

**STAFFORDSHIRE MOORLANDS DISTRICT COUNCIL  
PLANNING APPLICATIONS COMMITTEE**

**8<sup>th</sup> June 2023**

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| <b>Application No:</b>   | SMD/2021/0607 & 0608   |  |
| <b>Location</b>  | Parkfields Farm, Cherry Lane, Cheadle ST10 4QS   |  |
| <b>Proposal</b>  | Conversion and alteration of former agricultural buildings to form 5no.dwellinghouses and associated works (Planning permission and Listed Building consent) |  |
| <b>Applicant</b>   | HG, PA and RJ Whitehurst   |  |
| <b>Agent</b>   | Rob Duncan, Rob Duncan Planning Consultancy Ltd  |  |
| <b>Parish/ward</b>   | Cheadle / Cheadle North East   | <b>Date registered</b> 28 <sup>th</sup> September 2021 |
| <b>If you have a question about this report please contact:</b> Arne Swithenbank<br>tel: 01538 395578 or e-mail <a href="mailto:arne.swithenbank@staffs Moorlands.gov.uk">arne.swithenbank@staffs Moorlands.gov.uk</a> |  |  |

## **REFERRAL**

These applications for planning permission and for Listed Building consent are referred to Committee at the request of former Cllr Routledge (Cheadle NE) in order to consider the highways matters raised.

### **1. SUMMARY OF RECOMMENDATION**

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| <ol style="list-style-type: none"><li><b>1. REFUSE, planning permission.</b></li><li><b>2. APPROVE, listed building consent</b></li></ol> |
|---|

### **2. DESCRIPTION OF THE SITE AND ITS SURROUNDINGS**

2.1 Parkfields Farm is a substantial mixed enterprise working farm, formerly a dairy farm but more recently beef and cereal and latterly, focussed on grass forage cropping.

2.2 The main farm house is Grade II Listed with a commanding south facing position overlooking the field towards Oakamoor road. There is a separately listed gazebo (also Grade II) just south west from the house. Some 40m west of the house is a 20<sup>th</sup>C farm worker's bungalow.

2.3 Extending to the rear of the farm house in a T shaped layout are a series of traditional style brick and tile farm buildings the subject of these applications considered in this report. Though not Listed in their own right they are to be regarded as Listed due to being curtilage buildings to the Listed Farm House. The T layout was present by 1842 as was the main house and were built within about a decade either side of 1830.

2.4 Attached and radiating north and east of the original buildings is an extensive range of modern style farm sheds of varying age and size, the most recent from 2012.

2.5 The farm drive runs from Cherry Lane some 120m to the west which in turn has a junction with the B5417 Oakamoor Road a further 260m to the south. Cherry Lane is a public highway with the status of public footpath only. In addition to Parkfields Farm, Cherry Lane serves a series of neighbouring unrelated private dwellings including Hales Hall Farm, Abbots Haye, Woodhead Hall Farm and a further five adjacent dwellings, and Cherry Barn. Cherry Lane continues through to Lockwood House and associated properties alongside at Lockwood Road.

2.6 Opposite the farm drive is Hales Hall which is Grade II\* Listed together with its Grade II Listed stables and coach house. The Hales Hall complex is served by its own drive from Oakamoor Road. The site has progressively expanded in recent years as a site with both fixed and touring caravans.

2.7 There is a journey distance of 2km via Oakamoor Road to the Market Place on High Street in the centre of Cheadle. The farm is 1.5km by direct line from Cheadle High Street.

### **3. DESCRIPTION OF THE PROPOSAL**

3.1 Full planning consent and Listed Building consent are sought for the conversion and alteration of the 'T' shaped range of older brick and tile former agricultural buildings at Parkfields Farm to create 5no. dwellinghouses.

