Land in Churchfield Lane, Kexborough, Barnsley

An application was submitted, 02 October 2014, an email was subsequently received, 28 November 2014, from the planning officer dealing with the application and due to the content thereof, the application was withdrawn with a view to preparing and submitting further information.

The LPA's further observations within the email referred to above, are shown below in black text and the applicant's responses are shown in the maroon text.

Please find below the consultation response from our Tree Officer. In summary the position has not really moved forward from the advice provided to you at the pre-application stage in that the arboricultural information needs to be brought in line with BS5837:2012 by a qualified and/or experienced arboriculturalist in order to fully understand the constraints to the development posed by existing trees and the impacts.

A qualified/experienced arboriculturalist has been engaged by the applicant and the report is attached to the submission - doc. '*07 Tree survey and protection plan*'

This was submitted to the LPA for consideration, 23 March 2015, but no response* had been forthcoming by the date of the resubmission of the planning application.

In the absence of this information it is difficult for me to carry out my own assessment of the design merits of the layout, particularly the concerns I expressed at the pre-application relating to the proximity of the dwellings to the trees and poor outlook/standards of amenity and usability of the rear gardens are not really answered.

Regarding amenity space to the dwellings, in your response to my pre-app enquiry, I recall that you quoted specific dimensions which needed to be complied with and I felt that my application design had met those requirements. However, your are now advising that your observations have not really been answered - it would be helpful then if you could please provide more explanation of your comment and then I could again address the issue.

The above comments were submitted to the LPA for consideration, 23 March 2015, but no response* had been forthcoming by the date of the resubmission of the planning application.

Please also be advised that the design of the layout is also not fully satisfactory from a highways perspective (see attached).

Churchfield Lane is a narrow local through route and residential distributor road,

A speed limit of 30 mph is in place on the stretch of road adjacent the site; however the 85 percentile speed is known to be somewhat higher than this, with a significant proportion of vehicles exceeding the speed limit.

The footway fronting the site is narrow 1.20-1.5m and I am aware of issues with regard to the existing bus shelter creating a 'pinch point' on the footway to some detriment to the free and safe flow of pedestrians, this is particularly so when passengers are queuing at the bus stop. At times this forces passing pedestrians to step out onto the carriageway to enable them to pass by.

I have obtained the accident figures for the last 3 years for Churchfield Lane for the stretch from its junction with Bence Lane to the eastern boundary of the development site. There is one accident with slight injuries to an elderly male pedestrian who stepped out into the path of a vehicle without looking. Therefore along this stretch of Churchfield Lane there are currently no significant issues with regard to road safety related to vehicle speeds and road geometry.

The proposed access can provide the necessary sight lines and pedestrian intervisibility splays. A relocated bus shelter of an appropriate cantilever design can be located such that the necessary sight lines for vehicles emerging onto Churchfield Lane from the new access are safeguarded.

Therefore the additional traffic movements generated by the development along Churchfield Lane and the associated turning movements to/from the proposed access are likely to be of no significant detriment to the free and safe flow on roads local to the development site, provided the necessary mitigation measures are in place; relocation of the bus shelter on Churchfield Lane and provision of widened footway to entire site frontage..

Consequently I have no objections in principle to the proposed residential development of the site.

However with regard to the current proposal the following are noted;

Parking

The proposal does provide for the necessary level of parking provision of 2 spaces to each 3 or more bedroomed property however the layout of the development makes for an awkward arrangement for turning and manoeuvring of vehicles to allow them to exit the site in a forward gear. The garages associated 116 Churchfield Lane and plot 1 are remote from the dwellings and are in fact closer to the dwellings at plots 2 and 3. These matters need remedying.

Access

The proposal for a kerbed radii access runs contrary to the guidance on hierarchy of streets contained within the South Yorkshire Residential Design Guide (SYRDG), consequently a vehicular footway crossings must be provided for the access to the private drive off Churchfield Lane; this will give priority to pedestrians on the footway of Barnsley Road and still provide adequately for pedestrian access to the site. Private drive to be of maximum width 5.5m

The current proposal appears to provide for adequate access for fire service vehicles.

Waste and recycling containers

Any proposal must clearly show where waste and recycling bins at individual properties are to be stored on a day to day basis and also how they will be accommodated on collection days per advisory note 1. below.

Bus stop and shelter

I have consulted with a colleague in Traffic Management and Road Safety and they have no issues with the proposal to relocate the bus stop shelter; as it would likely be of some benefit to the free and safe flow of traffic in particular with regard to pedestrian safety; this should include for widening of the footway to a minimum of 2.0m to the entire site frontage and 2.5m adjacent the relocated bus stop shelter.

The developer will have to enter into an agreement with the local authority under section 278 of the Highways Act to facilitate these improvement works and to allow any land to be conveyed to the Local Highway Authority (dedicated land)

I also strongly suggest that the developer's agent contacts South Yorkshire Passenger Transport Executive with regard to relocation of the bus stop and associated shelter at the earliest opportunity.

I look forward to receiving a revised submission at which time I shall pass further comment.

In the meantime please do not determine this submission.

