

Rob Duncan
Planning
Consultancy



PLANNING STATEMENT

**HOLLINHAY
MOLLATTS WOOD ROAD**

SEPTEMBER 2026

Site Address:

Hollinhay, Mollatts Wood Road, Leek, Staffordshire, ST13 7AL

Applicant:

Messers DG, N and D Savage

Proposal:

Erection of replacement garage

Planning Statement:

Date Issued: 8th September 2026

Job Reference: RDP/2026/092

Report Prepared By:

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1 Introduction

- 1.1 Rob Duncan Planning Consultancy Ltd. has been instructed by Mr. D. Savage to prepare a Planning Statement to accompany a householder planning application for the erection of a replacement garage building with home gymnasium at Hollinhay, Mollatts Wood Road, Nr. Leek.
- 1.2 The application represents a resubmission following the refusal of application SMD/2026/0063 which had proposed the erection of a replacement garage and gym with games room above. That application was refused for the following reason:
1. By virtue of the proposal's scale and bulk, it would appear as a visually disproportionate addition to the host dwelling and would appear as an incongruous feature within the street-scene conflicting with Policy DC1 of the adopted Local Plan and the Design Principles in the Staffordshire Moorlands SPD which requires the garage to relate well to the main dwelling, appear subordinate and be modest in size and height to reflect its purpose as an ancillary, domestic building.
- 1.3 This revised submission has sought to constructively address the concerns raised in the previously refused application and presents a materially different design solution. The revised building removes the previously proposed first floor accommodation, provides a building with a single storey form, and reorientates the roof to give it a lower overall height, volume and massing.
- 1.4 The resultant garage will occupy a footprint of 150 square metres and stand to a ridge height ranging between 5.3m at the front to 6.7m at the rear. This represents a reduction in height of 2m compared to the previously refused application.
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2 Site & Surroundings

- 2.1 The application site is located within the defined settlement boundary of Leek and comprises a detached two storey dwellinghouse located on the eastern side of Mollatts Wood Road, approximately 165m south of its junction with the A53 / Ladderedge.
- 2.2 There is an existing flat roofed double garage located adjacent to the southern site boundary. Mature vegetation encloses both the northern and southern site boundaries, with further vegetation also enclosing much of the western site frontage with Mollatts Wood Road.
- 2.3 The site slopes gently downwards in an easterly direction away from the carriageway of Mollatts Wood Road towards open fields that lie beyond the eastern boundary of the site. Residential development extends to both the north (Breachin) and south of the site (Lea Haven), with further dwellings located to the west on the opposite side of the road (Yonder and Fell-Side).
- 2.4 The site is not within a Conservation Area, nor are there any statutorily listed buildings located in close proximity of the site. The site is located wholly within Flood Zone 1 (low-probability of flooding).

3 Planning Policy

3.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission be determined in accordance with the Development Plan unless material considerations indicate otherwise.

3.2 The Development Plan for this area comprises the Staffordshire Moorlands Local Plan (2020) of which the following policies are of relevance to the determination of the application:

3.3 Policy SS1 of the Local Plan relates to 'Development Principles' and states that the Council will expect the development and use of land to contribute positively to the social, economic and environmental improvement of the Staffordshire Moorlands in terms of delivering, in partnership with other agencies and services:

- a mix of types and tenures of quality, affordable homes, including starter homes, to meet the needs and aspirations of the existing and future communities
- quality local services, including provision for education, healthcare, leisure, community, cultural and tourist facilities in response to anticipated population change and visitor numbers;
- easy access to jobs, shops and transport services by all sections of the community;
- increased economic prosperity and opportunities for employment and greater local capacity with an educated, skilled and flexible workforce;

- a healthy, safe, attractive, active, well-designed and well-maintained environment;
- development which maintains the locally distinctive character of the Staffordshire Moorlands, its individual towns and villages and their settings;
- development that is undertaken in a way that protects and enhances the natural and historic environment of the District and its surrounding areas, including the Peak District National Park, both now and for future generations.
- support development which secures high quality, sustainable environments, efficient and effective use of resources and contributes effectively to tackling climate change and reduced carbon emissions.

3.4 Policy SS2 of the Local Plan relates to the 'Settlement Hierarchy' and confirms that the towns are the largest settlements comprising of Leek, Biddulph and Cheadle which accommodate half of the District's population and the majority of the District's services and facilities. The spatial strategy seeks to focus future growth in these settlements and to strengthen their role as service centres. These settlements will be defined by a Development Boundary.

