Mr K Mosley

Proposed Residential Dwelling in Land Adjacent to 189 Greenside, Staincross

Proposed Private Access



Date: December 2014
Ref: 303/01(-)

Cannon
Highways Limited

CONTENTS

1.0 INTRODUCTION.....3

2.0 EXISTING SITUATION.....3

3.0 PROPOSED DEVELOPMENT.....5

4.0 POTENTIAL IMPACT.....6

5.0 SUMMARY.....7

APPENDICES.....9

APPENDIX A: DRAWINGS.....10

1.0 INTRODUCTION

1.1 This report is written in support of a proposed variation to planning consent for the "Erection of one number dwelling with integral garage and the formation of access", in land adjacent to 189 Greenside, Staincross, Barnsley S75 6AZ.

1.2 The Planning Consent was granted, subject to conditions, on 7 August 2013 under planning reference 2013/0613.

1.3 The proposed variation is to Condition 6, which relates to the proposed vehicular access to the development and states, "sightlines, having the die mentions 2.0 m x 30 m to the south and 2.4 m x 43 m to the north, shall be safeguarded at the vehicular entrance/exit to the site, such that there is no obstruction to visibility at a height exceeding 1 m above the nearside channel on the highway". In particular, it is proposed to vary the visibility dimensions to the south of the vehicular access to the site, so as to secure a visibility splay of 2.0 m x 26.5 m (which can be secured within the existing highway and land under the control of the applicant).

1.4 This report considers the potential implications of the proposed variation in the context of the operational highway and vehicular access requirements. Section 2.0 of the report describes existing situation. The proposed development, including details of the proposed access arrangements is set out in Section 3.0 and the potential impacts of the proposals are considered in Section 4.0. Section 5.0 summarises the findings.

2.0 EXISTING SITUATION

2.1 The site comprises a vacant plot located adjacent to the B6428, Greenside, at Staincross, Barnsley. The land is situated to the west of the road, between number 189 Greenside (a residential property

immediately to the north of the site) and a small agricultural holding (located to the south). Plans showing the location and limits of the site are contained in the supporting documents to the Planning Application.

2.2 The B6428, Greenside is a secondary strategic route that connects Mapplewell with the A61 Wakefield Road (a principle route connecting Barnsley with Wakefield). It is a two-way all purpose suburban road, subject to a speed limit of 30mph. The road has the facility of lighting during the hours of darkness and pedestrian footways along both sides. Residential properties line much of the street (on both sides). Some of the properties have direct frontage access to Greenside, which allows vehicles to be parked off-street. Elsewhere, there is a mixture of vehicular access to the rear of properties or on-street parking.

2.3 Greenside is a bus route (and there is a bus stop located directly adjacent to the proposed development).

2.4 Records show that the site was previously occupied by a row of cottages. It is understood that the cottages were demolished during the period 1976 to 2002[1]. The cottages were set back from the road to the rear of a paved forecourt, which extended from the back of the footway alongside Greenside. A dropped kerb footway crossing, extending along the whole frontage of the site, provided vehicular access to the front of the buildings. The former access remains in place today, allowing vehicles to enter and leave the site at any position along it's frontage with Greenside.

2.5 Visibility at the existing access varies due to the width of the access. A vehicle emerging from the access in a position close to the north boundary of the site (similar to the position of the proposed access) would enjoy visibility in excess of 43m to the north and approximately

1 Based on aerial photograph imagery (imagery dated 1999 shows the outline of the cottages in a state of partial dereliction).

25 m to the south (measured from a position set back approximately 2m from the edge of the carriageway). Whereas, although visibility to the north for a vehicle emerging from a position close to the south boundary would continue to be in excess of 43m, visibility to the south would be negligible (measured from a similar set back). In fact, the front of a vehicle using the southern portion of the existing access would need to encroach significantly into the carriageway in order to offer the driver any visibility at all to the right.

3.0 PROPOSED DEVELOPMENT

3.1 The proposed development comprises the construction of a single detached dwelling with internal garage, driveway (with space to allow vehicles to turn around) and the formation of a vehicular footway crossing, close to the northern boundary of the site, connecting to Greenside. The existing vehicular footway crossing (which currently extends over the full Greenside frontage of the site) would, effectively, become defunct.

3.2 Consent for the development was granted on 7 August 2013. Consent is subject to certain conditions, as described above, including visibility requirements at the proposed footway crossing/private access to the site.

3.3 The current proposal is to vary the requirements relating to visibility at the access to the development so as to permit visibility to the south of the proposed access as can be secured within the existing highway and land under the control of the developer. In addition, it is proposed to reposition the position of the access to the development approximately 1m further to the north along the site frontage in order to optimise the available visibility to the south of the access.

