

From: Landuse

Sent: 23 February 2022 12:39

Subject: RE: Initial Consultation on Planning Application 67625 Bell Lane

Good Afternoon

Thank you for consulting TfGM in respect of the above application (67625) which seeks approval for the redevelopment of a former retail unit to provide a ground floor retail unit (177sqm floorspace) with residential apartments to the upper floors. The TS references the provision of 21 apartments within the development proposals and summary, and 24 apartments within the Site Plan. TfGM would request the number of apartments is clarified.

- Trip Generation

The quantum of development in this instance does not trigger TfGM's requirement for a highway impact assessment. The predicted net trip generation of the site provided within the Transport Statement (TS) demonstrates that the proposed development is unlikely to result in a material impact on the highway network any greater than the use previously approved.

- Access Arrangements

In terms of the proposed new vehicle access on to Bell Lane to serve the residents' car park, this should be designed to ensure the provision of tactile paving and dropped crossings, with adequate sightline visibility in accordance with Manual for Streets or the Council's adopted standards.

Site observations have confirmed that there appears to be a redundant vehicle access adjacent to the proposed new access and a break in the double yellow lines. TfGM would query whether this is planned to be reinstated and the double yellow lines implemented or whether this has already taken effect since the 2021 images on Google Street View. This will need to be resolved prior to the occupation of the site. This is to ensure that pavement parking associated with the proposed use does not occur, as this would result in traffic conflicts, limiting visibility for vehicles egressing the newly proposed access, as well as impeding pedestrian movements to the detriment of pedestrian and highway safety.

- Proposed Car Parking Provision

TfGM would query how the use of the car park will be managed to guarantee that the car park is solely for the use of residents, to ensure that conflicts don't occur with the car park being fully occupied and vehicles stacking back to the highway / restricting vehicle manoeuvres etc.

- Proposed Servicing Arrangements

The TS confirms that servicing associated with the retail unit will take place on Bell Lane outside the building, with around 2-3 deliveries per day. Given the close proximity to the roundabout junction and the nature of Bell Lane (highly trafficked B route), TfGM consider that this is not an ideal arrangement and is likely to result in traffic conflicts. Additionally, given the position of the newly proposed access point and the location of the existing guard rails, this does not leave much available space for a service vehicle. Therefore, dependent on the size of the intended service vehicle it may block access to the car park, which would result in additional conflicts.

- Other

TfGM would query the plans for the vacant land to the east of the site which was previously used as car parking, as it is within the red line boundary of the site. This appears to be a redundant junction off the roundabout and therefore could it be reinstated as continuous footway as part of this development, if it is not proposed as any access to the site. Alternatively could it be used as a servicing area to remove this element from the highway.

- Site Accessibility

The TS confirms that 4 cycle spaces will be provided within a bike store for residents and 2 Sheffield stands outside the site for customers of the retail use. TfGM would refer to the LHA to confirm if the proposed cycle provision for residents accords with the Council's adopted standards. TfGM consider that a greater provision (around 50%) should be provided to help encourage the uptake of cycling by future residents.

The cycle facilities for residents should be covered and lockable and made secure through the use of measures such as CCTV and lighting.

TfGM would refer to the LHA to confirm whether the quantum of development triggers the requirement for a Travel Plan. If not, TfGM would recommend that a Travel Pack is produced for future residents of the site which could include useful details of the nearest public transport services, journey planning etc.

Additionally, incentives could be offered to encourage residents to use alternative modes of travel to the private car such as concessionary bus fares, discounted cycles, journey planning etc.

I hope the above assists.

Kind regards

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