



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: PRIOR APPROVAL

Applicant:

John Pointon & Sons Limited c/o Wharfe Rural Planning
 Sapling Home Farm, Ullard Hall Lane, Knutsford, WA16 9PJ

Officer: David Plant

Our Reference: SMD20240048DET

District Reference: DET/2024/0048

Date Received: 11-Nov-2024

Date Responded: 02-Dec-2024

Particulars of Development:

Application to determine if prior approval is required for a proposed Change of Use of an agricultural building to two dwellinghouses (Use Class C3) and associated operational development.

Location of Development:

BIG SHAFFALONG FARM, Big Shaffalong Farm, Shaffalong Lane, LEEK, ST13 7LE

Recommendation Summary: Conditional

Site Visit Conducted on: 20-Nov-2024

1. Before the proposed development is brought into use, drawing showing revised parking layout for 3 vehicles per dwelling including surfaced access from the access track shall be submitted to and approved in writing by the Local Planning Authority. The parking areas shall thereafter be provided in accordance with the approved drawing and retained for the life of the development.

REASON

To comply with NPPF Paragraph 115; to comply with SMDC Local Plan Policy DC1; in the interests of highway safety.

NOTES TO PLANNING OFFICER

Application is a resubmission of an application for a barn conversion.

Previous application was to convert barn to 5 dwellings which would not be reasonable given the location of the barn and vehicular and pedestrian approach routes.

This revised application to convert the barn to dwellings is a significant improvement and more reasonable as a barn conversion.

Shaffalong Lane between the application site and A520 is narrow, constrained by roadside features, hedges, vegetation, embankments etc is in places of tortuous alignment and of restricted forward visibility. There are few passing places and none can be provided in relation to the scale of the development. On street parking occurs along Hollow Lane. Shaffalong Lane/Brund Lane in a southerly direction is slightly less tortuous and slightly less constrained route to A520.

Transport Note (TN) states that 'it is felt that the application building is likely to have generated between 3 - 5 two way vehicle movements onto the highway on a typical day' though without substantiation. TN goes on to estimate proposed generation to be up to 9 daily two way vehicle movements. While the application has reduced from 5 dwellings to 2 dwellings, proposed trip generation is still increased over

what would be expected for the barn. It is noted that these would be light vehicles rather than HCV or agricultural vehicles.

Planning Statement paragraph 5.9 states '....the overriding issue is that the provision of just two houses significantly reduces the amount of traffic to well below the existing level of farm traffic.' This is not the case.

Parking is been shown as two vehicles per dwelling. However, both layouts show 'Bed 4/study' which would indicate requirement for 3 parking spaces. These should be shown.
Proposal appears to require removal of parts of the building.

There are no pedestrian facilities on highway between the site and cheddleton or A520 approx 900m away. In places embankment rises immediately from the carriageway giving pedestrians no refuge from passing vehicles and leaving inadequate space for pushchairs or wheelchairs.
Public rights of way Cheddleton 1R/1987 and Cheddleton 1 are available for use as an alternative pedestrian route. These are across fields and include styles/width reducers necessarily to control livestock. These will not be appropriate for wheelchair users or pushchairs. However, the building is existing and its location cannot be changed or pedestrian facilities provided within highway in relation to the scale of the development.

The red line does not connect to the public highway.

Recommendation of approval is finely balanced and is made solely due to reduction in number of units and alternative vehicular and pedestrian routes being available.

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