

18th May 2012

Barnsley MBC
Planning and Transportation
P.O. Box 604
Barnsley
S70 9FE



PETER DIMBERLINE

Dip. Arch RIBA

FTAO Steve Kirkham – Planning officer

Dear Steve

Proposed residential development at Hill top Farm, Redbrook Road, Barnsley.

We refer to our ongoing dialogue in connection with the above site and our meeting yesterday at the Civic Hall specifically to discuss the highways consultation response.

We are attaching an amended site layout plan revised where necessary and following discussion with our client, set out below our response to the questions raised by the highways officer.

Parking:

The site plan has been revised to indicate the additional parking space to be allocated to the barn conversion and the refurbished and extended cottage.

The existing dwellings No's 32 and 34 have their parking spaces within their own site curtilage

Footway improvements:

The existing footway along the site frontage varies in width between 2.5 m and 1.4 m. To either side of the site frontage the footpath width is 1.4m to the west and between 1.7 m and 1.4 m to the east.

If the footpath was to be increased to 2.0 m wide across the site frontage it then reverts back to considerably less on either side. Widening the footway would involve a lot of work and would result in the new wall position approximately sitting with the outer face on the same line of what is currently the inner face. In other words, the wall is only moving back by it's own thickness. Our client questions the benefit of this bearing in mind the work involved could be described as disproportionate. He would ask that the wall be allowed to remain but reduced in height as required.

If ultimately an approval to this application depends on the wall's re-alignment, then the work will have to be carried out.

Visibility:

All walls and gated accesses fronting the highway will be lowered to a height not exceeding 1.05m.

Vehicular access:

Both shared accesses will be at least 4.1m wide for a minimum of 5m into the site and the dropped vehicle crossings widened to suit if required.

Bin collection areas:

Bin collection locations have been indicated on the revised site layout plan.

Access for emergency vehicles:

It is not intended to vary the existing turning facility to the north of the Dovecote.

There will be no change to the arrangement serving the existing dwellings No's 32 and 34 both of which are not part of the application site.

The five dwellings that form the development could all be adequately accessed, all of which would be located within the 45m limit when allowing for a fire appliance to reverse no more than 20m along the existing access drives.

The existing turning space is available of course and an ambulance for example could adequately reverse and turn within this space.

We trust the above comments adequately respond to the issues raised by highways, however should you require any further information please do not hesitate to contact us.

Yours sincerely

A handwritten signature in black ink, appearing to read 'P Dimberline', with a long, sweeping horizontal stroke extending to the right.

Peter Dimberline RIBA

Cc. L Simpson