3.4 Drawing No 303/01, a copy of which is contained in Appendix A to this report, shows the extent of visibility that is available to the south

of the proposed access for drivers of vehicles emerging from the access and for drivers of vehicles in Greenside approaching the access from the south.

3.5 For the purpose of assessment, it has been assumed that vehicles travelling northbound in Greenside would be positioned no closer than 1.05m from the nearside kerb[2]. In this position a private car would be travelling closer to the kerb than to the centre line of the road.

3.6 The drawing demonstrates that a private car approaching the proposed access from the south will start to become visible to a driver waiting to emerge from the proposed access when the approaching vehicle reaches a position approximately 66m from the access and that when the approaching vehicle reaches a position approximately 41m from the proposed access the full frontal width of the approaching vehicle would be visible to a driver waiting at the access. It also demonstrates that the driver of a vehicle approaching the proposed access from the south, in Greenside, would have clear forward visibility to a vehicle[3] waiting to emerge from the proposed access from a distance of approximately 61m in advance of the access.

4.0 POTENTIAL IMPACT

4.1 It is necessary to provide appropriate levels of visibility at the point of access to a highway in order to allow drivers emerging from the access to identify suitable gaps in the traffic in order to enter the highway safely and for drivers of vehicles in the highway to be able to identify the access and have sufficient time, if necessary, to adjust their speed

2 An offset of 1m from the nearside kerb is not unreasonable, where the road and marked traffic lanes are sufficiently wide (as they are here) as drivers will tend to follow a path that avoids the road gullies, debris close to the road channel and possible pedestrian activity in the adjacent footway.

3 From the front of the waiting vehicle extending back approximately 2.4m (to the position of the driver of the vehicle)

or stop should a vehicle unexpectedly pull out the access or turn into the access in front of them.

4.2 Visibility distances are normally determined using the Stopping Sight Distance (SSD) associated with appropriate traffic speeds in the road (that being the distance that a driver would require in order to identify and obstruction or situation, react and stop a light vehicle short of the obstruction or situation). Although, research referred to in recent guidance[4] has been unable to establish a link between reduced visibility and the operational safety of priority junctions (or accesses) and a reduction in the visibility below the recommended (SSD) levels will not, necessarily, lead to significant problems.

4.3 Using the formula "**$SSD = vt+v^2/2(d+0.1a)$**"[5], the SSD appropriate for a speed limit of 30 mph on a flat road is 43 m. Using the same formula and taking into consideration the gradient of Greenside on the approach to the proposed access from the south (approximately +6%), the corrected SSD would be 40m.

4.4 The layout of the proposed access would secure clear visibility of 2.0m x 40.93m from the access towards oncoming traffic from the south and forward visibility for northbound traffic in Greenside towards the access of approximately 61.2m (see drawing in Appendix A. In both cases the available visibility exceeds the required SSD (40m), as determined above.

5.0 SUMMARY

5.1 The proposal comprises a single residential dwelling with direct access to to Greenside by means of a vehicular footway crossing located close to the north boundary of the site.

4 "Manual for Streets II"
5 Where v = speed (m/s); t = driver perception-reaction time (seconds); d = deceleration (m/s^2) and a = longitudinal gradient (%) ("+" for upgrades and "–" for downgrades)

5.2 Planning Consent for the development was granted, conditionally, on 7 August 2013.

5.3 Visibility along Greenside from a position central to the proposed footway crossing and 2.0m back from the edge of the carriageway measures approximately 26.5m to the south and in excess of 43m to the north.

5.4 The visibility to the south of the proposed footway crossing access is 3.5m short of the dimension specified in the Planning Consent for the development. However, the available visibility to and from oncoming vehicles in Greenside exceeds the minimum stopping sight distance of vehicles travelling at the current permitted speed limit of 30mph (i.e. the distance normally used in the assessment of visibility requirements). Therefore, the available visibility would be sufficient for the access arrangements to operate satisfactorily.

