

PLANNING & HERITAGE STATEMENT

**FOXBANK COTTAGE
OAKAMoor**

DECEMBER 2025

Site Address:

Foxbank Cottage, Cheadle Road, Oakamoor, Staffordshire, ST10 3AL

Applicant:

Mr. & Mrs. Reed

Proposal:

Erection of replacement garage

Planning & Heritage Statement:

Date Issued: 9th December 2025

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Report Prepared By:

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1. Introduction

- 1.1 Rob Duncan Planning Consultancy Ltd. has been instructed by Mr. & Mrs. Reed to submit a householder planning application for the erection of a replacement detached garage on land at Foxbank Cottage, Cheadle Road, Oakamoor.
- 1.2 The existing building is located to the north east of the existing cottage, and comprises a double garage of suburban character and design. The garage is constructed from masonry with a grey pantile roof atop, and has a single up-and-over door in its southern elevation. Its ridge line is orientated broadly north to south and it has dominant timber bargeboards to all its eaves and verges.
- 1.3 The proposed replacement garage will be located in the same general position within the site as the existing building, but will encompass a more traditional form of design. The ridge line of the replacement garage will be orientated broadly east to west to reflect the main ridge line of the existing cottage. The garage will have two sets of side-hung doors, along with a separate pedestrian doorway alongside. The garage will be constructed from red/orange facing brickwork (Ibstock Cottage Mixture or similar), with a Staffordshire Blue tiled roof atop. It will also have traditional eaves and verge detailing.
- 1.4 The proposed replacement garage will occupy a footprint of 63.7 square metres and stand to a ridge height of 5.8 metres. It will provide space for the parking of two vehicles along with a work bench and storage space.
- 1.5 The means of vehicular access to the site, taken off the Cheadle Road to the west of the cottage, will remain unaltered from that which currently exists. An existing area of hardstanding to the south of the garage will continue to provide space for the turning of vehicles, along with additional parking.

2. Site & Surroundings

- 2.1 The application site is located within the open countryside and comprises a detached, two storey cottage finished in white render with a Staffordshire Blue tiled roof atop. The cottage is sited towards the southern boundary of the site, fronting onto the Cheadle Road / Church Bank opposite its junction with Mill Road.
- 2.2 Vehicular access to the site is taken via an existing gated driveway that flanks the western elevation of the property and which serves a large area of hardstanding that wraps around the northern and eastern flanks of the property. A garden area lies further to the north with the existing detached garage positioned in the northeast corner of the site.
- 2.3 An open field extends to the north of the site, beyond which lies Bluebell Barn which lies approximately 50+ metres distant. To the northeast of the site lies the Old Police House / 1 Sunnyside (Grade II Listed). The driveway serving The Old Police House lies immediately beyond the eastern site boundary, separated by a brick wall with railings above.
- 2.4 To the southeast of the site, on the opposite side of the Cheadle Road lies an area of Public Open Space, with a grass verge and vegetation located to the south. To the west of the site lies the Church of The Holy Trinity (Grade II Listed).
- 2.5 The site as a whole is located within the Oakamoor Conservation Area, with the cottage being identified as a 'positive building' within the Conservation Area Character Appraisal.

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 taking into account of any material considerations.

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, 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 SS10 of the Local Plan relates to the 'Other Rural Areas Strategy' and states 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. This will be achieved via a number of actions, including:

- Allowing extensions or additional domestic outbuildings to existing dwellings provided they are appropriate in scale and design and do not have a detrimental impact on the existing dwelling and the character of the rural area. The Council will assess schemes having regard to the original dwelling, in cases where cumulative change has occurred.

- Giving priority to the need to protect the quality and character of the area and requiring all development proposals to respect and respond sensitively to the distinctive qualities of the surrounding landscape.

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, visual impact, 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 DC2 of the Local Plan relates to 'The Historic Environment' and states that:

1. The Council will conserve and where possible enhance heritage assets, including their setting in a manner appropriate to their significance. This will take into account the desirability of maintaining and enhancing their significance and will ensure that development proposals contribute positively to the character of the built and historic environment.

