Acanthus WSM Architects

Report Supporting a Request for Variation to Condition 11 of the Planning Approval

Application No: 2008 / 1310
Discription: Erection of 66 semi detached dwellings
Location: Land at New Lodge Crescent, Ganton Place, Murdoch Place, Standhill Crescent, Kirkstall Road and Langsett Road, Barnsley

Introduction:
Conditional planning approval for the above development was granted in November 2008

We are currently looking at the approved scheme in further detail in an effort to address the attached conditions. As part of this process we have consulted with Barnsley MDC Highways Department seeking further clarification of the requirements of condition 11 of this approval, and whether 2.4m x 90m long visibility splays are necessary in this residential area.

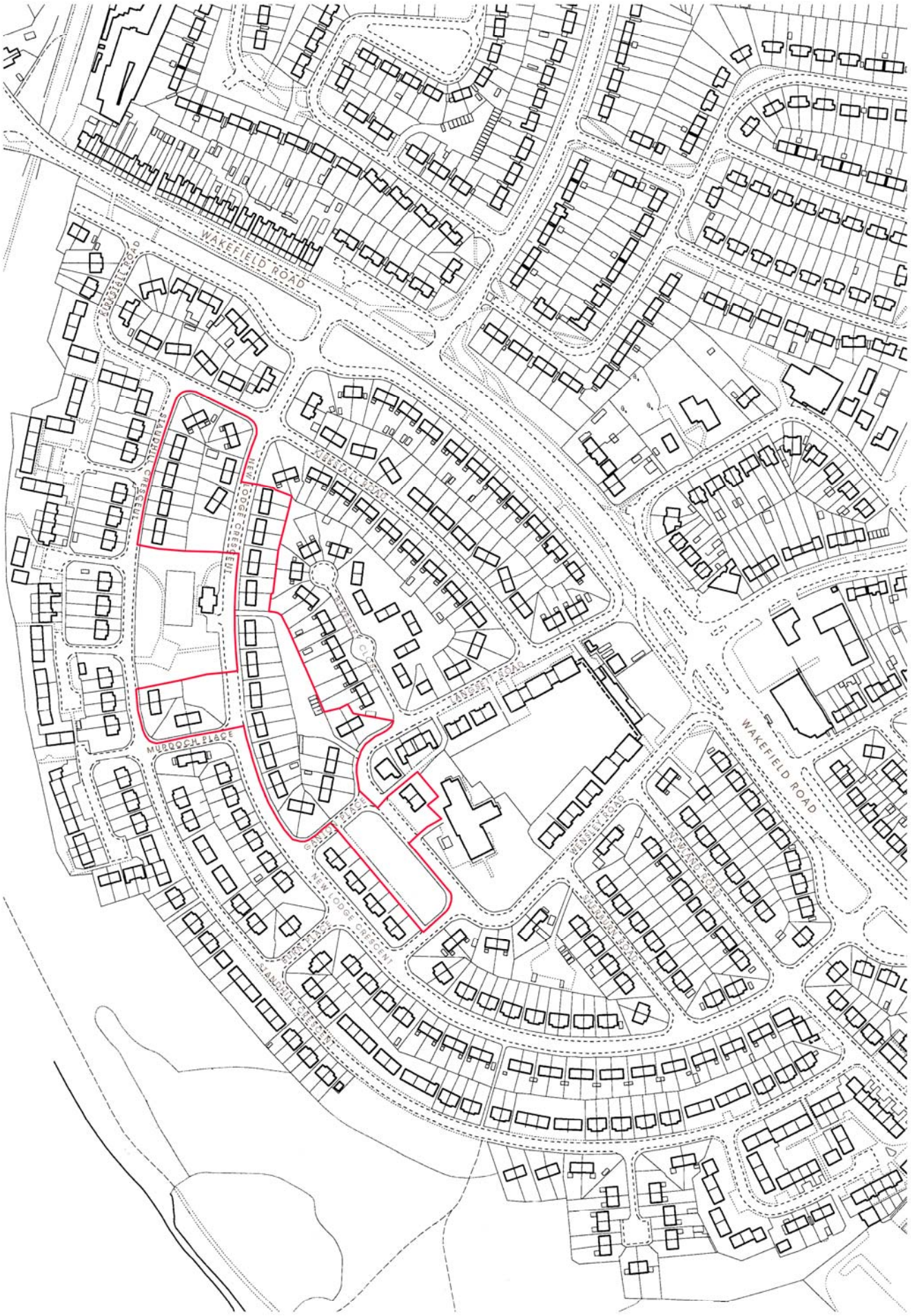
Condition 11:
"Visibility splays, having the dimensions 2.4m x 90m shall be safeguarded at all road junctions, such that there is no obstruction to visibility and forming part of the adopted highway.
Reason: In the interest of highway safety and in accordance with Barnsley Unitary Development Plan Policy T2, Development and the Highway Network."

