

Staffordshire County Council
Town and Country Planning Act, 1990
Development Management Procedure Order 2015

To: Development Control Manager,

Applicant:

Address:

Application Type: COU

Application Number: SMD/2026/0159

Officer: T.Lunn

Date Received: 13/04/2026

Date: 29/04/2026

Particulars of Development: Change of use of former drinking establishment to residential (2no. 2-bed flats)

Location of Development: 23 25 St Edward Street, Leek

Acceptance

Background;

The property is located on St Edward Street at the junction with Stanley Street within Leek Town Centre. St Edward Street is an A classified road (Road No. A520) and Stanley Street is an unclassified road (Road No. D1287), both roads are subject to a 30-mph speed limit and benefit from streetlighting and footways, The surrounding area comprise of mix of commercial and residential properties.

There is a no waiting at any time restriction fronting the property on St Edward Street and Stanley Street. South of the property there is a restriction limiting parking to 30 mins every day from 8am until 6pm on both sides of St Edward Street.

Previous Planning History;

SMD/2025/0109 - Proposed change of use from drinking establishment to retail – Acceptable to the Highway Authority – Approved by Staffordshire Moorlands District Council.

Description of Proposal;

Change of use of former drinking establishment to residential (2no. 2-bed flats).

Comments on Information Submitted;

The proposal is for a change of use from a drinking establishment to 2 x 2-bedroom flats.

It is noted no off-highway parking car provision is to be provided for the flats and there is insufficient land within the site to accommodate any. Staffordshire Moorlands Parking Standards require for properties of up to 3 bedrooms - 2 spaces (2.4 x 4.8m) for residents and visitors within the curtilage of the dwelling. However, the flats are in a highly sustainable and accessible location within Leek Town Centre a prime location within Leek Town Centre. Future residents will be within convenient walking and cycling distance of a wide range of public amenities, including shops, cafés, restaurants, and public transport services, reducing reliance on private car use.

Should off-highway parking be required, a public car park is located on High Street approximately 100 m from the site and would provide a practical alternative to on-site provision.

The previous commercial use generated traffic from commercial deliveries, employees, and customers vehicles. The change of use to residential may cause a reduction in trip generation, commercial deliveries and customers visits will cease.

Given the properties (sustainable) location, accessibility to nearby shops and other services and transport links, I do not believe the lack of car parking provision is a material consideration for this application and therefore I have no objection (SMD/2026/0159).

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