3.2 Unit 1 would have a gross floor area of 134 square metres, and comprise of a lounge, dining room, kitchen and study at ground floor, with stairs leading up to two bedrooms, each with ensuite bathroom, at first floor. Pedestrian access would be provided off the shared courtyard to its west, with an area of private amenity space to its east that extends to 124 square metres.

3.3 Unit 2 would have a gross floor area of 178 square metres, and comprise of a hall / lobby, dining room, kitchen, w.c and lounge at ground floor, with stairs leading up to three bedrooms (one ensuite) and family bathroom at first floor. Pedestrian access would be provided off the shared courtyard to its west, with an area of private amenity space to its east that extends to 77 square metres.

3.4 Unit 3 would have a gross floor area of 131 square metres, and comprise of a kitchen / diner, w.c. hallway, study and lounge at ground floor, with stairs leading up to three bedrooms (one ensuite) and family bathroom at first floor. Pedestrian access would be positioned to the north, with an area of amenity space (47 square metres) and parking alongside. This dwelling would also benefit from a separate area of private amenity space to its south that extends to an additional 48 square metres.

3.5 Unit 4 would have a gross floor area of 103 square metres, and comprise of a hall / lobby, kitchen / diner, living room and bathroom at ground floor, with a stairs leading up to two bedrooms and a bathroom at first floor. The dwelling would have a pedestrian access off the shared courtyard to its south, with an area of private amenity space to its north that extends to 74 square metres.

3.6 Unit 5 would have a gross floor area of 137 square metres, and comprise of a hallway, ensuite bedroom, and open plan lounge / kitchen / diner at ground floor, with stairs leading up to an additional bedroom and bathroom within the roof-space. Pedestrian access would be provided off the shared car parking area to its south, with an area of private amenity space to its west and north that extends to some 92 square metres.

3.7 To the west / southwest of the building and its existing courtyard, it is proposed to create a shared car parking area in place of an existing portal framed building that currently occupies the site. The shared car parking area would provide 10 off-street parking spaces to serve the proposed development and would be separated from the courtyard by a brick wall. No car parking is to be provided within the existing courtyard immediately to the west / south of the building, which is to be retained as an open area, free of vehicles and any form of subdivision.

3.8 The application is accompanied by a Planning Statement; Structural Survey (Fairclough Consulting Engineers); Heritage Statement (Philip Heath Heritage Consultant); and a Bat and Bird Survey (Tamworth Property Services). Also various highways assessments have been submitted.

#### **4. RELEVANT PLANNING HISTORY**

4.1 12/00683/PNOT\_1 – steel framed large store building with a fibre cement roof – approved / built

4.2 DET/2020/0060 – large steel portal framed building – approved

#### **5. PLANNING POLICIES RELEVANT TO THE DECISION**

5.1 The development plan comprises the adopted Staffordshire Moorlands Local Plan Document, SPD/SPG and supporting evidence documents.

##### **Local Plan (adopted 9<sup>th</sup> September 2020)**

- SS1 Development Principles
- SS2 Settlement Hierarchy
- SS10 Other Rural Areas Area Strategy
- DC1 Design Considerations
- DC2 The Historic Environment
- DC3 Landscape and Settlement Setting

|     |                                       |
|-----|---------------------------------------|
| H1  | New Housing Development               |
| NE1 | Biodiversity and Geological Resources |
| NE2 | Trees, Woodland and Hedgerows         |
| T1  | Development and Sustainable Transport |

**National Planning Policy Framework February 2019**

Paragraph(s) 1 – 14;

Section(s) 4 – Decision making; 8 Promoting healthy and safe communities; 11 – Making effective use of land; 12 – Achieving well designed places; 15 – Conserving and enhancing the natural environment; 16 – Conserving and enhancing the historic environment.

**Adopted Supplementary Planning Documents/Guidance (SPD/G):**

- Space About Dwellings SPG
- Design Principles SPG
- Design Guide SPD adopted 21st February 2018

**Local Plan Supporting Evidence Documents:**

- Landscape and Settlement Character Assessment (2008)

**6. CONSULTATIONS CARRIED OUT**

**Public**

6.1 Site notice posted for responses by 14<sup>th</sup> December 2023. Press notice for responses by 3<sup>rd</sup> November 2023.

