

Highways Comments Response

Introduction

Comments as reproduced below were received 31/03/23 and dated 13/03/23. This response aims to address the outstanding objections to the application from BMBC Highways Department as follows.

APPLICATION NO: 2023/0165

DESCRIPTION: Erection of new two storey dwelling and associated double garage

LOCATION: Land to rear of 207 - 209 Manchester Road, Thurlstone, Sheffield, S36 9QS

This proposal was provided with pre-application advice in 2022 (2022/ENQ/00236) and concerns regarding highway safety and site sustainability were raised at this stage. The submitted drawings do not address all the matters raised and some of these concerns therefore remain.

The application proposes to provide a detached 3-bedroom dwelling to the rear of the site with access being gained from HBL which is a very narrow rural lane with no footways or street lighting and, as such, is unsuitable for intensification of use as it would not allow a vehicle to pass a pedestrian or cyclist and provides no opportunities for vehicles to pass. Conflicting vehicles would therefore be required to undertake over long reversing movements which is detrimental to highway safety and HDC therefore raise objection to the scheme on highway safety grounds.

Although parking provision is now acceptable and refuse storage has been shown, visibility splays have not been submitted and a collection point for bins has not been shown.

The proposals fail to demonstrate that safe and suitable access can be provided for all users and fails to meet the needs of pedestrians, people with disabilities, the less ambulant and those with protected characteristics contrary to the policies of NPPF 9: Promoting Sustainable Transport (2021) and Barnsley Local Plan (2019): T New Development and Sustainable Travel.

Response to comments

1) Narrow lane (Paragraph 2 of comments)

- a) The metalled road High Bank Lane (HBL) features no footways or street lighting and is typical of the minor road network in and around Thurlstone and the outlying villages of the wider Penistone area. This a common scenario road users encounter in the local area daily and as such presents no greater detrimental effect on highways safety than currently.
 - i) An application for permission for a similar development on the same HBL ref 2007/0258 was refused by BMBC on similar grounds. This was appealed and the decision overturned by the secretary of state ref APP/R4408/A/07/2043600.
 - ii) Recent permission was granted to the 21 new dwellings on land off New Smithy Avenue accessed via Towngate, which features limited footways, poor street lighting and single carriageway stretches due to the overall made width and unrestricted parking arrangements. This application garnered no (public) highways objections against the development when the use type is identical. Refer to images below of the Towngate access.



2) Intensification of use

- a) Numerous permissions for new build dwellings (refer to point 1) or extensions to dwellings (and therefore intensifications of existing sites use) have been granted permission on HBL without similar concerns being raised. Therefore, the addition on one three bedroomed dwelling is unlikely to cause any substantial or worsening conflict with the existing pedestrian and cycle movements along HBL.
- b) HBL is already the access for land allocated as “playfields” in the Local & Neighbourhood plan. As such HBL is used by Thurlstone Football Club, their members, staff and supporters regularly and to the best of my knowledge without incident or conflict arising. Refer to below images of typical attendance during matches.



- 3) Visibility splays – 43m visibility splays have been added to the part site plan produced, refer to ASK-JMA-ZZ-00-DR-A-(01)003A and a hand standing refuse collection point indicated immediately adjacent to the new proposed access, also updated on the proposed site plan ASK-JMA-ZZ-00-DR-A-(01)002E.
- 4) Safe & suitable access
 - a) Policy T3 stipulates new development will be... *“Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;”*. The application site is within the urban boundary of Thurlstone and therefore has the benefit of being located within access to all the existing sustainable

facilities of Thurlstone currently. As detailed in the accompanying Design & Access statement the application site has been designed to have;

- i) Vehicle access via HBL,
- ii) Pedestrian access via HBL and the adjacent Trans Pennine Trial Bridleway,
- iii) Bicycle access via HBL and the adjacent Trans Pennine Trial Bridleway.

This demonstrates there is a non-conflicting access to the site for pedestrians and cyclists and access can be achieved without reliance upon HBL, however, this remains an option for any future user.

Furthermore, the unconflicted pedestrian and cyclist access routes lead (almost directly) to local bus service stops. The shortest route to these is approximately 127m away from the site, demonstrating the site is “accessible to public transport” via a non-conflicting route, for the very users that are most likely to require public transport access.

5) *“Meet the needs of pedestrians, people with disabilities, the less ambulant and those with protected characteristics”,*

- a) The access to the dwelling has been designed in accordance with the client’s accessibility needs, which do not include any additional requirements. The site has been designed to suit the existing topography, with an approximate existing gradient of 1:3. The site access has been located with accessibility in mind and designed to facilitate as shallow as possible falls from the existing highway. This leads to a level parking area which is guarded in accordance with Building Regulations Part K. Due to the steeply sloping (> 1:15) nature of the site and in accordance with Building Regulations Part M4(1) Section 1A paragraph 1.4 the access from the parking area to the dwelling is stepped and will be formed in compliance with the regulations.

Conclusion

It is my opinion that the comments raised by BMBC Highways have been addressed by the additional information provided in this response, the accompanying new and amended drawings and the examples cited. Therefore, the objections to the application should be withdrawn at this time.