

Barnsley Metropolitan Brough Council  
Development Management  
Westgate Plaza  
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31 May 2016

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By Email only

Our ref : 9157/KS/001

**FAO Mr K Dunn – Planning Officer**

Dear Sir

**Proposed residential development – Land at Springfield Drive/Vancouver Drive, (rear of Ingsfield Crescent), Bolton on Dearne – Planning reference 2015/1464**

I write with reference to the comments made on 27 January 2016 by the Council's Highways Development Control Officer in connection with the above application.

Three separate points are raised and for clarity I will respond to each one separately.

**1. Footway provision and Carriageway Widths**

The existing width of the adopted access is acknowledged, however, the scale of the proposed development should be considered in terms of the former use of the land in question, which was as a Council owned garage site, accommodating a number of lock-up garages available for rent to nearby residents. The level of traffic generated by the proposed development would be minimal even if no netting off of the proposed use against the former use were suggested.

The proposed development is considered entirely comparable to that which has already taken place on a neighbouring former garage site on land served by the access road running between houses off Ingsfield Crescent and Caernarvon Crescent. This development provided 3 two-storey dwellings on a smaller parcel of land with no improvement to the highway infrastructure, and does not appear to be operationally problematic.

The development proposals currently under consideration detail four small, single-storey two bedroom dwellings which are supported by in-curtilage parking for one vehicle. Bungalows are acknowledged to be attractive to senior citizens, who are likely to be retired, and as such traffic generations are normally less than that attributed to standard "family housing".

Whilst the access road in question does provide secondary access to the rear of 24 properties on Ingsfield Crescent, these properties are set in three blocks of eight with pedestrian links between each block providing access direct to Ingsfield Crescent and limiting the length along which pedestrians would need to walk to access these properties from the rear.

These additional pedestrian links are, therefore, able to minimise the potential for conflict between vehicles using the access road in connection with the proposed development and this, combined with the potential reduction in overall activity as a result in the loss of potential garage spaces, would not give rise to conditions which could be considered detrimental to highway safety in line with the guidance given in para 32 of the *National Planning Policy Framework*.

Notwithstanding the above I have, however, discussed the possibility of providing some improvements to the available width along the access road as part of the development with my client and attached is White Agus Partnership Drawing 15-103-01 Rev B which details widening to the development site frontage to provide a 4.8 metre wide carriageway which is sufficient to allow two cars to pass, and a car and a service vehicle to pass.

## **2. Sight Lines at Proposed Driveways**

As can be seen from the attached drawing, the plot positions have also been amended from the original layout to provide improved visibility from the proposed driveways. The edges of the proposed driveways are now also shown splayed to increase driver and pedestrian intervisibility, with standard 45 degree splays at 2.4m.

## **3. Visibility Splays at Junctions to Springfield Drive and Vancouver Drive.**

The request is that splays of 2.4 metres by 43 metres should be provided at either end of the access road, and initially I would refer back to my previous comments relating to the potential vehicle activity associated with the former use of the site and the minimal change arising from the proposed development.

I would, however, also comment that at the junction of Springfield Drive the neighbouring junctions of Ingsfield Crescent (to the south) and Maori Avenue (to the north) are both situated within 43 metres of the access road junction itself and the “y” dimensions suggested by your Highways colleague would exceed the road space available.

The photographs below show the available visibility to Springfield Crescent from the access road (measured from an “x” distance of 2.4 metres from the kerb line), and it will be noted that the neighbouring junctions can be seen when viewing over the existing footway to Springfield Crescent.



Looking south towards Ingsfield Crescent

Looking north towards Maori Avenue

It is also considered that given the low number of dwellings proposed, the expected low speed of traffic, and nature of the access road that an “x” distance of 2.0 metres may well be appropriate.

Moving to the eastern end of the access road, at its junction with Vancouver Drive, it is initially noted that Vancouver Drive does not make a vehicle connection to Ingsfield Crescent, there being only a pedestrian link to the south of the access road.

