

To: Staffordshire Moorlands, DCM
Staffordshire Moorlands District Council
Moorlands House
Stockwell Street
Leek
ST13 6HQ

Applicant: MR S MOSS
C/O AGENT
CONGLETON
CW123QQ

Application Type: COU

Officer: David Plant

Application No: SMD2021/0019/DET

Date: 13-MAY-2021

Date Received: 26-APR-2021

Road No: D1073

Particulars of Development:

CHANGE OF USE OF AGRICULTURAL BUILDINGS TO 4 DWELLINGHOUSES

Location of Development:

WILLOWSHAW FARM CLOUDSIDE
CONGLETON

Refusal

Recommendations: This application should be refused for the following reasons:-

- 1 The proposed development fails to demonstrate that adequate visibility will be provided at access to parking area for units 1 and 3 with a consequent likelihood of increase in danger to road users
- 2 The proposed development fails to demonstrate that adequate visibility will be provided at access to parking area for units 2 and 4 and 'proposed barn conversion' with a consequent likelihood of increase in danger to road users
- 3 The proposed development fails to make adequate provision for the parking of vehicles associated with units 2, 3 and 4 within the site curtilage resulting in an increase in the likelihood of highway danger due to the likelihood of vehicles being parked on the public highway.
- 4 The proposed access road is geometrically substandard in that the access is of insufficient width to accommodate passing vehicles at the access and is of substandard width beyond.
- 5 Insufficient information

REASONS

ALL In conflict with NPPF paragraph 108; in conflict with SMDC Core Strategy Policy DC1; contrary to the interests of highway safety

IMPORTANT INFORMATIVES TO BE INCLUDED ON DECISION NOTICE

This recommendation of refusal will not prejudice consideration of a further application at a later date when:

- adequate visibility splays at each access;
- maximum achievable visibility splays at each access;
- forward intervisibility from Cloudside onto proposed access and vice versa;
- parking bays of adequate width for unit 3;
- usable parking bays for units 2 and 4;
- minimum access width of 5m for minimum 5m rear of carriageway edge;
- minimum access width of 4.2m thereafter;
- proposals for two field access gates which would be accessed through garden of unit 3;
- proposals for refuse collections;
- commentary on sustainability of and pedestrian access to the site;

are included in the application.

NOTES TO PLANNING OFFICER

A detail of the proposed stone boundary wall has been submitted. The only stated dimension is of the coping stone. Scaling off the drawing shows the wall to be over 1.1m high.

The frontage of the site is currently open. Unfortunately, the current proposal is to construct a wall adjacent to the edge of carriageway on the majority of the frontage which would restrict the carriageway and obstruct visibility at each access on the frontage.

Maximum achievable visibility splays should be shown on the drawing and the walls set back behind these or the wall reduced in height to a maximum of 600mm including the gateposts.

There appears to be a slight offset between edge of carriageway and the wall. However, no dimension is stated. Wall should be offset by minimum 450mm from edge of carriageway to avoid restricting carriageway width. Dimensions should be stated on the drawing from the opposite channel to ensure stable setting out points.

Intervisibility between Cloudside and the proposed access again comes down to height of the wall. A vehicle entering the residential access should be able to see into the access before they enter the access - exiting vehicles, children playing etc...

No dimensions of the parking bays are shown. Note on drawing states 2.5mx5m, but this is not the case when scaled for unit 3. Parking bays for unit 3 scale at 4.4m at approx mid point, without obstructing pedestrian route. Parking bays must be 2.4m wide each at the narrowest point. As one of the bays is directly adjacent to the proposed wall, bays should ideally be wider to allow occupants to access the vehicle.

There appears inadequate space for two vehicles to manoeuvre into and out of the parking bays for unit 2 (which are outside the red line). By way of comparison, a public car park requires 6m to the rear of each bay to allow manoeuvring. This proposal allows 4m.

Similarly for unit 4 which allows 4.5m

Access to the rear of the development is currently open. Proposal will narrow this down significantly. As a minimum, access should be 5m wide for a minimum of 5m rear of the carriageway edge. Beyond this, access to multiple dwellings should 4.2m wide which does not appear possible due to parking layout for unit 2 and the barn conversion. (though see below)

Providing 5m width for 8.4m rear of the carriageway (to the front of the barn conversions) and 3.2m thereafter may assist with this as a compromise.

There are currently two field gates accessing the field to the north of the site. The proposal will obstruct these with the garden of unit 3. What is proposed for these? How will the field be accessed in future. D&A states the farm is a working farm. Access to the fields is relevant. Though, if all buildings are being converted to dwellings, is it still a working farm?

Refuse vehicles will not be able to access the rear of the development. Where will bins be stored on collection day? What is proposed for refuse collections?

There is a note on drawing 2020-2545 06 B 'Proposed Barn Conversion' to the south of the site. It is noted that this will form a separated planning application. However, as for the parking for plot 2, there appears inadequate space for two vehicles to manoeuvre in to and out of the parking bays.

Developer may also wish to consider visibility at the access for the existing farmhouse prior to submission of that planning application.

Site visit 12/05/2021

**Assistant Director - Highways and the Built County
on behalf of the County Council
as Highway Authority**