



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, Stoke-on-Trent, United Kingdom,, ST10
 1JE

Officer: David Plant

Our Reference: SMD20260323

District Reference: SMD/2026/0323

Date Received: 31-Jul-2026

Date Responded: 14-Aug-2026

Particulars of Development:

Erection of a self-build replacement dwelling and associated works and proposed wildlife pond

Location of Development:

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

Recommendation Summary: Conditional

Site Visit Conducted on: 12-Aug-2026

1. The development shall not be brought into use until the visibility splays shown on drawing 01494 PL(0)01 B submitted under SMD/2026/0160 have been provided. 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 retained and maintained for the life of the development.
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.

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 for a replacement dwelling following LPA refusal of SMD/2026/0045.

While the access is subject of a separate application, this application proposes use of that access - response is based on use of the proposed access.

Drawings have been submitted showing visibility splays as part of SMD/2026/0160

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 the alignment of the carriageway. Access is relatively steep rising away from the carriageway. Vegetation has since been cleared and the hedge layed which has improved visibility.

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.

The applicant has now had the hedge layed. I assume from previous discussions that it is the intention to plant a hedge across the access to be permanently closed. Drawing 01494 PL(0)01 B shows 'access to be stopped up' but does not show details.

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.

There is adequate space within the site to accommodate parking.

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