

DELEGATED DECISION REPORT

SMD/2024/0545
Valid 16/12/2024

87 TAPE STREET
CHEADLE

**PROPOSED DROPPED KERB
AND REMOVE THE FRONT
GARDEN WALL TO PROVIDE A
DOMESTIC VEHICLE ACCESS TO
A BLOCK PAVED DRIVEWAY AT
THE FRONT OF THE PROPERTY**

(FULL - HOUSEHOLDER)

MAIN ISSUES

- Principle of development
- Design and visual impact
- Neighbour amenity
- Highway safety.
- Coal

DESCRIPTION OF SITE

The application site is number 87 Tape Street Cheadle, a two-storey, white rendered dwelling. The site is within a visually prominent, roadside location. The dwelling is separated from Tean Road by a brick wall, a short stretch of railings, domestic footpath and an area of planting. Land levels at the front of the house are generally flat. Number 87 Tape Street sits within the Cheadle Town Development Boundary and a low-risk coal development area. Although Cheadle does have a Conservation Area, the application site does not form part of it. there are no listed buildings/structures or protected trees which need to be considered.

PROPOSAL

The application seeks permission for the formation of an off-road parking area at the front of the dwelling. The proposed works would involve the removal of the front boundary wall and railings, the formation of a dropped kerb, relocation of the garden path, removal of the planting and the formation of a 5.0m x 3.0m hardstanding area for a parking space. The proposed plan shows the intention of using Marshalls Brindle block paving.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Staffordshire Moorlands Local Plan

SS1	Development Principles
SS7	Cheadle Area Strategy
DC1	Design Considerations
T1	Development and Sustainable Transport
Appendix 2	Parking Guidance

Supplementary Planning Guidance

1. Space About Dwellings

2. Design Principles for Development in the Staffordshire Moorlands

Supplementary Planning Document

1. Staffordshire Moorlands Design Guide

National Planning Policy Framework

Including sections:

- 2 Achieving sustainable development
- 6 Building a strong, competitive economy
- 9 Promoting sustainable transport
- 12 Achieving well-designed places

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

None.

CONSULTATIONS

Publicity

Site Notice. Expired.

Neighbour consultation period: Expired.

Public Comments

No representations received.

Cheadle Town Council

Cheadle Town Council has no objections to this development, and would support the application in principle.

Staffordshire County Council Highways

Recommendation Summary: Refusal

Site Visit Conducted on: 15-Jan-2025

1. The proposed development would result in additional turning movements which would be likely to affect the free flow of vehicular traffic through Cheadle.
2. The proposed development fails to make adequate provision for the turning of vehicles within the site curtilage resulting in an increase in the likelihood of highway danger due to drivers having to manoeuvre into the A522 Tape Street contrary to the interests of highway and pedestrian safety.
3. It is impracticable within the site curtilage to construct an access to the A522 Tape Street that would provide adequate visibility for vehicles emerging from the site contrary to the interests of highway and pedestrian safety.

Reasons:

ALL.

In conflict with NPPF Paragraph 115; in conflict with SMDC Local Plan policy DC1; contrary to the interests of highway safety; contrary to the interests of pedestrian safety; contrary to the interests of the free flow of traffic.

Notes to Planning Officer:

Application is to provide a dropped kerb and parking bay. Site is located on A522 approx. 30m from mini roundabout junction with B5032 Ashbourne Road. Double yellow lines are in place in front of the application site and for some distance along Tape Street/Teane Road. Footway at the site is approx. 1.1m wide. Visibility is severely restricted by the adjacent building and adjacent garden wall both in third party ownership. Visibility splays of 2.4m x 43m are required. Approx 2.4m x 7m is available in each direction which cannot be considered safe and reasonable.

Turning area is required on a classified road. No turning area is proposed and none could be provided within the space available. Vehicles would have to manoeuvre within the carriageway. A stationary or manoeuvring vehicle would obstruct the free flow of traffic past the site. Tape Street at the proposed access is approx. 5m wide. There is inadequate space for a vehicle to pass while a vehicle manoeuvres into the space. Vehicles could not pass a stationary vehicle if there is queuing traffic heading north. Tape Street is a busy route.

