

**Consultation Response from KC,
Highways Development Management**

2024/91106 Field at, Pingle Nook Farm, Hollin Edge, Denby Dale, Huddersfield, HD8 8YW

Extension of private dog walking/exercise facility, resurfacing of existing car park and alterations to gate

Date Responded: 09/08/2024

Responding Officer: CNB

Responding Ref: K17-20/12

This application is for the extension of an existing dog exercising field accessed from A636 Wakefield Road. A636 Wakefield Road is a 30mph two-way single carriageway main distributor road of approximately 6.7m width with a footway opposite, a grass verge on the side of the access, street lighting present, a hatched central reserve and a fixed safety (speed) camera just to the north east of the access. The presence of the safety camera may indicate that there have been speeding issues here in the past. Wakefield Road hosts a medium frequency bus route and there are stops within 270m of the access to the proposed site.

The site benefits from an existing conditional planning permission (22/90502).

The current proposals are to increase the size of the dog exercising field from 0.1 acres to 1.7 acres and to replace the plastic “grasscrete” with road plainings and the sliding gate with a double hinged gate.

The increase in size of the field is shown on the unnumbered drawing submitted with the application, this drawing also indicates that the fence and gates between the existing dog walking field and the proposed extension will be removed. This indicates that the facility is aiming for one larger field rather than an additional second dog walking field. This increase in size would not generate any additional vehicular trips to the site or increase parking demand and this is acceptable.

The replacement of the plastic “grasscrete” with road plainings is due to the failure of the fitted plastic system. Currently, and evidenced on the supplied photographs, the parking area has not drained properly and has turned to mud, this can create road safety issues with firstly, the mud being dragged on to the adopted highway and secondly, users preferring to park on-street instead of using the car park for fear of getting stuck in the mud. The replacement with plainings should resolve both these problems and as such is acceptable.

The initial requirement for a sliding gate was to ensure that operation of the gate did not obstruct use of the marked parking spaces. The current proposals are to use two smaller gates at the access. Although a drawing was not submitted with the current application to show that the operation of the gates would not obstruct use of the car parking spaces, the layout shown on the accompanying photographs appears to indicate that two small gates could be fitted without obstructing the four marked parking spaces. However, we would still like to see a scaled drawing showing the car parking area, marked with the four spaces and with an indication of the swing path of the gates to show all four parking spaces will still be available, including turning space, with the proposed gates in operation. This can be conditioned.

With this we consider that the application is acceptable on highways grounds with the following condition.

Condition

Notwithstanding the details shown on the approved plan, no development shall take place until a scheme detailing arrangements and specification for layout of the parking area and operation of the gates have been submitted to and approved in writing by the Local Planning Authority. Before the development comes in to use it shall be completed in accordance with the details shown on the approved plans and retained thereafter.

Reason: To ensure a suitable access and layout in the interests of highway safety