In response to our queries Highways have advised that these 2.4m x 90m visibility splays are required in all instances and no obstructions including boundary walls to properties should be constructed within them.

This report highlights the issues raised through complying with this condition and presents evidence from guidance documents that appears to indicate that the 90m length requested for the visibility splays is excessive.



Fig. 1 New Lodge Estate



© Acanthus WSM Architects

The general contractor is responsible for the verification all dimensions on site and the architect is to be informed of any discrepancy.

The status of information contained in a computer copy of this drawing shall be limited to that conveyed by the paper copy.

Revisions:

Scale 1:2500 @ a3

Date 01.08.08

Drawn -

Dwg.No 2121.15.120

New Lodge Crescent

Barnsley

Phase 1 Location Plan

Acanthus WSM Architects

Woodhall, Woodhall Lane, Leeds LS28 5NY. TEL. 0113 239 3414. FAX 0113 256 9688. E-Mail.. architects@acanthuswsm.com

Fig. 2 Site Boundary

1. No Change to the existing Road Layout:

With the exception of the formation of new drop crossings for driveways and the relocation of the speed humps to facilitate access to these drives, the approved application scheme does not alter the existing road layout of the estate.

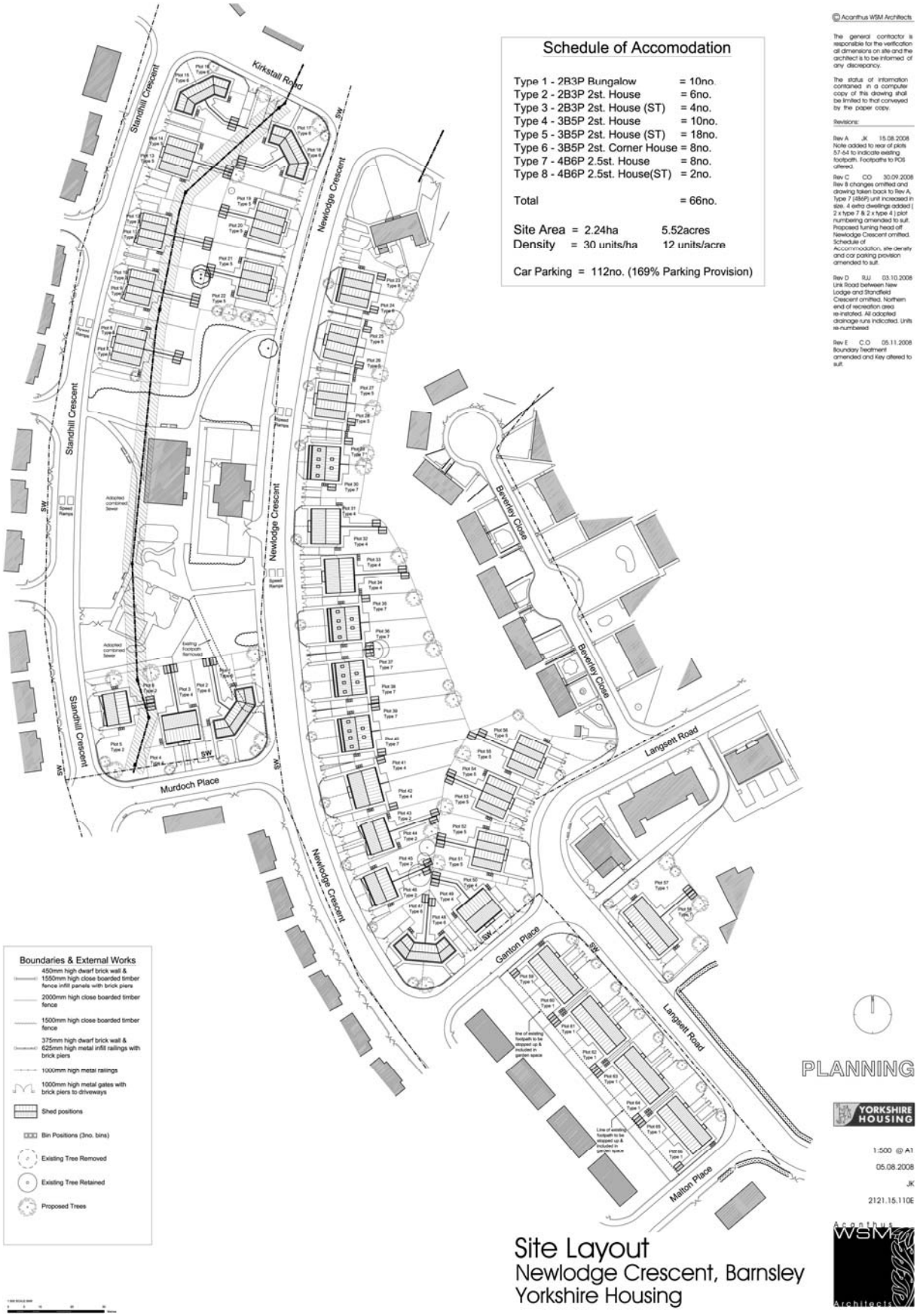


Fig. 3 Approved Site Layout

2. The Existing Estate Layout:

Condition 11 says *"Visibility splays, having the dimensions 2.4m x 90m shall be safeguarded at all road junctions"*. The use of the word *"safeguarded"* within this condition appears to suggest that 2.4m x 90m visibility splays are currently achieved throughout the existing estate layout. Our analysis shows that this is not the case however. Fig7. shows 2.4m x 90m visibility splays overlaid on a layout based on the existing site survey(a full scale version of this plan is enclosed within the appendices of this document). It indicates that in a number of instances these visibility splays extend across the front gardens of the existing properties. Most of the properties within this area of the estate have 900mm high brick boundary walls to their gardens fronting the public footpath, in many instances these fall within the line of the visibility splays.



Fig. 4 View looking North along New lodge Crescent from Junction with Ganton Place, showing existing properties and brick boundary walls



Fig. 5 View looking south along New Lodge Crescent showing junction with Ganton Place.



Fig. 6 Existing speed humps and brick boundary walls on New Lodge Crescent



© Acanthus WSM Architects

The general contractor is responsible for the verification all dimensions on site and the architect is to be informed of any discrepancy.

