side of the highway and therefore less on street parking, it also benefits from footways to either side and greater road width, in addition it has more immediate access to the wider road network via at Newmarket Road, making this a significantly more sustainable choice.
3. The currently proposed access arrangements from Lindisfarne Road also mean the Public Right of Way running east/west needs to be crossed immediately between numbers 28 and 29 of Lindisfarne Road, the front gardens of which abut with mature hedging and trees, creating limited visibility. I would therefore have concerns regarding the safety of the many pedestrians and cyclists which use this route.
4. Again access from Grove Street would alleviate this issue allowing all traffic movements to be accommodated without crossing any of the Public Rights of Way, giving a safer access for all and continue to encourage residents of the existing estate to use the right of way as a safe route to access sustainable travel methods such as catching the bus from Newmarket Road.
5. The scheme as proposed requires a turning head to the frontage of plot 5. This results in a set back of plot 5 which is at odds with the adjacent property to the head of Grove Street and creates a street scene which is flat and out of character with the character of the surrounding area. Again accessing via Grove Street would place the turning head at the opposite end of the scheme and allow for a steady staggering from plots 1 through to 5, between 28 Lindisfarne Road and the head of Grove street. This is significantly more consistent with local character and creates a more pleasing street scene.

Please note for ease that the above points are shown on an amended plan below LFP0003/B.

Kind Regards

[REDACTED]
[REDACTED]
[REDACTED]



Tree refs: T8, T7 and T10 shown hatched are proposed to be removed from the development.

Application to be made to TMBC highways dept to form temporary works access to proposed development via Grove Street.

Existing traffic barrier to be removed and replaced subject to highways dept design/approval.

Pedestrian access to Grove Street to be maintained upon completion of development.

Proposed carriageway to be 4800mm wide with a further 1200mm dropped footway to full East perimeter. Proposed 600mm service strip to West perimeter. Tarmac road to finish to TMBC highways specification.

Proposed legal blocks to existing junction of Lindisfarne Road. Construction to TMBC highways specification.

Existing open space shown hatched to be retained as public open space. Refer to separate open space assessment.

Existing footway to be retained

Existing footway and access to open fields to be retained.

PROPOSED

PROJECT

Proposed Residential Development
Lindisfarne Road, Ashton-Lyne

DRAWING

Site Plan as Proposed

DRAWING NUMBER

LFP 003/B

REVISION

DRAWN

DATE

Jan 2018

CHECKED

SCALE

1:200 @
A1

Site Plan as Proposed

Scale 1:200