Therefore, Vancouver Drive at this point could potentially be viewed as a cul-de-sac providing further access only to the back road in question and a similar roadway opposite running to Edinburgh Avenue. As such vehicle movements will be extremely low in terms of both volume and more importantly speed.

A “y” dimension of 43 metres equates to a vehicle speed of approximately 30 mph when assessed against the standards detailed in *Manual for Streets*. It is not, however, considered that given the nature of the highway in this location that such speeds would in practice be encountered, and as such the available visibility is appropriate to serve the small scale development proposed.

An indication of the operational nature of the highway system can be gained by an examination of its accident record. From details provided on the internet source Crashmap it is clear that for the full years available 2005 to 2014 that there has been no Police recorded accidents on the “back road” between Maori Avenue and Vancouver Drive. As such there is no empirical evidence to suggest that the local highway system is problematic with respect to safety of use.

In summary it is considered that, with the improvements now proposed to the width of the access road and amended driveway arrangements, the proposed development will provide satisfactory access arrangements for the modest number of dwellings proposed and that pedestrian safety will not be compromised.

As stated previously para 32 of the *National Planning Policy Framework* is the most appropriate guidance when considering the impact of this development. From the above it cannot be considered that the residual cumulative impact of the development could be considered to be “severe” and thus consent on highway matters should not without demonstrable reason be withheld.

I trust that this information is sufficient to overcome the initial concerns raised by your highways colleague and enable a favourable recommendation to now be made.

If I can be of further assistance in this matter please do not hesitate to contact me.