OFFICER COMMENTS

Principle of Development

The application site is located within the Cheadle Town Development Boundary. Cheadle is identified within the adopted Local Plan as one of the three towns within the Staffordshire Moorlands area. Within the towns, a range of developments can often be supported, including domestic, provided that all material planning considerations are satisfied.

Design and visual impact

The proposal is for a simple form of development in terms of its design. A block-paved surface for an off-road parking area is not unusual and can be seen within many residential areas, however this does not make the proposal suitable for all areas. It is recognised that the application site is not within the Cheadle Conservation Area and the dwelling is not listed. However, the loss of the boundary wall and the opening of the property frontage would have a harmful visual impact upon the streetscene at this point, due to the fact that front boundary walls/railings/part fencing and buildings defining the pavement/ road are very much part of the established character and appearance of this part of Tape Street. Openings to property frontages are not characteristic of this part of Tape Street. Where openings do exist it is to the detriment of the character and appearance of the area

Neighbour amenity

No objections have been received from any members(s) of the public. It is noted that there may be some neighbour amenity impact due to the potential for vehicle headlights to shine into neighbouring windows, however there is a boundary wall between the two properties, therefore mitigating any impact. The potential lighting impact is not considered to be a material reason to refuse the application.

Highway safety

The A522 (Tape Street) is one of the main, busy, roads leading through the town. The creation of the off-road parking space would necessitate drivers either reversing onto the main road, or stopping and reversing into the space.

Local Plan policy DC1 requires that all developments are well-designed, including being designed to respect the site and its surroundings. DC1 refers to the need to create functional

and safe public and private environments, as well as protecting the amenity of an area and providing for safe and satisfactory access, whilst making a contribution to meeting parking requirements.

The National Planning Policy Framework (NPPF) seeks, within chapter 9, to secure developments that are safe with regards to highways impact. Paragraph numbers 115 and 116 of the NPPF are specifically relevant in the consideration of this application. Paragraph number 115 requires proposals to achieve safe and suitable access to the site for all users and that any significant impacts from the development on the transport network, or on highway safety, can be cost effectively mitigated. Paragraph number 116 is clear in its stance that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'

It is clear from the County Highway officer's detailed comments, that this proposal is not acceptable in terms of highway safety and its impact upon the flow of traffic through this busy town location. It is also clear that the County Highways officer considers that no satisfactory off-road parking proposal could be achieved, due to restricted visibility splays (could not be secured due to third party land ownership), the site not being large enough to be able to accommodate a turning area, vehicles manoeuvring within the highway and disrupting the flow of traffic.

It is noted that the proposal would take a vehicle off the public highway by providing a single parking space, but this benefit does not outweigh the identified harm in terms of highway safety impact. Highway objections have resulted in non-support for other domestic off-road parking areas. Whilst application SMD/2019/0585 was withdrawn prior to determination, the highway officer's consultation response is clear in that such a proposal could not be supported for reasons including impacting the free flow of traffic through Cheadle, and no turning space available within the site.

Coal

The application site is within a low-risk coal development area. Latest advice contained on the Gov.uk website is that 'If you are submitting a planning application in a Development Low Risk Area then there is no statutory requirement to submit a CMRA to the LPA' however 'the proposed development still lies within a coal mining area and could contain unrecorded hazards.' The advice is that if any coal mining feature is encountered it must be immediately reported to the Coal Authority.

CONCLUSION / PLANNING BALANCE

For the reasons outlined within the report, it is recommended that the application is refused for highways reasons.

OFFICER RECOMMENDATION : Refuse.

Case Officer: Lisa Jackson

Recommendation Date: 10.02.2025

X *J Curley*

Signed by: Jane Curley

On behalf of Staffordshire Moorlands District Council