6.2 No representations received.

**Parish Council**

6.3 Cheadle Town Council – resolved to object on the grounds that the site *“is situated on greenfield land off a private road, and within an identified conservation area”*.

**SMDC Waste Collection Services**

6.4 No issues regarding waste collections. Bins may need to be presented at lane end on collection days.

**SMDC Environmental Health**

6.5 Initial response: insufficient information.

Second response: No objection subject to conditions – timing of works; construction method statement to protect neighbouring amenities; response to

unexpected contamination; garden soil testing; control of outdoor lighting; sound insulation.

## **Staffordshire County Council Highways**

- 6.6 Recommend refusal due to (i) failure to demonstrate a safe and suitable access and (ii) low sustainability of the site.

Cherry Lane is a private road serving residential dwellings and farms. It has a junction with the B class Oakamoor Road (B5417) which has a 60mph speed limit. There are no footways or street lights on Cherry Lane nor along “this section” of Oakamoor Road.

The existing agricultural use is associated with the farm and not the barn. The farm will continue to operate and therefore the vehicle trips will remain. The proposal to provide 5 dwellings along with the continuing use of the farm will increase vehicle trips to the combined farm/dwellings.

The proposal as submitted is an intensification of use leading to an increase in vehicle movements using the Cherry Lane junction with Oakamoor Road. This has sub-standard visibility.

The site is not sustainable in terms of access and within easy walking distance to local shops, doctors’ or schools and no evidence to suggest otherwise has been submitted by the applicant. If the applicant considers the location is sustainable, the applicant needs to provide information to demonstrate the sustainability of the site with details of what services are within an acceptable walkable distance – no more than 2km to a primary school or any education facility and routes to local shops, doctors’ and education facilities. [Cheadle primary school is 2.5km on foot (LPA)]

There is also concern for walkers’ safety: there is no footway between Cherry Lane along Oakamoor Road (B5417) for approx. 18m. There are no streetlights and this section of Oakamoor Road is subject to the national speed limit. The lack of footway at this location would prohibit/discourage use by walkers because of their concern for safety.

Highway Officer comments dated 21/03/2023 in response to additional information presented in the Technical Note (dated 07/12/2022) received on 14/12/2022. The Technical Note provides speed data 85th percentile of 37mph (eastbound) and 38mph (westbound). Based on the speed data the (DRMB) requirements for visibility are 91m (eastbound) and 113m (westbound). Drawing No. SCP/220694/D02 within the Technical Note shows a visibility splay of 2.4m x 32m (westbound) and 2.4m x 96m (eastbound) or as per Drawing No. SCP/220694/D01 at a visibility splay from 2m back a 2m x 37m (westbound) and 2m x 95m (eastbound). It is noted that the (eastbound) visibility on both drawings is not offset to 1m into the carriageway. The visibility splays submitted do not meet with the required distance given the speeds of the road.

The development is not considered sustainable due to the substandard/lack of facilities available for pedestrians to safely access services and as a result this would make more occupants more reliable on car use.

The lack of suitable segregated facilities/footway and street lighting on a B classification road (Oakamoor Road) that is subject to the national speed limit would lead to an increase in the likelihood of danger to highway users particularly those considered vulnerable.

The use of PRowS (Cheadle 39 and Cheadle 38), without streetlighting and footpaths not constructed to footway standards, are not considered to provide an acceptable and safe means of access to Cheadle Town Centre, schools and other services especially for vulnerable users and those with wheelchairs or pushchairs.

### **Severn Trent Water**

- 6.7 Minimal impact on the public sewer system therefore no objections and no requirement for a drainage condition.

