

To: Development Control Manager,

Applicant:

Address:

Application Type: COU

Application Number: SMD/2025/0419

Officer: Tracey Lunn

Date Received: 21/10/2025

Date: 10/11/2025

Particulars of Development: Change of use of 1 steel framed agricultural barn to 1x C3 dwelling

Location of Development: Hillcrest Black Lane Winnothdale

Site Visit Carried Out on 10/11/2025

Personal Injury Collisions;

Current records show that there were no Personal Injury Collisions on Black Lane within 215 metres either side of the site access between 31/12/2020 and 30/12/2023.

Background;

The property is located on Black Lane an unclassified road (Road No. D1193), it is subject to a 60mph speed limit and has not footways or streetlighting.

Previous Applications;

DET/2025/0025 - Application to determine if prior approval is required for a proposed barn conversion to dwelling with its own entrance already in place – Conditioned by the Highway Authority – Refused by Staffordshire Moorlands District Council.

Description of Proposal;

Change of use of 1 steel framed agricultural barn to 1x C3 dwelling.

Comments on submitted information;

The application is for the change of use of 1 steel framed agricultural barn to form 1 residential dwelling. The proposed dwelling will have 3 bedrooms. A parking area is shown on the submitted plan, Plan Reference Number TQRQM25160135418177. The parking area is considered sufficient in size to accommodate the parking requirements stated within the Staffordshire Moorlands Parking Standards which are: Detached/Semi-detached property of 3 bedrooms will require 2 spaces (2.4 x 4.8m each space) for residents and visitors.

The access to the proposed dwelling will be via the existing vehicular access which serves the farm barn. However, it is noted that this access is not constructed to a residential standard and therefore requires improvement.

Visibility is currently restricted by the hedge to northwest of the access.

To provide and maintain visibility for a residential dwelling, the hedge should be cut back such that it is no closer to the carriageway than 2m at any point, particularly adjacent to the access. The road is straight with little to reduce speeds, though volumes are low. Visibility at the access will be important for highway safety. The hedge does not need to be removed, just trimmed back. The access is currently unbound.

I hereby have no objection to the following application with the following conditions being applied.

The development hereby permitted shall not be brought into use until the parking areas have been provided in accordance with Plan Reference Number TQRQM25160135418177 and shall thereafter be retained for the life of the development.

Before the proposed development is brought into use, the hedge on the site frontage shall be reduced in depth such that no part of the hedge is within 2m of the edge of carriageway and shall thereafter be maintained as such 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 and porous material for a minimum distance of 5m back from the site boundary 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.

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 The surfacing works within the highway shall require a permit to dig prior to any works taking place. The developer is advised to contact Staffordshire County Council Network Management at in advance of surfacing works commencing. See Temporary excavations (permit to dig) - Staffordshire County Council for details

NOTE TO PLANNING OFFICER

I note that the proposed location for this residential dwelling is potentially not in a sustainable location. By this I mean there are 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. The neighbouring roads also have no footway provision and would require any resident to walk within the road should they wish to walk within the immediate neighbourhood.

Commissioner for the Built County
On behalf of the County Council
As Highway Authority

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