



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

Applicant: WG & J Clark
 LONGSHAW FARM,
 LEEK
 ST13 7NJ

Application Type: FULL

Officer: David Plant

Our Reference: SMD20210758

District Reference: SMD/2021/0758

Date Received: 25-Nov-2021

Date Responded: 28-Jan-2022

Particulars of Development:

Farm Shop with new access from A523 including parking area and Drive-thru Ice Cream.

Location of Development:

LONGSHAW FARM, Longshaw Farm, LEEK, ST13 7NJ

Recommendation Summary: Conditional

Site Visit Conducted on: 08-Dec-2021

CONDITIONS

1. The development hereby permitted shall not be commenced until details of the 2.4m x 160m visibility splays have been submitted to and approved in writing by the Local Planning Authority. The visibility splay shall thereafter be kept free of all obstructions to visibility over a height of 600 mm above the adjacent carriageway level and below a height of 2000mm above the adjacent carriageway level and be provided in accordance with the approved plan prior to the development being brought into use
2. The development hereby permitted shall not be brought into use until the access to the site within the limits of the public highway has been completed.
3. The development hereby permitted shall not be brought into use until the parking and turning areas have been provided in accordance with the approved plan 'Block Plan'. The parking and turning areas shall thereafter be retained unobstructed as parking and turning areas for the life of the development.
4. Any gates shall be located a minimum of 5m rear of the carriageway edge and shall open away from the highway.
5. The development hereby permitted shall not be brought into use until details of the access gradient of 1 in 20 for the first 5m have been submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be carried out in accordance with the approved details and be completed prior to first use and shall thereafter be retained as such for the lifetime of the development.
6. The development hereby permitted shall not be brought into use until the access drive rear of the public highway has been surfaced and thereafter maintained in a bound and porous material for a minimum distance of 5m back from the carriageway edge in accordance with the approved plan 'Block Plan'.

REASONS

ALL to comply with NPPF Paragraph 110; to comply with SMDC Local Plan Policy DC1; in the interests of highway safety.

IMPORTANT INFORMATIVE TO BE INCLUDED ON DECISION NOTICE

The construction of the bellmouth shall require a Highway Works Agreement with Staffordshire County Council. The applicant is requested to contact Staffordshire County Council in order to secure the Agreement. The link below is to the Highway Works Information Pack including an application form. Please complete and send to the address indicated on the application form or email to (road.adoptions@staffordshire.gov.uk). The applicant is advised to begin this process well in advance of any works taking place in order to meet any potential timescales.

<https://www.staffordshire.gov.uk/Highways/highwayscontrol/HighwaysWorkAgreements.aspx>

Highways Agreements - Staffordshire County Council

NOTES TO PLANNING OFFICER

The existing access to Longshaw Farm does have restricted visibility towards Ashbourne. I understand there is no scope to improve this as the owners of the farm do not own the field on this side of the access.

Visibility at the proposed access can be provided to greater than 2.4mx160m. This is referred to in the D&A but is not shown on any drawing. 2.4mx160m is required by the speed limit of the road and is conditioned. Greater than this is available. Visibility splays would need to be provided and the verges maintained. Some lower branches of roadside trees would also likely need to be cut back - hence the condition requiring the visibility envelope. The proposed access provides better visibility than the existing access and is an improvement in highway safety.

Parking meets standards and there is space available to provide additional. Drawing is not dimensioned but scales that there is approximately 14m between the farm shop and the bank of parking bays. Normally 6m is required to the rear of a parking bay to allow manoeuvring and access. The bays could be moved closer to the farm shop or additional bays provided? - to avoid 'excessive' loose surfaced area.

The proposed access slopes away from the highway. Gradient should not exceed 1 in 20 for the first 5m then 1 in 15 thereafter.

Current records show that there were no Personal Injury Collisions on A523 within 160m either side of the proposed or existing accesses in the previous five years.

Commissioner for the Built County
On behalf of the County Council
As Highway Authority