### **Staffordshire Wildlife Trust**

- 6.8 The updated Bat and Bird Survey dated November 2021 now shows details for the proposed bat and bird features which are suitable. However, there still appears to be no mention or photos of the building directly to the north of Barn 2 (as per page 10) that we referred to previously. This structure is labelled as "Existing shed taken down" within the 'Block Plan as Proposed'. If this structure has negligible potential for bats, evidence needs to be provided for the avoidance of doubt. As per our previous comments, we also still need clarification regarding the survey effort and possible deviation from guidelines. Drainage details and GCN survey are still outstanding although we understand these are being actioned.

Revised comments: The amended bat report has now been reviewed. We are happy that impacts have been assessed and suitable mitigation will be in place.

GCN HSI assessment has now been reviewed. No further survey effort is required due to the findings. However, due to the nearest pond being of good habitat suitability, we recommend that Reasonable Avoidance Measures (RAMs) are still put in place as part of the Ecological Construction Management Plan (ECMP) as a precaution.

As per our previous comments, conditions should be included for an Ecological Construction Management Plan (ECMP) to include precautions for amphibians, birds, and mammals (including badgers); and a landscaping plan to secure a net gain via enhancements.

## **7 POLICY AND MATERIAL CONSIDERATIONS / PLANNING BALANCE**

## Policy Context

- 7.1 In its general approach, in accordance with policy SS1, the Council expects the development and use of land to contribute positively to the social, economic and environmental improvement of the Staffordshire Moorlands. When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. This means that planning applications that accord with the policies in the Core Strategy shall be approved without delay, unless material considerations indicate otherwise.
- 7.2 The Development Plan for the Staffordshire Moorlands District Council consists of the adopted Staffordshire Moorlands Local Plan Document (September 2020) with regard also being given to the provisions of the National Planning Policy Framework (NPPF); the Council's adopted Supplementary Planning Guidance documents: 'Space About Dwellings' and 'Design Principles'; the adopted Design Guide (2018) a Supplementary Planning Document and the Council's Local Plan Supporting Evidence Document: Landscape and Settlement Character Assessment (2008).
- 7.3 Development boundary mapping has been adopted in accordance with the new Local Plan (September 2020). The Local Plan places this location in the Other Rural Areas area policy governed by SS10. Policy SS10 for the rural areas is that:
- "These areas will provide only for development which has an essential need to be located in the countryside, supports the rural diversification and sustainability of the rural areas, promotes sustainable tourism or enhances the countryside".
- 7.4 Notwithstanding the comments of Cheadle Town Council the location is not within a Conservation Area nor is it strictly accurate to describe the site as "greenfield land" as it involves the re-use of existing buildings. The proposed curtilage is largely contained within existing yard space.

## Principle of Development and Main Issues

- 7.5 SS10(1) allows the conversion of an existing rural building in accordance with H1. Under this policy H1(5)(d) allows:
- The conversion of rural buildings for residential use where the building is suitable and worthy in physical, architectural and character terms for conversion; or where such development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets.*
- 7.6 The proposed development is a conversion and meets the above policy in that it can reasonably be found to involve a building that is suitable and worthy in physical, architectural and character terms for conversion. It is also reasonable to conclude that the development would represent the optimal viable use of a heritage asset – these being curtilage Listed buildings. The scheme is not put

forward as 'enabling development' (but whilst this is an option under this policy, it is not a necessary requirement).

- 7.7 The main issues are: heritage; design; living conditions / amenity for occupiers and implications for any neighbours; ecological impacts / biodiversity; highways; sustainability.

