

GLEESON HOMES AND REGENERATION

PROPOSED
RESIDENTIAL DEVELOPMENT
WILSON GROVE, LUNDWOOD, BARNSELY

TECHNICAL NOTE 2

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1 This Technical Note is concerned with planning consent 2014/1219, "Land at Ellwood, Off Wilson Grove, Lundwood, Barnsley, S71 5JF" which was approved on 27 February 2015.

2 The permission for 97 houses is subject to 23 conditions including:-
22

" Prior to the commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of arrangements which secure the following highway improvement works. *(The individual elements of off-site works have been numbered for ease of reference).*

(1) • Extension of the existing ghost island and right turn lane into Wilson Grove including the provision of a 3m wide lane from Pontefract Road.

(2) • Traffic calming measures on Wilson Grove

(3) • Road markings to denote vehicle priority at the Ellwood/Wilson Grove

(4) • 2.0m footpath link to Priory Place

(5) • Provision of/any necessary alterations to street lighting;

(6) • Provision of/any necessary alterations to highway drainage;

(7) • Provision of ant necessary highway reconstruction/resurfacing

The works shall be completed in accordance with the approved details and a timetable to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and the free flow of traffic in accordance with CSP 26."

Item 22 (1)

3 The planning application included a Transport Assessment(TA) and a Travel Plan(TP), both dated October 2014. The TA concluded that the site can be satisfactorily accessed and the traffic likely to be generated by the development proposals can be safely and satisfactorily accommodated on the local highway network. Notwithstanding this, the TA also proposed to modify the layout of the Wilson Gove/Pontefract Road junction to provide a 3m wide right turning lane on Pontefract Road. This is consistent with condition 22 (1) above and is therefore agreed in the interests of road safety.

Items 22 (2) and 22 (3)

- 4 Items (2) and (3) are not agreed. These are repeated from condition 13 of outline approval 2010/005 for up to 110 houses on the same land. The planning application was supported by a Transport Statement(TS) by Waterman Boreham dated March 2010.
- 5 The TS considered the then accident record for Wilson Grove and its junction with Pontefract Road and at paragraph 2.30, concluded that:

"the local highway network is appropriate and will be able to cope with the additional traffic associated with the proposed development."
- 6 However, at paragraph 3.11 of the TS, it is noted that:

"Notwithstanding that the highway infrastructure is considered suitable for the proposed level of development, BMBC may wish to consider measures to reduce vehicle speeds and maintain highway safety. These measures include:

 - Extension of the existing ghost island and, right turn lane into Wilson Grove. This includes the provision of a 3m wide lane;
 - Speed bumps to be provided on Wilson Grove to help reduce speeds; and
 - Road markings to denote vehicle priority at the Ellwood|Wilson Grove junction.

An indication of how these measures might be delivered is presented in Drawing 210141008."
- 7 Paragraphs 2.30 and 3.11 are clearly inconsistent and the TS makes no link between the proposed development and the need to introduce any of the off site measures. In fact, it makes the case for the exact opposite.
- 8 Despite the TS clearly stating that there is no technical justification for the off-site works, the LPA/LHA accepted Waterman Boreham's invitation and imposed a condition which requires the three improvements to be implemented before development starts.

- 9 As noted above, the TA that was included in the Gleeson's application came to same conclusion that the local highway network was suitable to accommodate the development traffic and specifically excluded the need to introduce items 22(2) and 22 (3) as part of the development. It must follow therefore that there is no technical justification to impose conditions 22 (2) and 22 (3).
- 10 In addition it should also be noted that as far as the proposed traffic calming measures on Wilson Grove are concerned (item 2), the road is only some 130m long with a summit mid-way along its length. This means that vehicles turning into the road from either end have to climb a significant incline to reach the summit and then immediately slow down to on the approach to either Pontefract Road at one end or Ellwood at the other. The road is fronted by houses on both sides and this generates on street parking. From observations all of these factors already limit vehicle speeds on Wilson Grove and therefore the introduction of speed humps is unlikely to have any effect.
- 11 In respect of the proposed road markings to denote vehicle priority at the Ellwood/Wilson Grove (item 3), guidance set out in the DfT's "Manual for Streets" states that
- "there is no statutory requirement for a junction priority to be specified" and "some schemes, primarily on lower roads, feature unmarked junctions that require drivers to negotiate their way through with the aim of controlling speeds".
- Based upon this advice, it is considered that the suggested scheme of road marking at the Ellwood/Wilson Grove junction is unnecessary.
- 12 From the above, It is concluded that items (2) and (3) of condition 22 are both inconsistent with national planning guidance and are unnecessary, and should therefore be withdrawn.

Items 22 (4), 22(5), 22(6) and 22(7)

- 13 The approved development proposals already include a footway link to Priory Place (Item 22 (4)) and will be included as part of the Section 38 works. Similarly, the need and extent of Items 22 (5), 22 (6) and 22 (7) will also be determined and agreed as part of the Section 38 works. These items are therefore agreed.