The status of information contained in a computer copy of this drawing shall be limited to that conveyed by the paper copy.

Revisions:

YORKSHIRE HOUSING

drawing status

approval
construction
preliminary
record
information
comment
tender

Scale 1:1250 @ A3
Date March 2009
Drawn RJJ
Dwg.No 2121.15.SK1

1:1250 SCALE BAR
0 10 20 40 60

Visibility Splays
Newlodge Crescent, Barnsley
Yorkshire Housing

Acanthus WSM Architects
Woodhall, Woodhall Lane, Leeds LS28 5NY. TEL. 0113 239 3414. FAX 0113 256 9688. E-Mail.. architects@acanthuswsm.com

Fig. 7 - 2.4 x 90m visibility splays overlaid on existing estate layout

3. Impact of providing 2.4m x90m Visibility Splays:

Fig. 9 shows 2.4m x 90m visibility splays overlaid on the proposed site layout. It indicates that whilst these visibility splays can be accommodated in most areas of the site with only minor adjustment to the existing boundary wall positions there are two locations within the development where their impact is particularly significant. These locations are at the junctions of Ganton Place with New lodge Crescent and the junction of Murdoch Place with Standhill Crescent. The increased impact of the visibility splays in these locations arises as a result of the curvature of New Lodge Crescent and Standhill Crescent relative to the position of the junctions.

In order to achieve the 2.4m x 90m uninterrupted visibility splay looking north from Ganton Place an additional area of land of approximately 256 sq.m. would need to be accommodated within the highway demise extending up to 5m back from the existing back of footpath line. This wipes out the front gardens of plots 45,46 and 47 and jeopardises the viability of these units. The resultant increased width of the adopted footway could encourage traffic to park on the pavement in this location or create a stagnant area which could become susceptible to dog fouling.

At the junction of Murdoch Place and Standhill Crescent a similar zone of land of around 170sq.m. would need to be accommodated within the highway demise to achieve the 2.4m x 90m visibility splay. This would result in the proposed plot boundary lines being moved back by up to 3.5 meters from the current boundary position. An adopted sewer runs through the rear of plots 5 and 6 meaning that the dwellings cannot be moved further back within their plots, and so the face of these buildings would only be located 1.5m back from the boundary with the street. Approximately half of the 90m visibility splay from Murdoch Place extends over land occupied by the existing park/ recreation area which falls outside our application boundary. This area is surrounded by 1.4m high boundary fencing along the existing back of footpath line which would still compromise the visibility splay even if the boundaries to plots 5 and 6 were relocated.



