

Head of Development Services
High Peak Borough Council
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Telephone
Ask for: Adrian Martin
Email: HPBC/2024/009577
Our ref: HPK/2024/0255
Your ref: 24 October 2024
Date:

Dear James Stannard

**TOWN AND COUNTRY PLANNING ACT 1990
(DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015
ARTICLE 18 CONSULTATION WITH HIGHWAY AUTHORITY**

PROPOSAL: Retention of use of land as dog exercise area from agricultural field.

LOCATION: Land at, Park Road, Hadfield, Glossop SK13 1EP

APPLICANT: Hounds Haven

The application site is served by a single width access which, prior to the facility applied for, would have been used by agricultural vehicles to manage the land. Whilst no information is provided on the regularity of these vehicle movements or the type of vehicle used by the former land owner, it is reasonable to expect the land to be managed by a tractor or similar agricultural vehicle and for the movements to be sporadic and only, for instance, when grass/vegetation was cut.

The existing emerging visibility from the access on to Park Road is nil in the westerly direction i.e. looking left from the access, due to the access being immediately adjacent to neighbouring uncontrolled land. Visibility in the easterly direction, looking right, is similarly restricted due to the boundary treatment and the relatively narrow footway fronting the application site. It is possible to 'peer' through the boundary fence to some degree to assess the presence of oncoming traffic; however, in reality vehicles exiting the access will have to creep out of the access before a driver can see an approaching vehicle. This was experienced during the site visit.

The planning statement submitted in support of the application states that "The business seeks for the area to be hired for up to one hour or half an hour for 1-2

dogs, 3-5 or 6-8 dogs.” The applicant’s agent has also confirmed “The booking is made by one person, and chosen on the number of dog basis, but in general the majority of cars per booking is 1-2 vehicles, although they can sometimes have up to 4 if family members/ friends (under the same booking) meet up with their dogs too.” Clearly the proposed development will significantly increase vehicle movements at the access compared to the existing use.

Considering that the development will increase vehicle movements at the site access, the required achievable emerging visibility available on to Park Road has been assessed. It is noted that Park Road is subject to a speed limit of 40 mph. In order to provide the appropriate stopping sight distances between approaching vehicles and drivers emerging from the access the formula for calculating stopping sight distance (SSD), in accordance with guidance in Manual for Streets, has been utilised. Based on a vehicle approach speed of 40 mph, visibility distances (Y distance) of 103m are required in both directions measured from a driver eye height of 1.05m relative to the carriageway level from a set back distance (X distance) of 2.4m in to the access. Clearly this is not achievable in either direction from the access.

It is considered that the access suffers from severely restricted visibility in both directions on to Park Road and considering that the proposed development will intensify the use of the access, the application does not provide a safe and suitable access for all and would have an unacceptable impact on highway safety; as such the application does not comply with paragraphs 114 and 115 of NPPF.

Based on the aforementioned comments, it is recommended that the application is refused on the following grounds:

The proposed development, if permitted, would lead to the significant intensification in use of an existing substandard access to Park Road, where emerging visibility is severely restricted due to the proximity of the access to uncontrolled land, the relatively narrow fronting footway and the boundary treatment alongside Park Road, thereby leading to potential danger and inconvenience to other highway users and the interference with the safe and efficient movement of traffic on the adjoining highway contrary the best interests of highway safety and to paragraphs 114 and 115 of the NPPF.

Should the applicant be able to provide evidence that the achievable emerging visibility splays are commensurate with vehicle approach speeds on Park Road via a speed survey and that a safe and suitable access to serve the proposed facility can be achieved, the highway authority will reassess the application further and comment accordingly.

Yours Sincerely

Adrian Martin

Highways Development Control