



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 Scott Smallwood STANLEY FARM BUNGALOW,
Stanley Farm Bungalow, MACCLESFIELD, SK11 0RU

Officer: Tracey Lunn

Our Reference: SMD20240524

District Reference: SMD/2024/0524

Date Received: 23-Jan-2025

Date Responded: 12-Feb-2025

Particulars of Development:

Demolition of 2 agricultural buildings to be replaced by custom self-build house; installation of a package sewage treatment plant, installation of ground source heat pump pipe works, solar panels and the construction of 1.8m boundary wall.

Location of Development:

STANLEY FARM BUNGALOW, Stanley Farm Bungalow, MACCLESFIELD, SK11 0RU

Recommendation Summary: Conditional

Site Visit Conducted on: 10-Feb-2025

Personal Injury Records;

Current records show there were no Personal Injury Collisions on Dial Lane within 215 metres either side of the property from 30/12/2019 to 29/12/2022.

Background;

The property is located on Dial Lane (Road No. C0072) a C classified road with a speed limit of 60 mph. There are no footways or system of streetlights along Dial Lane.

Previous application;

DET/2024/0011 - Application to determine if prior approval is required for a proposed: Change of Use of Agricultural Buildings to one Dwellinghouse (Use Class C3), and for building operations reasonably necessary for the conversion - Conditioned by the Highway Authority - Prior Approval Granted by Staffordshire Moorlands District Council.

DET/2023/0003 - Change of use of an agricultural building to residential use including associated building works that are reasonably necessary to convert the building for use as a larger dwellinghouse – Conditioned by the Highway Authority

Proposal;

Demolition of 2 agricultural buildings to be replaced by custom self-build house; installation of a package sewage treatment plant, installation of ground source heat pump pipe works, solar panels and the construction of 1.8m boundary wall.

Comments on Information submitted:

The application is for the demolition of 2 agricultural buildings and the construction of a dwelling.

The dwelling will have 5 bedrooms and 2 garages, 1 garage will have internal dimension of 3.4m wide by 6.2m long and 1 garage will be used as an agricultural store with the internal dimensions of 4.5m wide by 6.2m long.

Access:

Access to the site is existing and is gated. However, it was noted at the site visit that the surface material at the access is breaking up and would benefit from resurfacing from the rear edge of the carriageway back for 5m.

Visibility:

Visibility to the south is acceptable due to the alignment of Beat Lane. To the north, visibility is constrained by the brow of a hill and a bend in the road.

It is noted that a wall and gates are proposed, detailed in submitted Drawing Ref C545 Drawing No. N6R1 (wall and gate design only) and do not show the location of the proposed gates or the wall. The gates should be sited at a minimum of 5m rear of the highway boundary and open inwards, away from the highway. The proposed wall should not be constructed within the visibility splay so as to restrict drivers visibility. A plan is required to show the visibility splay and position of the wall, hence Condition below.

Parking:

Staffordshire Moorlands Parking Standards state: Detached/Semi-detached property of 4 or more bedrooms will require 3 spaces (2.4 x 4.8m each space) for residents and visitors.

Submitted Drawing Ref C545 Drawing No. N7R1 shows parking and turning for 3 + vehicles and therefore meets with the Parking Standards.

I have no objection to the proposal (application number SMD/2024/0524) subject to the following conditioned.

The development hereby permitted shall not be brought into use until details of the 2.4m x 67m visibility splay to the north has 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 be provided in accordance with the approved plan prior to the development being brought into use.

The development hereby permitted shall not be brought into use until the parking and turning area has been provided in accordance with the approved plan Drawing Ref C545 Drawing No. N7R1. The parking and turning area shall thereafter be retained unobstructed as parking and turning area for the life of the development.

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 5m 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.

Any access gates shall be sited a minimum distance of 5(m) from the rear of the public highway and only open inwards away from the highway.

REASONS

To comply with NPPF; to comply with SMDC Core Strategy Policy DC1 and T1; in the interests of highway safety.

IMPORTANT INFORMATIVE TO BE INCLUDED ON DECISION NOTICE

Please note that the surfacing of the access drive works rear of the highway may require a Permit to Dig due to the proximity of the works to the adopted highway. Please email trafficandnetwork@staffordshire.gov.uk for further details.

The link below provides an overview of the permissions and licences required for undertaking work on or adjacent to the adopted highway: <https://www.staffordshire.gov.uk/Highways/licences/Overview.aspx>

Note to Planning Officer;

The location for the proposed residential dwelling is not in a sustainable transport location or an existing community. By this I mean the location is not lit and has no amenities such as a local shop or access to any medical or educational facilities. All trips to such facilities are more than likely to be made via a private car due to there being no footway provision on Dial Lane.

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