Fig. 8 Aerial view looking north towards Ganton Place and Murdoch Place



© Acanthus WSM Architects

The general contractor is responsible for the verification all dimensions on site and the architect is to be informed of any discrepancy.

The status of information contained in a computer copy of this drawing shall be limited to that conveyed by the paper copy.

Revisions:

YORKSHIRE HOUSING

drawing status

- approval
- construction
- preliminary
- record
- information
- comment
- tender

Scale 1:1250 @ A3

Date March 2009

Drawn JK

Dwg.No 2121.15.SK2

1:1250 SCALE BAR

0 10 20 40 60

Visibility Splays
Newlodge Crescent, Barnsley
Yorkshire Housing

Acanthus WSM Architects

Woodhall, Woodhall Lane, Leeds LS28 5NY. TEL. 0113 239 3414. FAX 0113 256 9688. E-Mail.. architects@acanthuswsm.com

Fig. 9 - 2.4 x 90m visibility splays overlaid on proposed site layout

4. Property Boundaries:

Condition 4:

"No development shall take place until there has been submitted to and approved in writing by the local planning Authority details of the design of boundary treatments to be erected in accordance with the approved plan entitled 'site Boundary Key' received on the 10th November 2008. The boundary treatment shall be completed before the buildings are occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason: In the interests of the visual amenities of the locality and the amenities of the occupiers of adjoining property and in accordance with Barnsley UDP Policy BE6, Design Standards."

The proposed arrangement of property boundaries was shown on drawings forming part of the planning submission and is referred to in the planning approval notice. These layouts generally indicate property boundaries on the same line as the existing boundary walls but with set backs to driveways to achieve 2x2m pedestrian intervisibility splays required under of Condition 9 of the planning approval notice.

We have subsequently submitted further details to the council and have recently received confirmation that the above condition is now discharged.

Boundary treatment to front gardens in this approved scheme have been softened from the solid 900mm high brick walls that proliferate the existing estate. These solid walls have been replaced by a mixture of railings, brick piers and dwarf walls with railing above. These changes should generally help to improve traffic visibility compared to the existing situation.

Although details of the boundary locations were provided at planning stage and further details have now been submitted discharging condition 4 the approved boundary arrangement appears to conflict with the requirements of condition 11 of the approval.



Fig. 10 Aerial view of southern area of site looking south east

5. The Manual for Streets:
We consulted The Department Of Transports "Manual For Streets" whilst developing the planning application scheme. This document supersedes "Design Bulletin 32 – Residential Road and Footpaths" and its companion guide "Places, Streets and Movement" which have both been withdrawn in England and Wales. The manual provides suggested visibility splays for 30 mph roads and our layout has been designed in line with these requirements. The length of the visibility splays suggested in this document are significantly lower than the 90m length stated in condition 11 of the approval notice.

The 2.4m x 90m visibility splays required under condition 11 appear to be based upon distances taken from the obsolete "Design Bulletin 32". Barnsley highways department also referred to the "Design Manual for Road and Bridges" during our discussion however this document specifically applies to trunk roads. These are roads that fall under the jurisdiction of the Highway Agency and are designated as routes of strategic importance second only to motorways.

Paragraph 1.4.4 of the Manual for Streets states:
"The DMRB (Design Manual for Roads and Bridges) is not an appropriate design standard for most streets, particularly those in lightly-trafficked residential and mixed use areas."

Extract from paragraph 1.4.5 of the Manual for streets:
……..It is therefore strongly recommended that local authorities review their standards and guidance to embrace the principles of MfS (Manual for Streets)…….

Paragraph 2.2 of the Manual for Streets states:
"A clear distinction can be drawn between streets and roads. Roads are essentially highways whose main function is accommodating the movement of motor traffic. Streets are typically lined with buildings and public spaces, and while movement is still a key function, there are several others, of which place function is the most important."

Reference to table 7.1 of the Manual for Street which sets out the "derived standard stopping distances for streets" and to the diagrams at figure 7.18 which set out "measurement of junction visibility splays" (see fig. 11 overleaf) appears to suggest that visibility splays of 2.4m x 43m would provide appropriate levels of visibility for drivers within the estate. These visibility splays are plotted on a reduced plan of the proposed scheme, see layout overleaf (fig. 12). This indicates that it should be possible to achieve safe visibility splays and retain the existing garden lengths with only minor adjustment to boundary positions. (A full scale version of this drawing together with enlarged extracts are provided within the appendices of this document.)

