



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:
 HG, PA & RJ Whitehurst

Officer: Tracey Lunn

Our Reference: SMD20210607V2

District Reference: SMD/2021/0607

Date Received: 14-Dec-2022

Date Responded: 21-Mar-2023

Particulars of Development:

Conversion and alteration of former agricultural buildings to form 5no.dwellings and associated works

****REVISED DOCUMENTS RECEIVED 14/12/2022****

Location of Development:

PARKFIELDS FARM, Parkfields Farm, Cherry Lane, STOKE-ON-TRENT, ST10 4QS

Recommendation Summary: Refusal

Recommendation of refusal:

1. Failure to demonstrate a safe and suitable access.
2. Low sustainability of the site.

Reasons:

- (1) Contrary to the NPPF;
- (2) Contrary to SMDC Local Plan
- (3) Contrary to highway safety

Site Visit; 21/10/2021 – most recent – 13/03/2023

Personal Injury Collisions;

Current records show that there were not any Personal Injury Collisions on Oakamoor Road within 215 metres of the property for the previous five years. Cherry Lane is private; Staffordshire County Council do not hold accident records on private roads.

Background;

Cherry Lane is a private road serving residential dwellings and farms. Cherry Lane junctions with Oakamoor Road (B5417) a B classification road, with a 60mph speed limit. There are no footways or streetlights on Cherry Lane or along this section of Oakamoor Road.

Cherry Lane has a public footpath (Cheadle 48) running along it.

Comments on Information Supplied;

The proposal is to convert agricultural buildings into 5 residential dwellings: ranging from 2 to 3 bedrooms. The agricultural buildings are sited within the grounds of Parkfields Farm (a working farm).

Access to the proposed converted buildings would be from the existing private drive to the farm via Cherry Lane. Cherry Lane is private and junctions with Oakamoor Road.

The submitted red edged plan does not connect with the adopted highway.

Further Comments;

It should be noted that having considered the comments made by the Agent and Applicant (received 23 May 2022) my previous comments detailed below still apply.

Highway Officer Comments dated 05/05/2022;

With regards to the application at Parkfields Farm, Cherry Lane, Cheadle. I do not feel there has been enough evidence to support a positive recommendation.

Our records show Cherry Lane is private and therefore a red outline plan showing the connection to the public highway Oakamoor Road (B5417), the nearest adopted highway would be required.

The existing agricultural use is associated with the farm and not the barn. The farm will continue to operate and therefore the vehicle trips will remain. The proposal to provide 5 dwellings along with the continuing use of the farm will increase vehicle trips to the combined farm/dwellings.

The proposal as submitted is an intensification of use, leading to an increase in vehicle movements to and from the site through a junction (Cherry Lane/Oakamoor Road) that has substandard visibility. The applicant has not submitted any evidence to suggest otherwise or to demonstrate the junction does have the necessary visibility.

I believe the site is not sustainable in terms of access within easy walking distance to local shops, doctors, schools, and no evidence to suggest otherwise has been submitted by the applicant. If the applicant considers the location is sustainable, the applicant needs to provide information to demonstrate the sustainability of the site; details of what services are within an acceptable walkable distance (no more than 2km to a primary school or any education facility) and routes to local shops, doctors, education facilities.

There is also the concern for walker's safety, there is no footway between Cherry Lane along Oakamoor Road (B5417) for approx. 18m. There are no streetlights and this section of Oakamoor Road is subject to the national speed limit. The lack of footway at this location would prohibit/discourage use by walkers because of their concern for safety.

Overall given what information has been supplied and my visits to site I would say that there is concern over visibility exiting Cherry Lane onto Oakamoor Road. I also consider that the extra 5 dwellings alongside the continued use of the farm would lead to an intensification of use at that junction. Sustainability is still a consideration and the issue with the lack of footway along Oakamoor Road is a safety concern.

Highway Officer comments dated 21/03/2023 in response to additional information presented in the Technical Note (dated 07/12/2022) received on 14/12/2022.

The Technical Note provides speed data 85th percentile of 37mph (eastbound) and 38mph (westbound). Based on the speed data the (DRMB) requirements for visibility are 91m (eastbound) and 113m (westbound). Drawing No. SCP/220694/D02 within the Technical Notes show a visibility splay of 2.4m x 32m (westbound) and 2.4m x 96m (eastbound) or as per Drawing No. SCP/220694/D01 at a visibility splay from 2m back a 2m x 37m (westbound) and 2m x 95m (eastbound). It is noted that the (eastbound) visibility on both drawings is not offset to 1m into the carriageway. The visibility splays submitted do not meet with the required distance given the speeds of the road.

The development is not considered sustainable due to the substandard/lack of facilities available for pedestrians to safely access services and as a result this would make more occupants more reliable on car use.

The lack of suitable segregated facilities/footway and street lighting on a B classification road (Oakamoor Road) that is subject to the national speed limit would lead to an increase in the likelihood of danger to highway users particularly those considered vulnerable.

The use of PRowS (Cheadle 39 and Cheadle 38), without streetlighting and footpaths not constructed to footway standards, are not considered to provide an acceptable and safe means of access to Cheadle Town Centre, schools and other services especially for vulnerable users and those with wheelchairs or pushchairs.

Assistant Director, Highways and the Built County
On behalf of the County Council as
Highway Authority