### **Heritage and design appearance**

- 7.8 The Council's Historic Environment Policy DC2 is to conserve and where possible enhance heritage assets, including their setting in a manner appropriate to their significance. In line with Policy DC2 the application is accompanied by a heritage statement. The buildings to be converted are in effect 'designated heritage assets' as they are treated as being Listed by virtue of being curtilage structures to the Grade II Listed farm house.
- 7.9 There is a statutory duty placed on the LPA, under section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, to consider the impact of the proposal on the special architectural and historic interest of the Listed Building affected, and its setting and "have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses". An LPA can only discharge its duty if it has carried out a proper assessment of the impact on a Listed Building, is conscious of the duty and has demonstrably applied it in assessing the proposal. This assessment extends to setting, the surroundings in which a heritage asset is experienced.
- 7.10 Historic Environment Policy DC2 of the Local Plan is to give protection to designated heritage assets and their settings and non-designated heritage assets as set out in the NPPF.
- 7.11 NPPF paragraph 199 states that when considering the impact of a proposed development on the significance of a designated heritage asset, "great weight should be given to the asset's conservation".
- 7.12 Paragraph 200 goes on to say that: "any harm or loss [to a heritage asset] should require clear and convincing justification."
- 7.13 NPPF paragraph 202 states that: "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use."
- 7.14 The heritage considerations here are (i) the direct implications for the heritage significance of the buildings to be converted, (ii) the impacts on their setting and (iii) the implications for the settings of the farm house and the listed gazebo.
- 7.15 There is an identifiable loss of historical significance in that the buildings will no longer retain their agricultural use. That said, it seems likely that at least parts



of the buildings were historically used for residential accommodation – perhaps for a farm worker – as there are fireplaces at first floor in the sections at the south end of the T nearest the house.

- 7.16 Outwardly the scheme successfully retains the existing character and appearance in terms of number, form and distribution of proposed windows and doors. The scheme chiefly utilises existing openings and is therefore very much in keeping and thereby retains the historic significance of the exterior design appearance.
- 7.17 A significant benefit of the scheme is that it would free the original buildings of later 20<sup>th</sup> C additions which are functional farm sheds but which detract from the original form and their setting. As the applicant's specialist heritage consultant notes: *[The buildings] "being apparently of the same date as the house, and designed as a whole with it, the complementary character is very strong, but currently weakened by additions to the west, south and east"*. The submitted heritage report concludes that removal of these later additions will enable the original earlier structures *"once more to be fully appreciated as complementary to the house as part of a single-date farmstead with later additions. Existing openings and structural subdivisions are respected, and the private gardens are discreetly placed to avoid harm to the setting of the house or the surroundings in general. I consider that the buildings are suitable for a residential scheme and that it provides an optimum viable use for buildings which have become redundant"*.
- 7.18 Overall it is considered that the development would sustain the importance of the heritage asset.

### **Living conditions / amenity**

- 7.19 Assessed against the Nationally Described Space Standard (NDSS) all five units exceed the minimum internal space requirements and exceed the Council's minimum outdoor private space requirement. All rooms are provided with a suitable natural light source.
- 7.20 In terms of the relationships between the dwellings any potential conflicts of over-looking or loss of privacy are avoided. In the case of unit 5 it has been necessary to propose obscured glazing where two ground floor windows would look out on to the yard area of unit 4. The development is not found to introduce any conflicts to the original farm house to the south.

### **Highways**

- 7.21 Unfortunately the scheme is not able to meet the highway safety requirements set by the Highways Authority (HA) for the junction with Oakamoor Road. The applicant has sought to address this by submitting an additional specialist report (7<sup>th</sup> December 2022). This was prepared in response to the original recommended refusal reason which stated:

*The traffic generated by the proposed development would be likely to result in an increase in highway danger owing to increased use of the access from Cherry Lane onto Oakamoor Road which affords restricted visibility for drivers emerging from Cherry Lane.*