Conclusion:
The approved development does not alter the existing street layout. The 2.4m x 90m visibility splays stipulated within condition11 of the approval appear to be based on guidance documentation which has been withdrawn in England and Wales and replaced by the Manual for Streets. Incorporating these 2.4m x 90m visibility splays would have a negative impact upon the proposed street scene, creating areas of stagnant land and jeopardising the viability of a number of units on the approved layout. Current government guidance within the Manual for Streets supports reduced visibility splays within the development site and appears to suggest that visibility splays of 2.4m x 43m would provide appropriate levels of visibility for drivers within the estate.

Table 7.1 Derived SSDs for streets (figures rounded).

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length. See 7.6.4		11	14	17	18	23	25	33	39	43	45	59
		Additional features will be needed to achieve low speeds										

7.7 Visibility splays at junctions

7.7.1 The visibility splay at a junction ensures there is adequate inter-visibility between vehicles on the major and minor arms (Fig. 7.18).

X distance

7.7.6 An X distance of 2.4 m should normally be used in most built-up situations, as this represents a reasonable maximum distance between the front of the car and the driver's eye.

Y distance

7.7.10 The Y distance should be based on values for SSD (Table 7.1).

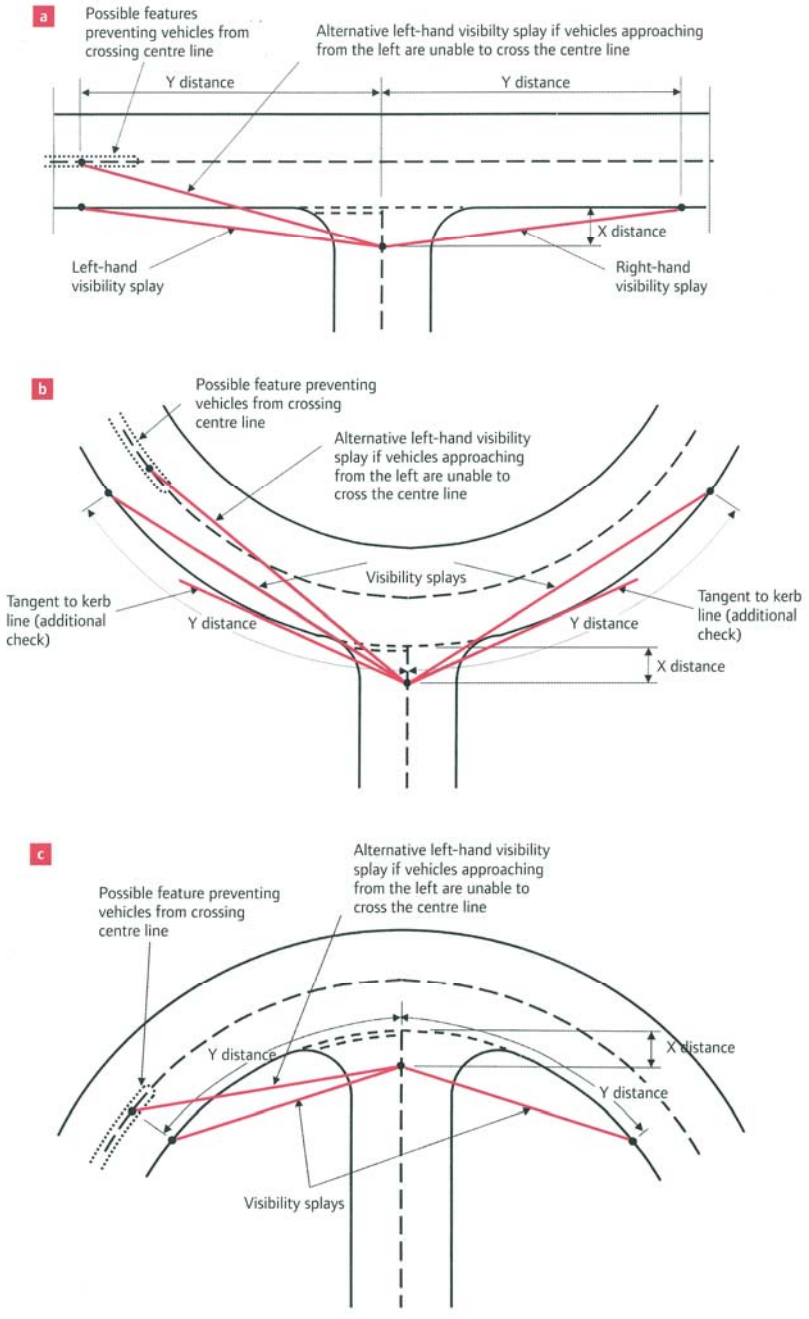


Figure 7.18 Measurement of junction visibility splays (a) on a straight road, (b) and (c) on bends.