3.5 Policy DC1 of the Local Plan relates to 'Design Considerations' and states that all development shall be well designed and reinforce local distinctiveness by positively contributing to and complementing the special character and heritage of the area in line with the Council's Design Guide SPD. In particular, new development should:

1. be of a high quality and add value to the local area, incorporating creativity, detailing and materials appropriate to the character of the area;
2. be designed to respect the site and its surroundings and promote a positive sense of place and identity through its scale, height, density, layout, siting, landscaping, character and appearance;
3. create, where appropriate, attractive, active, functional, accessible and safe public and private environments which incorporate public spaces, green infrastructure including making provision for networks of multi-functional new and existing green space (both public and private), landscaping, public art, 'designing out crime' initiatives and the principles of Active Design;
4. incorporate sustainable construction techniques and design concepts for buildings and their layouts to reduce the impact of the development;
5. protect the amenity of the area, including creation of healthy active environments and residential amenity, in terms of satisfactory daylight, overbearing development, sunlight, outlook, privacy, soft landscaping as well as noise, odour and light pollution;
6. promote the maintenance, enhancement, restoration and re-creation of biodiversity and geological heritage, where appropriate;
7. provide for safe and satisfactory access and make a contribution to meeting the parking requirement arising from necessary car use;
8. require new developments to be well integrated for car, pedestrian and cycle use as well as other sustainable transport links;

9. ensure that existing drainage, waste water and sewerage infrastructure capacity is available, and where necessary enhanced, to enable the development to proceed;
10. ensure, where appropriate, equality of access and use for all sections of the community;
11. be served by high speed broadband (>30mbps) unless it can be demonstrated through consultation with Next Generation Access Network providers that this would not be possible, practical or economically viable. In all circumstances during construction of the site sufficient and suitable ducting should be provided within the site and to the property to facilitate ease of installation at a future date.

3.6 Policy T1 of the Local Plan relates to 'Development and Sustainable Transport' and states that the Council will promote and support development which reduces reliance on the private car for travel journeys, reduces the need to travel generally and accommodates residual development traffic in line with the Integrated Transport Strategy. This will be achieved by (amongst other requirements):

1. Considering appropriate parking provision on a case by case basis with recourse to the parking guidance set out in Appendix 2.

4 Other Material Considerations

National Planning Policy Framework

- 4.1 The National Planning Policy Framework seeks to secure the delivery of sustainable development and sets out policies, *inter-alia*, in respect of the presumption in favour of sustainable development (Section 4) and securing high quality design (Section 14). Policies S4 and DP3 are of particular relevance and are referenced accordingly within the Planning Assessment.

SMDC Design Guide SPD

- 4.2 The adopted Design Guide SPD provides advice aimed at securing the delivery of high-quality built development within the District including the erection of garages. The content of the Design Guide SPD has been taken into consideration in the preparation of this application and is referenced where relevant within the Planning Assessment.

5 Planning Assessment

Principle of Development

- 5.1 The application site is located within the defined settlement boundary of Leek wherein new development is to be directed in accordance with policy SS2 of the Local Plan. Within such areas the principle of erecting a replacement outbuilding is acceptable in principle. The Local Authority concluded likewise in its assessment of the previous application on the site (SMD/2026/0063).
- 5.2 The proposal also stands to be considered in the context of policy S4 of the National Planning Policy Framework which confirms that:

“Development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework”

- 5.3 Having regard to the considerations set out within the following paragraphs, we submit that no substantial adverse effects will arise.

Design & Layout

- 5.4 Policy SS1 of the Local Plan seeks to ensure that new development achieves a healthy, safe, attractive, active, well-designed and well-maintained environment, and that it maintains the locally distinctive character of the Staffordshire Moorlands, its individual towns and villages and their settings.
- 5.5 Policy DC1 of the Local Plan adds that new development should be of a high quality and add value to the local area, incorporating creativity, detailing and materials appropriate to the character of the area. The policy also states that development should be designed to respect the site and its surroundings and

promote a positive sense of place and identity through its scale, height, density, layout, siting, landscaping, character and appearance. Policy DP3 of the NPPF reinforces these provisions.

- 5.6 The adopted Design Guide SPD elaborates on design matters further, commenting in respect of garages that:

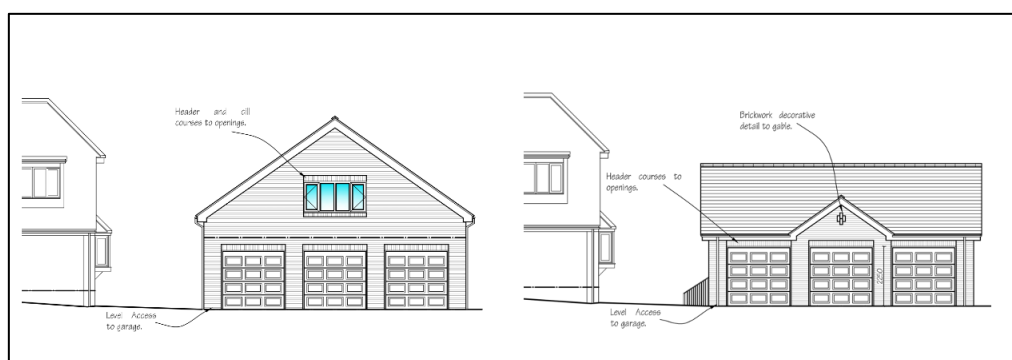
“5.10. These need to be designed and built in sympathy with the properties they serve. Materials and roof pitch should generally match those of the parent building. If attached to the building, the new garage should be clearly subordinate. A separate garage building is however often the better solution particularly where more than one garage is needed”

