



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:

GMHD Developments Ltd C/O Staffs Fitness Unit 1, Staffs
 Industrial estate, Alan Alfred Avenue, Stoke-on-Trent,
 Staffordshire, ST4 2LY

Officer:

Our Reference: SMD20250173

District Reference: SMD/2025/0173

Date Received: 29-Apr-2025

Date Responded: 19-May-2025

Particulars of Development:

Proposed residential re-development of the former Blakemore and Chell Site, New Street, Leek, ST13 6EB

Location of Development:

BLAKEMORE AND CHELL, Blakemore And Chell, New Street, LEEK, ST13 6EB

Recommendation Summary: Refusal

Site Visit Conducted on: 14-May-2025

1. Insufficient information
2. Proposed development fails to provide adequate parking in accordance with SMDC Local Plan policy
3. Proposed development fails to provide access off Stockwell Street of adequate width to enable two vehicles to pass.
4. Proposed development fails to demonstrate safeguarding of visibility splays

IMPORTANT INFORMATIVES TO BE INCLUDED ON DECISION

This recommendation of refusal will not prejudice consideration of a further application at a later date when:

- access off Stockwell Street of minimum width 4.5m;
- parking in accordance with SMDC Local Plan Standards;
- visibility splays at each access;
- proposals to reinstate disused access crossing and to reduce overlong access crossing in New Street;
- details of gradient of proposed footpath between New Street and Brough Street car park and proposals for ongoing maintenance responsibility;
- clarification of proposals at end of access at plot4/proposed footpath;
- clarification of location of existing lighting column in relation to Mill Street access;

are included in the application.

NOTES TO PLANNING OFFICER

Application is for residential development on former Blakemore and Chell commercial/industrial site.

Site was a commercial site. Principle of provision of residential development is acceptable.

However, there are a number of points of detail on the layout which require reconsideration/clarification.

Access off Stockwell Street is dimensioned at 3.5m wide. While the Bakemore and Chell site was operational, there was a through route to New Street which is not available in the current proposal. Any vehicle in this parking area has no option but to exit onto Stockwell Street. Any vehicles meeting in the access will require one vehicle to reverse. Reversing into Stockwell Street at this point is contrary to the interests of highway safety. The access should be widened to allow 2 vehicles to pass or through route provided.

Parking provision does not meet minimum requirement of SMDC Parking Standards. Plots 5, 6, 7 are 4 beds, have 1 space each in curtilage, potentially 1 space each remotely but require 3 spaces each. Plots 8 - 17 and 27 - 30 (14 x 3 bed dwellings) have potentially 25 spaces but require 32 spaces within site of the dwelling and/or within 45m thereof. Spaces are remote (particularly from plots 8 to 17) and the undercroft spaces are hidden. Parking spaces 4 to 16 are shown below plots 27 to 30 but no supports are shown for the structure above or their effect on parking provision. No parking is provided at all for plots 18 to 26.

Site is in a sustainable location but parking standards do not reduce for residential dwellings.

Section 4.4 of the TS refers to evidence suggesting that under provision of parking is 'justifiable but also beneficial in fostering a more sustainable and accessible community' but does not provide the evidence. Under provision of parking is likely to result in on street and/or inappropriate parking.

Are the remote bays to be allocated or 'first come first served'?

For clarity, visibility splays should be shown at each access.

There are two long dropped kerbs on New Street. Only part of one of them will be required for the access off New Street. These should be clearly shown on a plan together with proposals to reinstate to full height kerb and resurface footway those parts not required.

There is a significant level difference between the rear of plots 5 - 7 and plots 1 - 4. What is proposed here?

A footway is proposed linking to Brough Street car park. What is the gradient of this? What are the proposals for future maintenance? Who will be responsible for it. It cannot be adopted as highway due to the apparent gradient and presence of steps.

Access road to plots 1 to 4 continues past parking for plot 4 and appears to connect to the proposed footway. What is the intention here? Is this pedestrian only?

There is a lighting column close to the access point off New Street. It is not clear if this will be affected by the proposed access. Lighting Column should be clearly shown on the drawing to consider if any protection or relocation is required.

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