2. Protection will be given to designated heritage assets and their settings and non-designated heritage assets as set out in the NPPF.
 3. All applications likely to affect heritage assets will require the submission of a heritage statement, including a qualitative visual assessment where appropriate.
 4. Where development is likely to affect archaeology, both designated and undesignated, the Council requires the submission of a desk based assessment, and where appropriate, field surveys and trench evaluation by a qualified professional.
 5. Where the loss of significance is unavoidable, recording should take place and this should be added to the Historic Environment Record as a minimum, held by Staffordshire County Council.
 6. The Council will continue its proactive approach to heritage assets at risk and welcomes development proposals which would result in the sympathetic reuse of these assets in line with NPPF policy.
 7. The Council will promote development which sustains, respects or enhances buildings and features which contribute to the character or heritage of an area and those interests of acknowledged importance through the use of Conservation Area Appraisals, Design Guidance and Statements, Archaeological Assessments, Characterisation Studies and Masterplanning.
- 3.7 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:

1. Ensuring that all new development is located where the highway network can satisfactorily accommodate traffic generated by the development or can be improved as part of the development.
2. Ensuring that major development is located in areas that are accessible by sustainable travel modes or can be made accessible as part of the proposal.
3. Considering appropriate parking provision on a case by case basis with recourse to the parking guidance set out in Appendix 2.
4. Where appropriate all new development shall facilitate walking and cycling within neighbourhoods and town centres, and link with or extend identified walking or cycling routes. In addition applicants should also consider how their schemes can enhance the existing path network in line with the Staffordshire County Council Rights of Way Improvement Plan and also give consideration to the protection of non-definitive public footpath routes in addition to definitive routes.

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 securing high quality design and safeguarding heritage assets. The content of the NPPF has been taken into consideration in the preparation of this application.

Staffordshire Moorlands Design Guide SPD

- 4.2 The adopted Design Guide SPD sets out guidance aimed at securing high quality design within the Moorlands, including considerations relevant to garaging. The content of the Design Guide SPD has been taken into consideration in the preparation of this application.

Oakamoor Conservation Area Character Appraisal

- 4.3 The Oakamoor Conservation Area Character Appraisal assesses the significance of the Conservation Area, including settlement plan form, architectural and historic quality, the general condition of the area and problems, pressures and capacity for change (amongst others). The content of this document has been taken into consideration in the preparation of this application.

5 Planning Assessment

Design & Layout

- 5.1 The application site is located within the rural area wherein policy SS10 of the Local Plan allows for erection of domestic outbuildings provided they are appropriate in scale and design and do not have a detrimental impact on the existing dwelling and the character of the rural area.

- 5.2 Paragraph 5.10 of the adopted Design Guide SPD provides specific guidance on the design of garages, stating that:

“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”

- 5.3 The application site is currently occupied by a detached double garage that has a distinctly suburban character and which is clearly at odds with the above guidance. The orientation of its ridgeline is at odds with the orientation of the ridgeline of the main cottage, and the provision of one large, wide, up-and-over door is a distinctly suburban feature that would be more commonly found on a 1980/90s housing estate. Likewise, it has very visually dominant, bulky and starkly contrasting bargeboards to its eaves and verges. These elements collectively result in a building that contributes little to the character and appearance of the surrounding area. Indeed, one could readily argue that it detracts from it.

- 5.4 The proposed replacement garage has sought to respect the character of the area within which it is located. The application proposes a much more traditional form of development, with a rectangular plan form and ridgeline running east / west to reflect that of the host property, and a matching roof pitch.
- 5.5 A simple palette of materials is proposed, with Staffordshire Blue roof tiles to be utilised for the roof so as to match the host property. The proposed bricks (Ibstock Cottage Mixture) are a good likeness for nearby buildings including the Old Police House to the northeast.
- 5.6 The proposed garage will also incorporate traditional elevational treatments, including the provision of two sets of side hung doors, with a separate pedestrian door alongside, and the use of more traditional eaves and verge detailing. Simple sandstone header detailing is proposed above the doors. The resultant development is one which will be much more in keeping with the character and appearance of both the host dwelling, and the wider surrounding area.
- 5.7 On approach to the site along the Cheadle Road / Church Bank from the west, the presence of existing vegetation in the foreground precludes any views of the proposed development such that there will be no adverse impact to the character and appearance of the area. Similarly, on approach to the site along Mill Road from the south, the existing cottage in the foreground will preclude any views of the proposed development.
- 5.8 On approach to the site along the Cheadle Road / Church Bank from the east north east, the garage will at first be screened by existing vegetation and a brick built detached garage located in the foreground. As one progresses closer to the site the building will start to emerge in views, but in the main will

be largely screened until one reaches the point where the vehicular access to The Old Police House joins the Cheadle Road.

