



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

Applicant:
 Mr Sean McBride Persimmon Homes (North West) Ltd,
 Manchester, M41 0UH

Application Type: RESERVED MATTERS

Officer: David Plant

Our Reference: SMD20210780V3

District Reference: SMD/2021/0780

Date Received: 05-Aug-2025

Date Responded: 30-Sep-2025

Particulars of Development:

Reserved Matters application (access, layout, scale, appearance and landscaping) for residential development comprising 135 dwellings, with associated access, public open space and infrastructure

Location of Development:

Land to the East of Froghall Road and North of Ayr Road and

Recommendation Summary: Conditional

Site Visit Conducted on: 20-Aug-2025

1. The development hereby permitted shall not be brought into use until the access, parking, cycle parking, servicing and turning areas have been provided in accordance with the approved plan ARCH/PL/PH2 Rev Y. The parking, cycle parking, turning and servicing areas shall thereafter be retained unobstructed as parking, cycle parking, turning and servicing areas for the life of the development.
2. The garages indicated on the approved plan (single and double detached garages and integral garages of house type Burnham) shall be retained for the parking of motor vehicles and cycles. It shall at no time be converted to living accommodation without the prior express permission of the Local Planning Authority.
3. The development hereby permitted shall not be brought into use until the internal visibility splays and forward visibility splays shown on plan 2002-01 A have been provided. The visibility splays and forward visibility splays shall thereafter be kept free of all obstructions to visibility over a height of 600 mm above the adjacent carriageway level.
4. No individual plot on the development hereby permitted shall be brought into use until the access to that individual plot has been surfaced in a bound material for a minimum distance of 5m rear of the highway boundary and completed.
5. The development hereby permitted shall not be brought into use until a surface water drainage interceptor or similar, connected to a surface water outfall, has been provided across the access immediately to the rear of the highway boundary for any driveway or private road which falls towards the potentially adoptable highway.

REASONS

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

1, 2 To comply with SMDC Local Plan Parking standards and as regards cycle parking, to encourage alternative forms of transport.

5. To prevent surface water flowing onto the carriageway.

IMPORTANT INFORMATIVE TO BE INCLUDED ON DECISION NOTICE

The works required for the proposed internal road network which are to be proposed for highway adoption require approval under Section 7 of the Staffordshire Act 1983 and will require a Section 38 of the Highways Act 1980. Please see

<https://www.staffordshire.gov.uk/Highways/highwayscontrol/HighwaysWorkAgreements.aspx> and contact Staffordshire County Council at road.adoptions@staffordshire.gov.uk to ensure that approvals are secured before commencement of works.

NOTES TO PLANNING OFFICER

Application is reserved matters for residential development following hybrid SMD/2018/0180

Development is an extension of the currently under construction phase 1. Highway works including access and relocation of bus stop have been completed under works agreement with SCC and are in operation.

Travel Plan was required under SMD/2018/0180. Construction management plan was required under SMD/2018/0180. This reserved matters application should be covered by these elements of phase 1.

Highways have previously raised questions particularly over parking and swept paths. Revised details have now been received which address these questions.

Swept path of 11.2m refuse vehicle has been submitted. This shows the overhang of the vehicle passing over the footway in places. This will not be an issue for any reasonable driver.

Parking issues have been addressed. Parking provision now generally and more closely meets Local Plan standards. Garage drawings are not dimensioned on plan. Single garage scales at 2.95m (between pillars) x 6m long. This is slightly below local plan standards. Double garages are not dimensioned on plan. Garage 1 scales at 3m x 6m; garage 2 scales at 2.9m x 6m again due to the internal pillar and again slightly below local plan standards. However, these are detached from dwellings and condition is recommended to retain these garages for parking of vehicles.

Integral garage to house type Burnham scales at 2.8m widening to 3.09m wide x 6.1m long. Not quite to standards at access point. Integral garage to house type Kingly scales at 2.65m x 5.1m which does not meet standards but Kingly garages are not required to meet standards, as Kingly is 3 bed dwelling and external parking is provided.

Parking layout at plots 189 and 251 are remote from the host dwelling and sited much closer to neighbouring dwellings. This could be reconsidered to make parking more obvious and usable for the intended dwelling.

Similarly for plot 180, but to a lesser extent.

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