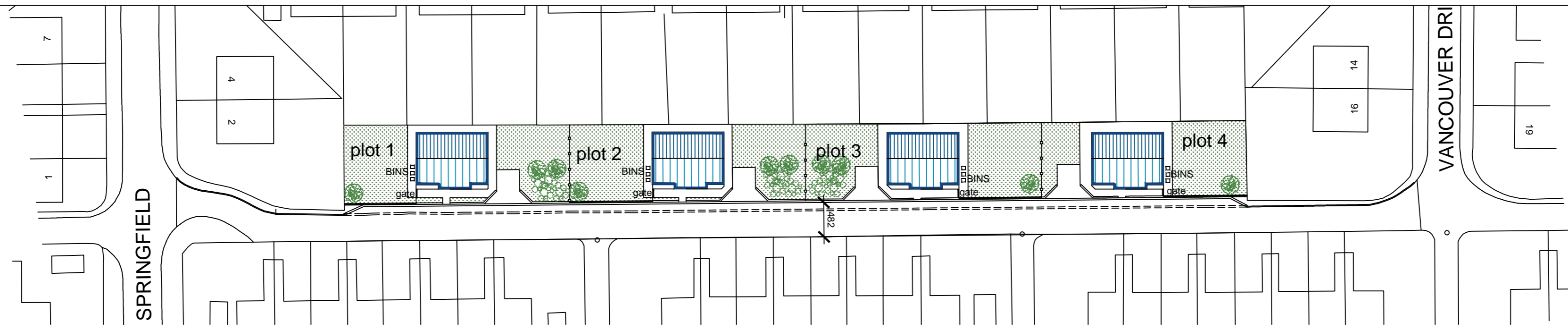
Yours faithfully



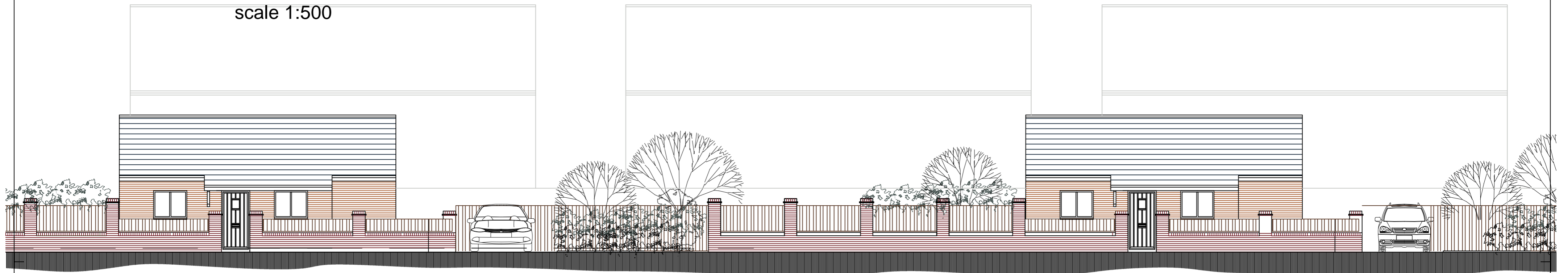
Karen Smith  
Associate

Enc                      White Agus Partnership Drawing 15-103-01 Rev B

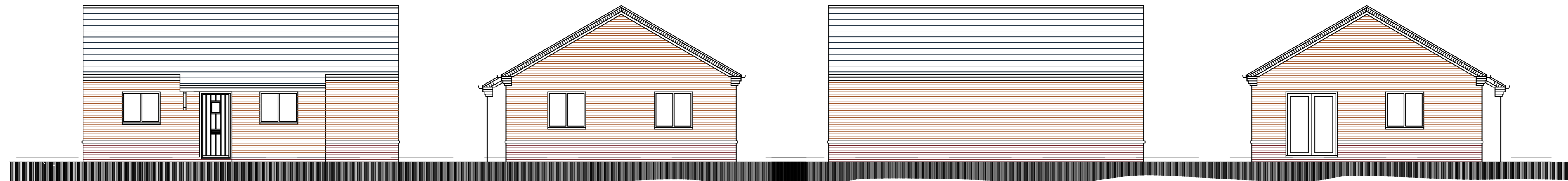
Copy to                Ms B Wilson – BMBC Highways Development Control  
                              Mr R Agus - White Agus Partnership



