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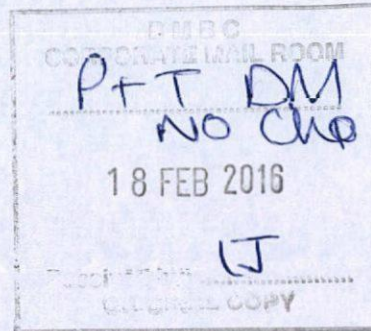
Mr Keith Pell

Planning Application Department

Civic Hall

Eldon Street

Barnsley



17th February 2016

Dear Mr Pell,

Re: Planning Application no: 2016/0068- variation of conditions of 2015/0823

Thank you for letting me have sight of this application. I have looked online at the proposals and I would like to make the following comments.

Existing traffic conditions

The existing traffic situation in Shaw Lane is frequently very difficult. In order to exit the residences at 101 – 111 onto Shaw Lane, residents have to wait for a gap in fast approaching traffic from both directions. The lane is quite narrow at the point of exit and so it is dangerous to try to exit with a gap in oncoming traffic only from the right as oftentimes traffic approaching from the left are driving near the middle of the carriageway and would have to swerve as a vehicle turned out of the tight track exit. Heavy goods vehicles take up the whole of the width of their lane and have nowhere to go to avoid an anticipated collision. You will appreciate that this manoeuvre needs to be executed carefully so as not to inconvenience other drivers. There are no warning signs of the concealed entrance/exit and I cannot recall seeing 30 mph signs either.

When waiting with the indicator light flashing, to enter the concealed track from Shaw Lane I personally have had experience of a vehicle crashing into the ditch beside me in order to avoid running into the rear of my vehicle. The driver did not know I was stationary until too late, as he did not know about the concealed entrance.

Shaw Lane is like a race track from early morning (people going to work using it as a short cut) to early hours of morning late revellers returning home. The new by-pass does not seem to have reduced the traffic flow on Shaw Lane.

Proposed increase in number of permitted Heavy Goods Vehicles entering and leaving the remediation site.

The applicant's agent has requested that 60 entering and 60 leaving be allowed. That is 120 vehicle movements. The present arrangement is that 20 HGVs daily enter and leave via Long Row track access before reaching the residencies at 101-111. That is 40 vehicle movements.

The proposal is that 60 HGVs will daily now travel the full length of Shaw Lane past the houses as far as the railway bridge to enter the site at a new point and will leave via Long Row exit.

The proposed 60 HGVs are in addition to heavy traffic that exists already. Many are HGVs going to the scrap yards or the Aluminium recycling at Boulderbridge Lane. Some may just be ignoring warning signs of width restrictions and using it as a short cut.

The additional HGV movements will make it more difficult to enter and exit the properties at 111-101.

Heavily laden HGVs entering the site via Long Row make noises like rumbling thunder and when they are empty they make even more noise. It is appreciated that the track surface contributes to this noise racket and the owner has told drivers to slow down but they don't always remember. It was Mr Lunn's intention to tarmac the Long Row track to alleviate this problem but that has not happened.

Mr Lunn has regularly employed a street sweeper to keep the Lane free from mud from his site and it does a good job. However I anticipate that if the HGV movements increase to 60 exiting a muddy site then the road sweeper will have to be on the lane much more often at the top end. This will be an additional problem for traffic as it is not easy to overtake safely owing to the exit being on the hill and a bend just further up. I think there may be another accident waiting to happen when a vehicle might overtake the road sweeper and arrive unexpectedly on a stationary vehicle waiting to turn into the concealed entrance of these residencies.

A further recent development on Shaw lane which is already causing a traffic hazard is that a ladies' football team has taken up residence in the Carlton recreation park. There are notices up on Shaw Lane to this effect.

When they are playing or practicing, Shaw Lane practically comes to a standstill because fans, supporters or members park their vehicles on Shaw Lane along the carriageway right round the bend opposite the recreation park.

It is really dangerous as there is insufficient room for two vehicles to pass safely, and on the bend which is totally blind, a vehicle cannot see whether another vehicle is already approaching. There have been several near misses and as a resident of Shaw Lane, I object to this unsafe parking and obstruction of Shaw Lane.

Proposed Traffic lights at railway bridge.

I noted the safety measures proposed to ensure HGVs can only enter the site from this point. I also noted the traffic control measures to ensure the safety of traffic travelling east and west.

Although the traffic lights will ensure that HGVs can enter the site by stopping oncoming traffic, will this not cause a queue of traffic at the east of the railway bridge and also a queue at the west side. In theory the idea seems good, if Mr Lunn's vehicles were the only vehicles using this lane from the west and the lights were merely to avoid a collision with an oncoming vehicle. However,

at busy periods, traffic which already includes HGVs, queues from top of Shaw Lane to past these houses.

If a pedestrian wishes to walk through the railway bridge, then traffic will be stopped in both directions for a short time. This was a good provision for the pedestrian but not for traffic.

It is possible that traffic will build up on the east side of the bridge right past the entrances to the scrap yards on either sides of the road and the bends in the road will prevent oncoming motorists realising there is a traffic jam until too late.

I have a concern that with the traffic lights interrupting the increased flow of traffic which will include 60 more HGVs, that the residents of these houses trying to exit from this concealed track will have to contend with streams of traffic from the east when the lights are green for them and an increase in waiting or moving HGVs and other traffic travelling from the west.

Final Comments

I notice that Portward Homes Agent has presented this application as an effort to restrict the inconvenience to residents for as short a time as possible.

Your own records will show the number of times this remediation planning permission has been extended and has now been going on for years. According to the application it is anticipated that 120 additional HGV movements every day will enable the job to be finished in 2 years.

The site has been closed last week and this week so far with no HGV movements into the site. That may be because of Portward Homes' business requirements but no doubt will put the job back further.

I also have concerns about the height of the land being built up and would like to examine the proposed finished plan with landscaping etc.. There was such a plan from Mr Thackray but was that carried forward in the conditions imposed on Mr Lunn (Portward Homes) when he first got planning permission to remediate the site?

I would like to mention that Mr Lunn has always been approachable and open with the residents and that my comments are purely from the point of view of a resident who fears greater inconvenience for years to come.

I anticipate that there may be more requests for variations on this planning application as Mr Lunn's business requirements develop now that the land is designated 'mixed use'.

Thank you for the opportunity to comment.

Yours sincerely

A handwritten signature in black ink, appearing to read 'L Shenton'.

Lilian and Barry Shenton