I will likely request that any subsequent permission is subject to the following conditions and advisory notes;

1. Development shall not commence until arrangements have been entered into to secure

such works to mitigate the effect of the development, and such works shall be completed

prior to the development being brought into use. Such works shall comprise of:-

- Relocation of bus stop shelter;

- Provision / alteration of any necessary signing and lining;

- Provision / alteration of any necessary drainage;

- Provision / alteration of any necessary street lighting;

- Provision of footway of minimum width 2.0m over entire site frontage and 2.5m where necessary;

2. Sight lines, having the dimensions 2.0m x 43m, shall be safeguarded at any vehicular entrance/exit to the site, such that there is no obstruction to visibility at a height exceeding 1.05m above the nearside channel level of the adjacent highway, in the interest of road safety.

3. Any access gate, bollard, chain or other means of obstruction shall be hung to open inwards and shall be set back and maintain a minimum clear distance of 10 metres from the near channel edge of the adjacent carriageway. This enables vehicles to safely draw off the highway before the gate or obstruction is opened.

4. Pedestrian intervisibility splays, having the dimensions 2m x 2m, shall be safeguarded at any drive entrance/exit such that there is no obstruction to visibility at a height exceeding 600mm above the nearside channel level of the adjacent highway, in the interest of road safety.

5. The parking/manoeuvring facilities indicated on the approved plan shall be provided prior to the development being brought into use, and shall be retained for that sole purpose at all times, in the interests of road safety.

6. All on-site vehicular areas shall be hard surfaced and drained in an approved manner prior to the development being brought into use, to prevent mud/debris being deposited on the public highway, to the detriment of road safety.

7. Vehicular and pedestrian gradients within any site shall not exceed 1 in 12 to ensure safe and adequate access.

8. Prior to any works commencing on-site, a condition survey (including structural integrity) of the highways to be used by construction traffic shall be carried out in association with the Local Planning Authority. The methodology of the survey shall be approved in writing by the Local Planning Authority and shall assess the existing state of the highway. On completion of the development a second condition survey shall be carried out and shall be submitted for the written approval of the Local Planning Authority, which shall identify defects attributable to the traffic ensuing from the development. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.

9. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority.

The approved statement shall be adhered to throughout the construction period. The statement shall provide for:-

- The parking of vehicles of site operatives and visitors;

- Means of access for construction traffic;

- Loading and unloading of plant and materials;

- Storage of plant and materials used in constructing the development;

- Measures to prevent mud/debris being deposited on the public highway.

In the interests of highway safety.

Advisory notes:

1. All waste and recyclable waste containers have to be collected from the kerbside of the public highway; therefore, storage areas should be provided adjacent to the highway. The storage areas should provide sufficient space to allow containers to be left on collection days without obstructing pedestrian or vehicular traffic on the public highway, to the detriment of road safety.

2. The developer must contact Mr G Handley –01226 772026 Network Resilience and Asset Management prior to any work commencing on-site, to gain all necessary technical and legal approvals relating to the creation of vehicular accesses to the highway and as the development involves works abutting the highway, to ensure no damage is caused to the highway.

After discussions with your colleague Mr Burton, Development Control, my client opted to withdraw the above submission to allow for additional information to be compiled in support of the proposals.

In that regard, I have read your observations and would like to take this opportunity to hopefully address your concerns:

1) Parking - you are concerned about the possibility of residents reversing onto Churchfield Lane and I have therefore prepared the attached plans that show how manoeuvring from each property's driveway, will quite readily facilitate and encourage a forward gear approach to the highway.

You also refer to the remoteness of the garages ascribed to Plot 1 and that of the existing semi-detached house, No.116.

Regarding Plot 1, the client has recently amended the design of the house, but his preference is nevertheless for a detached garage and he cannot actually understand why it needs to be particularly close to the house.

The existing 'asbestos' garage to No.116 is proposed to be demolished and relocated from its current position i.e. immediately adjacent the house, to the position shown on the site plan. This will remove the garage from the windows on the north elevation of the house and thereby markedly improve the rear garden amenity space to the home. The property's vehicular access would then be diverted onto the new driveway, rather than continuing to use the unsurfaced thoroughfare lying to the west of No118, which is used by other residents and the public. The new arrangement would also result in an 'amenity gain' to the residents of No118.

2) Access - The attached plan shows a rearranged access onto Churchfield Lane, which I believe should comply with the requirements of the SYRDG.

3) Waste and recycling - The attached plans show the required arrangements.

4) Bus stop - I have contacted the PTE regarding relocation of the facility.*

> *NB A response was received in due course from SYPTE as below:
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> I have looked at your proposed plans regarding the new location for the bus stop and have no objections, Can you please contact Matthew Reynolds Matthew.Reynolds@sypte.co.uk who will arrange the paper work so that we can supply you with an estimate for the works relating to the bus shelter.

The above comments and associated plans (submission docs - *03a Site layout turning 116, 03b Site layout turning plot 1, 03c Site layout turning plot 2* and *03d Site layout turning plot 3*) were submitted to the LPA for consideration, 13 February 2015, but no response* had been forthcoming by the date of the resubmission of the planning application.

*** Please note: after the above notes and associated documents had been compiled, the LPA planning officer contacted the agent and suggested that he would like to arrange a site meeting to expedite matters. However, given the delay and how the submission had progressed on the basis of plans and documentation to-date, the applicant could not see how a site meeting would address the issues further, or more specifically, and therefore preferred to submit the re-application and deal with any finer details during the consultation period.**