5.9 At this point the garage will be clearly visible behind the existing brick wall and railings. However, in such views the development will be seen against the rising landscape and existing buildings in the background, such that the development will not have a harmful impact on the character and appearance of the area.

5.10 The existing garage is also noted to be readily visible in such views, and we submit that the much more traditional design proposed in this application will represent an improvement to the character and appearance of the area compared to the suburban character and form of the garage that currently occupies the site.

5.11 Having regard to the above considerations it is concluded that the design and layout of the development will be in keeping with the character and appearance of the surrounding area, and thus meets the requirements of policies SS1, SS10 and DC1 of the Local Plan.

Heritage Impact

5.12 Policy DC2 of the Local Plan confirms that protection will be given to designated heritage assets and their settings as set out within the NPPF. It goes on to state that all applications likely to affect heritage assets will require the submission of a heritage statement, including a qualitative visual assessment where appropriate.

5.13 Paragraph 207 of the NPPF confirms that in assessing the significance of any heritage assets affected, the level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

5.14 Paragraph 212 of the NPPF 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 (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Paragraph 215 adds that where less than substantial harm is arise, this harm should be weighed against the public benefits of the proposal.

5.15 A review of the Historic Environment Record reveals there to be four principal heritage assets in close proximity of this site, namely:

- Church of the Holy Trinity (Grade II Listed)
- The Old Police House 1 Sunnyside (Grade II Listed)
- Oakamoor River Bridge (Grade II Listed)
- Oakamoor Conservation Area

5.16 The significance of each of these heritage assets, and the impact of the development upon them is considered in turn below.

Church of the Holy Trinity

5.17 The list description for The Church of The Holy Trinity describes the building as follows:

“Parish Church. 1832. By J.P. Pritchett of York. Ashlar with edged herringbone tooling; slate roof. West tower with diagonal buttresses, nave and chancel in one over a basement, buttresses to bay divisions and corners, the latter are placed diagonally, north-west vestry; Gothic style. West tower: 3 stages marked by strings and crenellated parapet with panelled corner pinnacles; south door with Tudor arch, panelled spandrels and returned

hood mould, single trefoil-headed lights to second stage with hood moulds terminating in heads, belfry openings of 2 cinquefoil-headed lights under a square head and returned hood mould. Nave and chancel: square-headed windows of 3 cinquefoil-headed lights with returned hood moulds, Tudor arch east window of 5 cinquefoil-headed lights with returned hood mould; basement has 3-light chamfer mullioned windows to north and south and a 4-light east window flanked by 2 doors”

- 5.18 The Oakamoor Conservation Area Character Appraisal describes the church as...

“... a very fine quality building, designed by J.P. Pritchett of York with integral lower ground level schoolroom, which is built into the hillside, and a traditional rectangular Georgian church plan with single space for worship – a connected nave and chancel. The building has high quality architectural details. The local, dark pink ashlar was chosen for the walling. It has a distinctive, three-stage west tower with crenellated parapet, crocketed corner finials and both diagonal and engaged buttresses and is Gothic Perpendicular in style with crenellated parapets”

- 5.19 As a Grade II Listed Building of such architectural quality, the Church of Holy Trinity is considered to command a high degree of significance as a heritage asset.
- 5.20 The principal views of the Church are on approach from the south as one passes along Church Bank / Cheadle Road, with some secondary views available on approach from the northeast, where the eastern elevation of the building is visible.

- 5.21 The proposed replacement garage will not give rise to any material loss of significance to this heritage asset. Whilst the building will be seen against the backdrop of part of the eastern elevation of the building, it will represent a much improved character and design of building compared to the suburban double garage that currently occupies such views.
- 5.22 No material harm to the setting or significance of this nearby listed building will arise as a consequence; indeed it would be modestly improved by removing the poor quality building in favour of the more traditional design being proposed, despite the latter being larger in size.