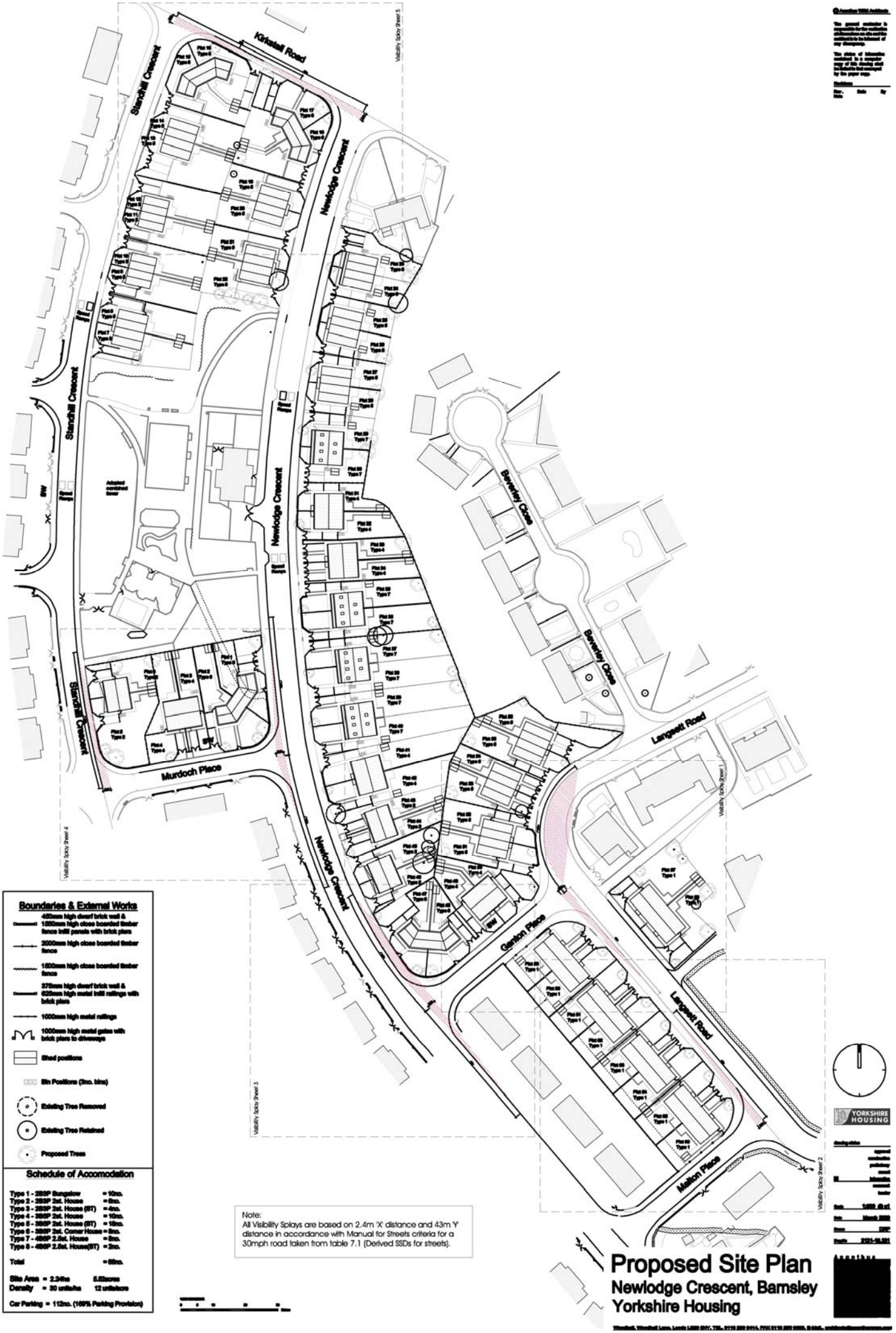


Fig. 12 2.4 x 43m visibility splays overlaid on existing layout

Appendices