- 7.22 The report noted three relatively recent planning approvals for developments on Cherry Lane including: SMD/2001/0349 [01/00739FUL – 5 dwellings at Woodhead Hall, Cherry Lane [but nb access also available to / from Lockwood Road]; SMD/2003/0777 – conversion of redundant agricultural buildings to 5 holiday lets and a dwelling at Woodhead Hall Farm, Cherry Lane; SMD/2018/0728 – removal of occupancy condition on SMD/2003/0777 allowing all six units to be occupied as permanent dwellings. The note also references the recent past use of Woodhead Hall as offices with a significant daily commuter traffic via Cherry Lane to Oakamoor Road.
- 7.23 The report notes no accidents were recorded in the study area during the 5-year study period. It should also be noted that there have been no accidents recorded at the B5417 Oakamoor Road / Cherry Lane junction during the full 23-year period of available data.
- 7.24 The report notes there is a footway that runs along the northern side of the B5417 Oakamoor Road to the west of Cherry Lane, which provides a pedestrian route into Cheadle. The report acknowledges that there is a circa 70m section, between Cherry Lane and Hales Hall Caravan and Camping Park, where there is no footway but notes an eroded desire line along the verge that shows this is evidently a well-used pedestrian route with pedestrians walking on the verge / dropping onto the carriageway and which has not resulted in any reported highway safety issues.
- 7.25 Survey work undertaken for the submitted report over seven days in September 2022 found that 85% of traffic approaching eastbound was at or below 37mph and westbound 38mph. The report finds that the required visibility splays required are 2.4m x 93m in the non-leading direction and 2.4m x 56m in the “critical” leading direction. The report submits in drawings SCP/220694/D01 and SCP/220694/D02 that the required visibility in the critical leading direction is achievable, however, the required visibility in the non-leading direction, to the east, is not achievable.
- 7.26 It is further submitted that the proposed development would generate a single vehicle movement every 20 minutes in both the AM and PM peak hours and it is suggested this should not be considered material as it would not result in a ‘severe’ impact at the B5417 Oakamoor Road / Cherry Lane junction in the terms of the NPPF, “particularly when considering the enviable accident record at this junction”. The report discusses driver behaviour noting research that found greater caution is exercised where visibility is restricted and that this can compensate in some situations. The report estimates that the scheme would generate 26 two-way vehicle movements daily. The report compares this with an estimate of what “could be generated” if Parkfields Farm were to operate once more as a dairy farm. This however does not seem an especially helpful

comparison as it may reasonably be judged an unlikely step due to the scale of investment required and the uncertainties of dairy farming economics.

- 7.27 Notwithstanding the applicant's additional submissions SCC Highways maintain its objection though now re-worded as: "failure to demonstrate a safe and suitable access". Whilst it is ultimately for the LPA in the planning balance (below) to form an overall view, in matters of Highway safety it is inevitable that the LPA must be cautious.

### **Sustainability**

- 7.28 SCC Highways also maintains objection on grounds of the unsustainable location of the development proposals. The development is not considered sustainable due to the substandard/lack of facilities available for pedestrians to safely access services and as a result this would result in occupants being more reliant on car use. The lack of suitable segregated facilities/footway and street lighting on a B classification road (Oakamoor Road) that is subject to the national speed limit would lead to an increase in the likelihood of danger to highway users particularly those considered vulnerable. The use of PRowS (Cheadle 39 and Cheadle 38), without streetlighting and footpaths not constructed to footway standards, are not considered to provide an acceptable and safe means of access to Cheadle Town Centre, schools and other services especially for vulnerable users and those with wheelchairs or pushchairs.

### **Ecology / protected species / biodiversity**

- 7.29 The scheme is adequately supported by appropriate surveys, including a greater crested newts survey report by Elite Ecology and a revised Bat and Bird Survey November 2021 by Chris Smith. Both surveys have been reviewed by Staffordshire Wildlife Trust who confirm that no further survey work is required in respect of greater crested newts, although reasonably avoidable measures will be required, as part of an Ecological Construction Management Plan. Moreover, conditions can be imposed to secure the recommended mitigation measures for bats. Overall, the development does not raise any biodiversity objections, and is therefore compliant with Policy NE2 and the NPPF