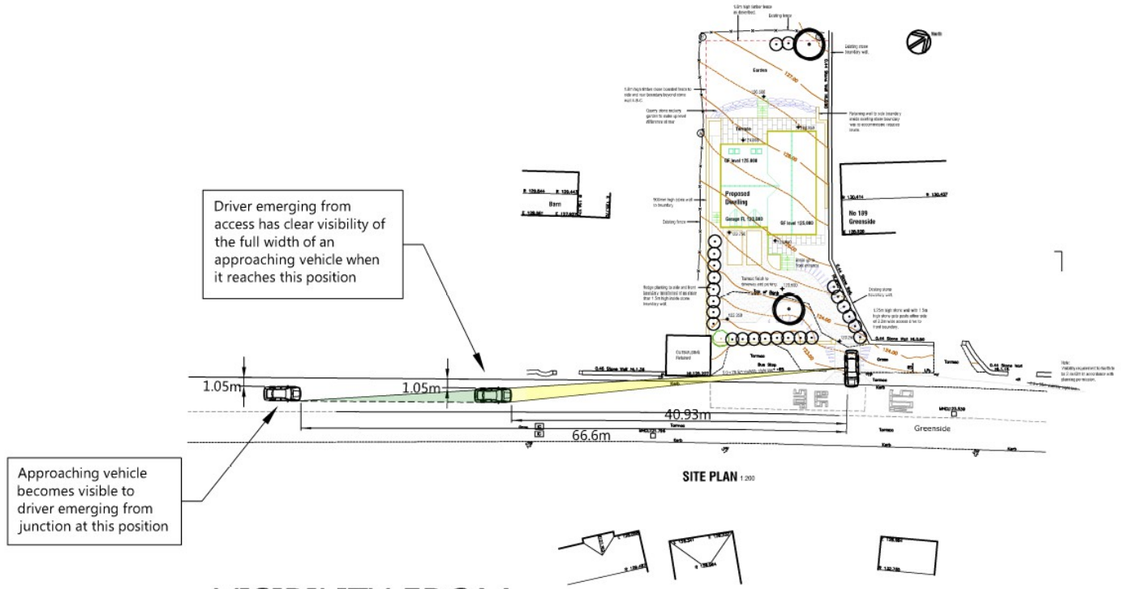
APPENDICES

APPENDIX A: DRAWINGS

303/01

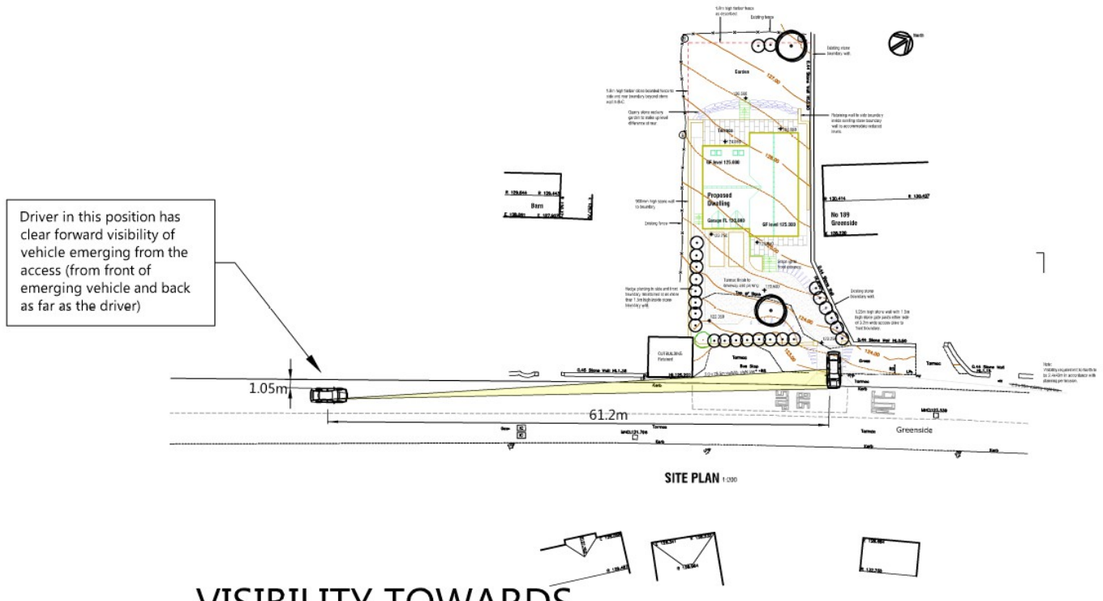
Notes:

1) Visibility show for vehicles travelling in Greenside 1m out from the edge of the carriageway.



SITE PLAN 1:200

VISIBILITY FROM PROPOSED ACCESS



SITE PLAN 1:200

VISIBILITY TOWARDS PROPOSED ACCESS

Rev	Amendment	Drn	Date	Chkd
A	Position of Access	DT	12/14	

Client

Mr K Mosley

Project Title

PROPOSED DWELLING ON LAND ADJACENT TO 189 GREENSIDE STAINCROSS, BARNSLEY

Drawing Title

VISIBILITY TO SOUTH OF PROPOSED VEHICULAR ACCESS

Drawn By	Checked By	Approved By
DT		

Scale	Drawing Size	Date
As Shown	A2	11/14

Drawing Number: 303/01 Rev: A

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