



Staffordshire County Council

Town and Country Planning Act, 1990

Development Management Procedure Order 2015

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

Application Type: FULL

Applicant: Rider Enterprises

Officer: David Plant

Our Reference: SMD20210784

District Reference: SMD/2021/0784

Date Received: 01-Dec-2021

Date Responded: 17-Dec-2021

Particulars of Development:

Erection of 4no. dwellings and associated works

Location of Development:

Land Off Alleyhouse Lane, Rushton Spencer, Staffordshire,

Recommendation Summary: Refusal

Site Visit Conducted on: 08-Dec-2021

1. The development fails to provide adequate parking within dwelling curtilages of house types A and B.
2. Insufficient information.

REASONS

1. In conflict with SMDC Local Plan Policy DC1; contrary to the interests of highway safety.

IMPORTANT INFORMATIVE TO BE INCLUDED ON DECISION NOTICE

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

- adequate parking within curtilage of each dwelling to local plan standards and minimum dimensions;
- clarification of dimensions and extent of visibility splays;
- clarification of how pedestrian links referred to in Planning Statement link onto Sugar Street;

are included in the application.

NOTES TO PLANNING OFFICER

Dimensions of parking bays are not stated. House types A and B - first three plots - have parking areas shown but none of these scale to the minimum width for two vehicles. Parking bays must be a minimum of 2.4m wide for each vehicle to be counted as a parking bay.

Visibility splays are shown on the drawing. The X distance (setback) is shown and correctly dimensioned at 2.4m. The Y distance is shown (in part to the north) but is not dimensioned...? Visibility splay to the south scales at approx 64m, which should be stated on the drawing. Visibility splay to the north is shown heading into the carriageway, but the full extent is not shown or how or where it terminates. Far side of Alley Lane is approx 46m from the access. This should be visibility shown and provided which will mean setting back parking bays, wall and hedge.

Pedestrian footway is shown within the site. Planning Statement states this will link into Sugar Street. Footway is unlikely to be required on both sides of a development of 4 dwellings. Dropped crossing of kerb will be required to facilitate prams/wheelchairs. How does route link to Sugar Street? appears to end to the south and on an angle to the north (depending on what cross hatched area is intended to denote).

Community parking area is positive, but less so if residents of the new dwellings need to park there.