



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:

Lee Bagnall C/O Hewitt & Carr Architects, Daisybank
 House, 17-19 Leek Road, Cheadle, Stoke-on-Trent, ST10
 1JE

Officer: David Plant

Our Reference: SMD20250396

District Reference: SMD/2025/0396

Date Received: 12-Sep-2025

Date Responded: 18-Sep-2025

Particulars of Development:

New site access

Location of Development:

BRACKS FARM, Bracks Farm, School Lane, CHEADLE, ST10 1TR

Recommendation Summary: Conditional

Site Visit Conducted on: 17-Sep-2025

1. Notwithstanding any details shown on the approved plans no development shall be commenced until revised access details showing correctly measured visibility splays of 2.4m x 75m to the south and 2.4m x (approx) 120m to the north (measured to the near kerbline) have 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

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 5m back from the public highway 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 details of the reinstatement of the existing site access to footway and verge with full height kerb, which shall include the access crossing between the site and carriageway edge made redundant as a consequence of the development have been first submitted to and approved in writing by the local planning authority. The existing site access made redundant as a consequence of the development hereby approved shall thereafter be reinstated as footway with full height kerb in accordance with the approved plans.

REASONS

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

1. to correctly state and safeguard the visibility splay in the interests of highway safety.

3. to avoid a proliferation of redundant access crossings.

IMPORTANT INFORMATIVE TO BE INCLUDED ON DECISION NOTICE

The dropped crossing to the site shall be constructed in accordance with the submitted drawing and SCC Highways requirements. Please note that prior to the access being constructed you require Section 184 Notice of Approval from Staffordshire County Council. The link below provides a link to 'vehicle dropped crossings' which includes a 'vehicle dropped crossing information pack' and an application form for a dropped crossing. Please complete and send to the address indicated on the application form (or email to trafficandnetwork@staffordshire.gov.uk)
Vehicle access crossing (dropped kerb) - Staffordshire County Council
<http://www.staffordshire.gov.uk/transport/staffshighways/licences/>

The existing access dropped crossing to the site made redundant by the proposed development shall be reinstated to footway/verge with full height kerb in accordance with drawings to be submitted. Please note that prior to the reinstatement works taking place you require a Permit to Dig. Please contact Staffordshire County Council at Traffic and Network, Staffordshire Place 1, Wedgwood Building, Tipping Street, STAFFORD, Staffordshire, ST16 2DH. (or email to trafficandnetwork@staffordshire.gov.uk)

NOTES TO PLANNING OFFICER

Application is to relocate access to the farm.

Existing access is close to a bend on School Lane, a road subject to national speed limit. Visibility to the south is approximately 60m, restricted by vegetation and the alignment of the carriageway. Access is relatively steep rising away from the carriageway.

The submitted Technical Note (TN) includes a speed survey. The survey itself cannot be downloaded from the website. The method of survey is not stated in the TN. Speeds are measured at 43mph northbound and 47mph southbound. The visibility splays are then calculated used MfS. However, MfS does not apply at speeds greater than 37mph, School Lane could not be considered a 'street' and DMRB standards must apply. TN also states that visibility splay to the north is measured to the centre of the carriageway. However, the drawing shows it measured to an undefined point which appears to be the centre of the lane. This is incorrect. Splays are measured to the near kerblines under DMRB.

However, it is clear from the drawings, site visit and discussions with the applicant that the intention is to move the access away from the bend. Although DMRB visibility splays cannot be achieved, they are not available at the existing access. Relocating the access away from the bend will improve visibility in the primary direction which will be an improvement in safety over the existing situation. The proposed location will also provide a reduced gradient.

Currently proposed achievable splay is measured and shown incorrectly. Condition recommended above requires revised drawing showing achievable visibility correctly located and dimensioned to maximise safety.

I understand from discussions with the applicant that it is his intention to lay the hedge on the boundary which will permanently close the access on the boundary. Condition recommended above will remove the access crossing and reinstate the footway/verge with full height kerb to permanently close the access within the highway.

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

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