To: Staffordshire Moorlands, DCM

Staffordshire Moorlands District Council

Moorlands House

Stockwell Street

Leek

ST12 6HQ

Applicant Peter Brown

Salthouse farm

Salters Lane

Werrington

Staffordshire

ST9 0DA

Application Type – Response to highways agency comments

Application reference SMD/2019/0744

Road number D1171

Dear Sirs

I am writing to you with regards to the above referenced application for the removal of 4,5 and 6 and the amendment of condition 9 of planning application reference SMD/2016/0278 and in particular with regards to the highways agency decision to decline this application.

The highways agency has commented on item 4 which is the access road within the grounds of private land and is not subject to approval of the highways agency – the comments that have been provided are actually relevant to item 8 of the response and approval of the original planning permission – item 8 is fully accepted and will be complied with prior to opening the business.

Item 9 is the condition that the highways agency is requested to review. The request is to reduce the viewing splays from 120M. It is accepted that hedges will be managed so that they remain no higher than 600mm above the adjacent carriage way as required in the original planning permission. This will provide maximum viewing splays to both the South and North of the entrance.

With regards to the required visibility splays I make reference to Development Control Notice advice Note 15 second edition published by the planning service – entitled Vehicular Access standards – and reference table A on page 15 of that document and table B on page 16 of that document which reference the required visibility splays dependant on the volume of traffic per day on the priority road.

We have lived at Salthouse farm since August 2015 and can state with certainty that the flow of traffic on Salters lane passing the location of this development is significantly less than 3,000 vehicles per day – an more indicative number would be less than 500 vehicles per day, putting this road into the lowest usage included in the referenced table.

The development approved is for a total of 24 potential customers for dog kennel use any particular day. The average stay is expected to be 5 days and the average occupancy is expected at 70%. Using these numbers total expected visits per year = 365/5*24*0.7 = 1,226 visits per year which equates to an average of less than 4 cars per day entering and exiting the proposed development – this is a very small volume of traffic

As Vehicles approach from the South there is a natural bend in the road around 120 metres away from the entrance of the development where there is no visibility of cars approaching that bend from the North, and as there is only room on the road for one car to be travelling either from the North or South (to pass each other requires one car to pull into a passing area of which there are many along the road) the speed of the car approaching from the South is significantly reduced as significant caution and braking is required for safe use of the road. This means that typically a vehicle approaching from the South will be at speeds of less than 30 MPH.

Given the above and again referencing table B – access flow of less than 60 Vpd onto a priority road with < 6,000 vehicles per day at speeds of 25 MPH is 45 Meters (at 31 MPH is 60 meters, at 40 Mph the table suggests the requirement for such low traffic is 78.5 meters) and can be granted at 33 meters, 33 meters and 56 meters respectively – in any case the table would suggest that for this road and in these circumstances the requirement for visibility splays is significantly less than 120 meters.

In order to enhance the safety of joining the priority road from the proposed development permission has been granted from the owner of the land opposite the entrance to erect two Road Safety Mirrors providing additional viewing from traffic approaching from both the North and South of the proposed development entrance.

The reference to a following survey was not that one had been completed but as per Development Control Notice advice Note 15 second edition published by the planning service - points number 5 and 6 where if there is a dispute then either a survey of traffic volume and a measured speed at 85 percentile should be used or where this is not possible a vehicle following survey should be conducted – the request was that if the highways agency did not agree wi the above points then a vehicle following survey should be conducted by that agency.

I hope this clarifies and allows the condition to be amended to including viewing splays for vehicles approaching from the South to be 45 meters and from the North to be 78.5 Meters.

Yours Faithfully

Peter Brown