**SITE PLAN**  
scale 1:500



**SOUTH ELEVATION-PLOTS 1 & 2**

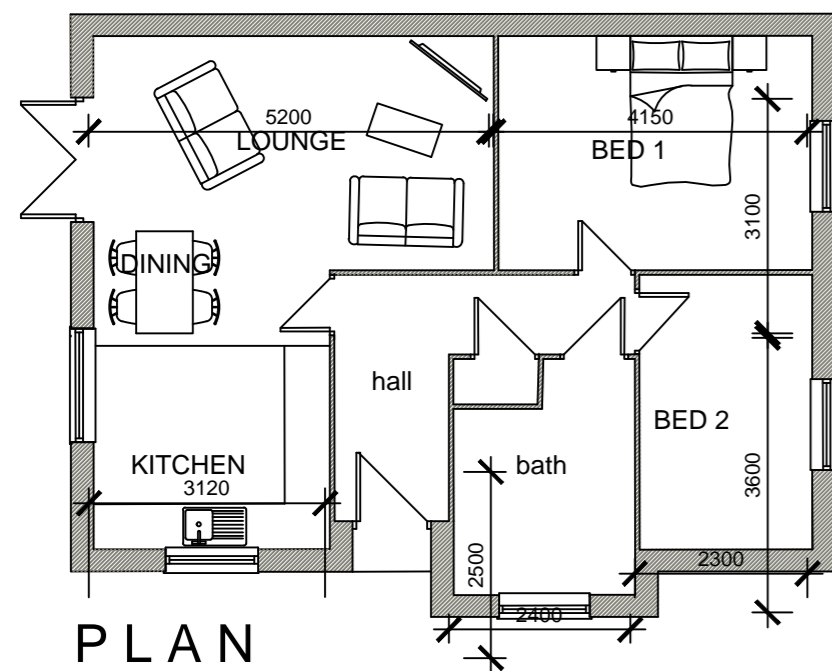


**SOUTH ELEVATION**

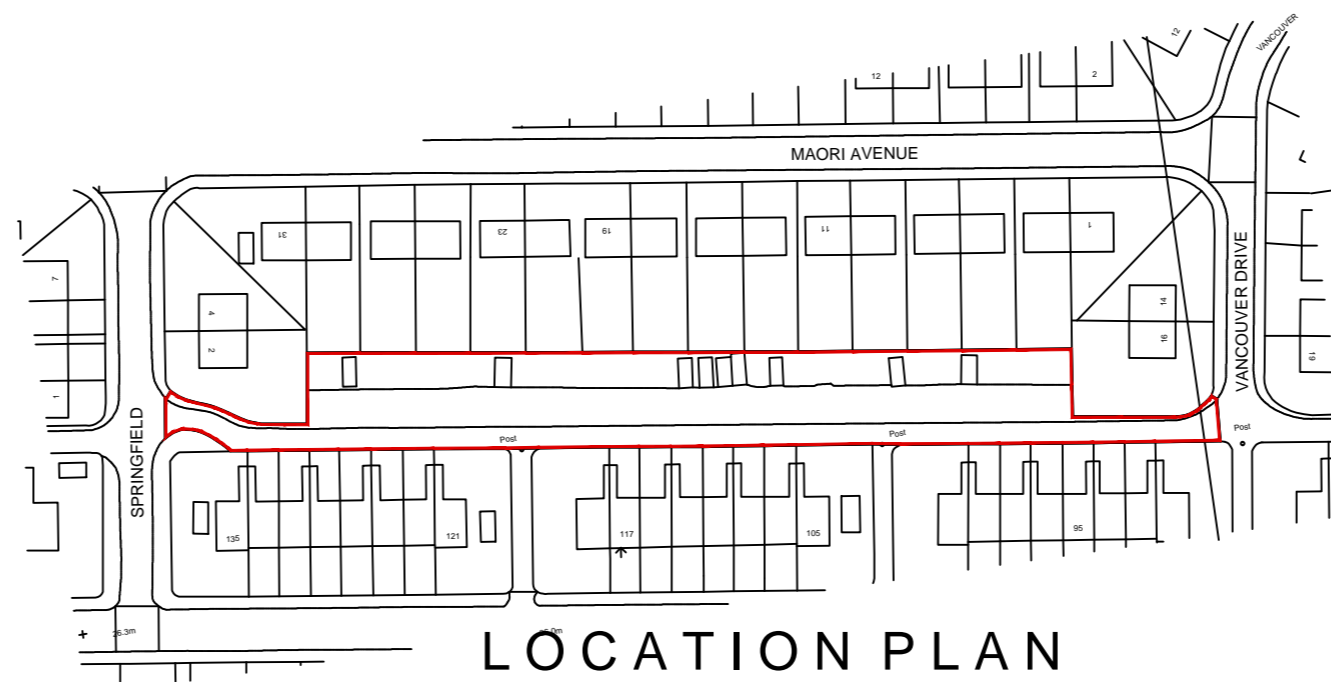
**EAST ELEVATION**

**NORTH ELEVATION**

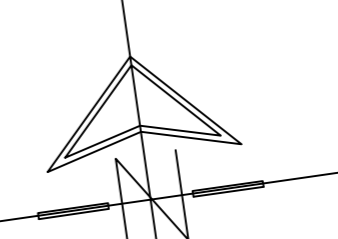
**WEST ELEVATION**



**PLAN**



**LOCATION PLAN**  
scale 1:1250



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<b>ARCHITECTURAL SERVICES AND SURVEYORS</b>		<b>Client:</b> MR B. MOYNIHAN			
<b>Project:</b> RESIDENTIAL DEVELOPMENT ON LAND BETWEEN SPRINGFIELD & VANCOUVER DRIVE. BOLTON-ON DEARNE		<b>Date:</b> NOV 2015			
<b>Drawing Title:</b> PLANS AND ELEVATIONS		<b>Scale:</b> 1:100 @ A2			
		<b>Ref:</b> 15-103			
		<b>Dwg. No.:</b> 01			
		<b>Rev.:</b> B			
<b>Date</b>	<b>Suffix</b>	<b>Description</b>	<b>Date</b>	<b>Suffix</b>	<b>Description</b>
03-04-16	A	ACCESS ROAD REVISED			
13-05-16	B	PLOT LAYOUT & ACCESS ROAD REVISED			