



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:

Mr Stephen Lowndes Ashgreen Homes Ltd 158, Red Bank Farm, Bagnall Road, Light Oaks, Stoke-on-Trent, ST2 7LW

Officer: David Plant

Our Reference: SMD20240563

District Reference: SMD/2024/0563

Date Received: 14-Jan-2025

Date Responded: 03-Feb-2025

Particulars of Development:

Existing farm-house will be completely refurbished and the low quality outbuildings will be demolished to provide 3 x new build properties.

Location of Development:

LITTLE GORSTY HILL FARM, Little Gorsty Hill Farm, Gorsty Hill, STOKE-ON-TRENT, ST10 4EL

Recommendation Summary: Conditional

Site Visit Conducted on: 15-Jan-2025

1. The development hereby permitted shall not be brought into use until details of the maximum available visibility splays have been submitted to and approved in writing by the Local Planning Authority. The visibility splays shall thereafter be kept free of all obstructions to visibility over a height of 900 mm 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 drive rear of the public highway has been surfaced and thereafter maintained in a bound material for a minimum distance of 10m back from the carriageway edge in accordance with details to be first submitted to and approved in writing by the Local planning authority. The access shall thereafter be surfaced in accordance with the approved details.
3. The development hereby permitted shall not be brought into use until a surface water drainage interceptor, connected to a surface water outfall or SUDS feature, has been provided across the access immediately to the rear of the highway boundary in accordance with details to submitted to and approved in writing by the Local Planning Authority. The surface water drainage interceptor and outfall shall thereafter be provided in accordance with the approved details and retained and maintained in working order for the life of the development.
4. The development hereby permitted shall not be brought into use until the access, parking, servicing and turning areas have been provided in accordance with the approved plans. The parking, turning and servicing areas shall thereafter be retained unobstructed as parking, turning and servicing areas for the life of the development.
- 5 The garages indicated on the approved plan for plots 3 and 4 shall be retained for the parking of motor vehicles and cycles. They shall at no time be converted to living accommodation without the prior express permission of the Local Planning Authority.

REASONS

ALL To comply with NPPF Paragraphs 115 and 116; to comply with SMDC Local Plan Policy DC1; in the interests of highway safety.

1. To maximise available visibility.
2. To define surfacing materials and prevent loose material being brought onto the highway.
3. To prevent surface water flowing onto the highway.
5. To contribute to meeting minimum parking standards.

NOTES TO PLANNING OFFICER

Application is to refurbish a farmhouse and provide 3 dwellings on a former industrial site.

Plot 1 is the refurbished farmhouse. Garage scales at 5m x 5.2m internal. This is below the dimensions required to be considered as a parking space. The Area in front of the garage scales at between 4.3m to 5.5m. At 4.3m an average car will overhang the access drive and partially obstruct the access. Plot 1 effectively provides 1 parking space. There are two remote spaces.

Plot 2 is a 4 bed dwelling. Garage scales at 3m x 5.8m internal which does not meet standard for parking bay. Plot 2 provides 1 curtilage space for a 4 bed dwelling. There are two further remote spaces.

Plot 3 is a 3 bed dwelling. Garage scales at 3m x 6m internal which does meet standard for parking bay. Plot 3 provides 2 spaces which meets parking standards.

Plot 4 is a 4 bedroom dwelling. Garage scales at 3m x 6m internal which does meet standard for parking space. Area to the front of the garage will accommodate 2 spaces. While the garage will be obstructed if a car is parked in the area in front of the garage, this nonetheless technically meets parking standards.

Taking the four remote spaces into account proposed development does meet parking standards. However, parking appears ill thought out and may be altered by residents to more practical arrangements. Increased plot curtilage parking would appear to be a better solution should the developer wish to reconsider.

Visibility at the access is restricted. To the east visibility can be improved by removal of a small area of vegetation - hence condition recommended above.

Visibility to the west cannot be improved. However, statutory declaration is included declaring that the site has a long history of industrial use. Changing use of the site from commercial/industrial to 3 additional residential units will not intensify theoretical maximum use of the access.

Site is relatively isolated and will rely on use of a private car. However, site had a previous industrial/commercial use which would require employees to travel to and from the site and would require deliveries/collections using likely larger vehicles.

Current records show that there were no Personal Injury Collisions on Tenford Lane within 215m either side of the property access in the previous five years.

This response is based on there being a previous lawful commercial/industrial use on the site.

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