- 5.7 The previously refused application on the site had proposed the erection of a two storey building, incorporating a triple garage and gym at ground floor level, with a games room above within the roofspace. That building would have stood to a ridge height ranging between 7.3m and 8.7 metres to its ridgeline (owing to the change in levels across the site). The garage was also designed so that its ridgeline ran at a 90 degree angle to that of the host dwelling.
- 5.8 The Local Authority refused that previous application, citing concerns that the scale and bulk of the building would appear as a visually disproportionate addition to the host dwelling and would appear as an incongruous feature within the street-scene.
- 5.9 The delegated report elaborated on those concerns, and placed a particular focus on the scale and bulk of the building relative to the host dwelling, noting that it was too tall and would stand only half a metre below the ridge height of the dwelling. The design was concluded to be grandiose, not modest in size

and height, and not clearly ancillary to the existing dwelling. Concerns were also raised that the roof form did not relate well to the existing property.

- 5.10 This revised proposal has sought to constructively resolve the Local Authority's concerns about the scale, massing and design of the proposed garage, and encompasses a materially different proposal to that which was considered in the previously refused application.
- 5.11 The removal of the first floor accommodation within the revised design has allowed for changes to the roof of the building such that it has a more traditional form, and one which is also orientated to match the ridge line of the host property.
- 5.12 The ridge line will now sit approximately 2.5m below the ridge line of the existing dwelling (0.5m previously), and will also sit below its eaves line. Such revisions represent a significant reduction in size compared to the previously refused application which is compared to the revised proposal in Figure 1 below.

Figure 1 – Comparison of Current Proposal v Refused Proposal



- 5.13 The resultant building, whilst having a sizeable footprint, presents itself as a more conventional domestic garage form, with the principal elevation will be articulated by the three garage doors, separated by brick columns, and the roof broken up by the small, subservient, front projecting gable.

- 5.14 There has been a significant reduction in the visual massing and prominence of the structure which ensures that the dwelling remains the dominant building within the site. The proposal also respects the building line established by the existing dwelling and is to be constructed from a complementary palette of materials.
- 5.15 As a consequence of the revisions to the proposal, the garage will read much more clearly as an ancillary outbuilding associated within the main house, rather than as a competing feature. Its reduced height and bulk, and simplified accommodation also ensures it will be significantly less imposing on the streetscene
- 5.16 As acknowledged by the Local Authority in its assessment of the previous application, the garage would be set back from, and be lower than the road, which would limit views from the public footpath than runs along the carriageway of Mollatts Wood Road to the south.
- 5.17 The site benefits from a good degree of natural enclosure to its southern, western and northern site boundaries, which coupled with the significant reduction in the overall scale and massing of the development will avoid any adverse harm arising to the character and appearance of the surrounding area.
- 5.18 Having regard to the considerations set out above we submit that this revised proposal has constructively addressed the concerns raised in the assessment of application SMD/2026/0063 and that the proposal is now consistent with the objectives of policies SS1 and DC1 of the Local Plan, the adopted Design Guide SPD and policy DP3 of the NPPF.

Residential Amenity

- 5.19 In determining the previous application on the site, the Local Authority concluded that the proposed development would not have an adverse impact

on the closest neighbouring property (Lea Haven) to the south, noting that the neighbour has a single storey garage that abuts up to the boundary with the application site.

- 5.20 The revised proposal has significantly reduced the scale and bulk of the development compared to the previous application, and consequently we contend that it commands similar conclusions to that made previously. No conflict with policy DC1 of the Local Plan will arise as a consequence.

Highway Safety

- 5.21 The application does not propose any increase in the number of bedrooms to the dwelling, so consideration of the Local Plan parking standards is not required. No alterations are proposed to the site access, so there will be no material impact on highway safety compared to the current situation. No conflict with policy T1 of the Local Plan will therefore arise.

6 Conclusion

6.1 The revised proposal constitutes a sustainable form of development having regard to the following conclusions:

- The principle of development is acceptable owing to the site's location within the defined settlement boundary for Leek.
- The scale, massing and height of the proposal has been substantially reduced compared to the previously refused application, and will result in a form of development that will appear subservient to the host dwelling and not have an adverse impact on the streetscene.
- The proposal will not have an adverse impact on the amenity of neighbouring occupiers.
- The proposal will not give rise to any increase in parking demands, or harm to highway safety within the locality.

6.2 The submitted proposal is consequently held to meet the requirements of policies SS1, SS2, DC1 and T1 of the of the Staffordshire Moorlands Local Plan (2020), the provisions of the National Planning Policy Framework, and guidance contained within the Staffordshire Moorlands Design Guide SPD. Planning permission should therefore be granted in accordance with the presumption in favour of sustainable development set out in policy S4 of the NPPF.