## **8. Conclusion and Planning Balance**

- 8.1 The scheme meets all but one of the key tests in particular in terms of heritage, design, living conditions for occupiers and neighbours, and ecology but is not found able to meet essential highway safety needs based on the Highways Authority's requirements. It is open for the LPA in the planning balance to weigh the positives with any disbenefits of a scheme. However, in this case, the impact on highway safety from the use of an access with substandard visibility splays and substandard footways is judged to outweigh any of the benefits of bringing the buildings into an alternative use. The site would involve additional vehicle movements and the intensification of a substandard access, which would have a consequential impact on the safe operation of the road network. Accordingly, it is considered that the development fails to provide a safe and

suitable access, contrary to Policy T1 of the adopted Local Plan and the National Planning Policy Framework.

- 8.2 In terms of heritage significance and the accompanying listed building application, highway safety has no part in this application and therefore it is open to the LPA to grant Listed Building consent notwithstanding the highway concerns.

## **9. RECOMMENDATION**

### **SMD/2021/0607 – Planning Consent**

#### **A. REFUSE for the following reason:**

- 1. The proposed development would be served by a substandard access, with insufficient visibility splays and therefore a safe and suitable access cannot be secured, in particular with regard to the south end junction of Cherry Lane, recorded as a private road, with the B5417 Oakamoor Road. As such the development would not be served by a safe and suitable access, to the detriment of the safe operation of the highway and contrary to Policies DC1 and T1 of the Local Plan and the National Planning policy Framework.**
- 2. The proposed development by virtue of its unsustainable location, and lack of footways/routes for pedestrians to safely access local services and facilities would increase danger for pedestrians and other road users to the detriment of highway safety. Accordingly the development fails to comply with Policy DC1 and T1 of the Staffordshire Moorlands Local Plan 2020 and the National Planning Policy Framework.**

#### **Informative**

**1. The proposal would not improve the economic, social and environmental conditions of the area nor does it comply with the development plan and therefore does not comprise sustainable development. There were no amendments to the scheme, or conditions which could reasonably have been imposed, which could have made the development acceptable and it was therefore not possible to approve the application. The Local Planning Authority has nonetheless met the requirement in Paragraphs 38 of the National Planning Policy Framework.**

### **SMD/2021/0608 – Listed Building Consent**

#### **A. Approve subject to the following conditions:**

- 1. The works hereby permitted shall be begun before the expiration of three years from the date of this consent.**

**Reason:- To comply with Section 51 of the Town and Country Planning, Planning and Compulsory Purchase Act, 2004 and Section 18 of the Listed Buildings Act.**

- 2. Plans condition.**
- 3. Nothing in this approval shall be interpreted as granting consent for demolition**
- 4. Repair schedule prior to commencement**
- 5. Windows and doors details**
- 6. Pointing**
- 7. Rainwater goods**
- 8. External cowls, vents, ducts flues and extractor equipment**
- 9. Exterior lighting**
- 10. Protected species**

#### **Informatives**

- 1. protected species – bats and birds**
- 2. public right of way**
- 3. EHO**
- 4. This recommendation is made following careful consideration of all the issues raised through the application process and thorough discussion with the applicants. In accordance with Paragraph 38 of the NPPF the Case Officer has sought solutions where possible to secure a development that improves the economic, social and environmental conditions of the area.**

- B. In the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add conditions/informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Head of Development Services has delegated authority to do so in consultation with the Chairman of the Planning Applications Committee, provided that the changes do not exceed the substantive nature of the Committee's Decision.**

## **10. APPENDICES TO THE REPORT**

**10.1 The link below to the Council's website is where the detail of these two applications can be viewed.**

**<http://publicaccess.staffs Moorlands.gov.uk/portal/servlets/ApplicationSearchServlet?PKID=152764>**

**<http://publicaccess.staffs Moorlands.gov.uk/portal/servlets/ApplicationSearchServlet?PKID=152765>**

# Location plan