The Old Police House (1 Sunnyside)

- 5.23 The list description for The Old Police House describes the building as follows:

“House. Early C19. Red brick with ashlar quoins; plain tile roof with coped verges on kneelers; brick integral end stacks. T-shaped plan; main range aligned north-south, facing west, rear range aligned east west. 3 storeys with cyma recta moulded eaves band; 3 windows, reduced height to second floor and reduced width to centre, casements with wedge-lintels and raised keys; central part-glazed door with bracketed hood. Interior: dog-leg staircase with stick balusters; massive bresummer to fireplace of north room”

- 5.24 As a Grade II Listed Building The Old Police House is considered to command a moderate to high degree of significance as a heritage asset. The proposed detached garage will be seen in the foreground of views of this Listed Building where its vehicular access joins the Cheadle Road. In such views the blank southern gable end of the property and its single storey rear projection are visible, with Bluebell Barn located in the background.

- 5.25 The proposed garage will be wider than the existing garage on the site, and will have its ridgeline orientated east / west, meaning the view towards the Listed Building would be modestly reduced as a consequence. However, the full view of the Listed Building itself would be preserved, with only the roof of Bluebell Barn in the background being obscured by the development.
- 5.26 We furthermore submit that the traditional character and design of the proposed replacement garage will represent an enhancement to the setting of this Listed Building, compared to the much poorer quality, suburban form of the garage that currently sits within such views. No material harm to the setting or significance of this nearby listed building will arise as a consequence.

Oakamoor River Bridge

- 5.27 Recorded as 'Bridge Approximately 100 Yards South West of First World War Memorial' the list description of the Oakamoor River Bridge describes the building as follows:

"Bridge. C16 in origin, much rebuilt in the C18 and widened in the early C19, parapet rebuilt at a slightly later date. Red and white sandstone ashlar, with herringbone tooling to the south-east, smooth faced to the north-west. South-east face:, 4 arches spanning the River Churnet, the left hand one C16 and 4-centred, the others C18 and segmental, the 2 outer arches are wider; plain parapet with parallel tooling to the stonework. North-west face: early C19, four segmental arches, the 2 outer ones are wider; plain parapet band to plain parapet with parallel tooling"

- 5.28 The Oakamoor Conservation Area Character Appraisal describes the bridge as...

“more causeway than bridge; it straddles the widest section of the river, where the energy of the river was then broken by the upstream weir. The parapets continue east and west over the former canal and the old mill leat. The bridge has one large segmental arch at the eastern end and a further three arches, of smaller size, with a pair of straight sides central arches with segmental arches and a basket arch to the west end. Although the bridge is documented as having been built in 1708, there are some subtle differences in the ashlar which may indicate a phase of remodelling or repair. The bridge was widened in 1778 and it appears that the deck and parapets may have been raised at the same time.

- 5.29 As a Grade II Listed building that constitutes an impressive landmark, the bridge is held to have moderate to high significance as a heritage asset. The proposal however will not give rise to any loss of significance to this Listed Building given that the garage will be located circa 75 metres away from it, and separated from it by extensive mature vegetation and a detached brick built garage, such that there will be no direct inter-visibility between the two.

Oakamoor Conservation Area

- 5.30 The Oakamoor Conservation Area was designated in 2016. The Conservation Area Character Appraisal highlights its key characteristics as including a scenic wooded environment, the presence of, and views of the River Churnet, natural beauty and a long industrial heritage.
- 5.31 The village was an industrial centre for nearly 1000 years drawing on local natural resources, and some of its historic infrastructure is still present, such as the Oakamoor River Bridge. As a heritage asset the Conservation Area commands a moderate level of significance.

- 5.32 The site is located within Character Area 3 – Cheadle Road which is described within the Conservation Area Character Appraisal as follows:

“Church Bank and Oakamoor Road / Cheadle Road were consolidated, and probably widened, as part of the Blythe Marsh to Thorpe Turnpike Road. Development is concentrated on the north side of the road, as the bluff to the south and the outright ownership of the Light Oaks estate, prevented much development from becoming established until the 20th century. Cheadle Road has a long descent into the village, weaving down the hill and leading onto Church Bank. Views of the valley are framed through a green corridor, with trees overhanging the road. This route is a transitional space, with dispersed buildings, including Bank Top Farm (Banks Farm), an early 19th century farm complex, leading up to a more open, semi-agricultural character, with small fields. This area is dominated by the ashlar parapet walls of Oakamoor bridge and the wooded green corridor leading down the hill, which frames the views of the local landmarks. The area is characterized by several large houses built for the entrepreneurs and managers of the Brass and Copper Works and the landmark Church of Holy Trinity, which sit on levelled platforms, with lawns skirting the western side of each building”

- 5.33 As discussed in preceding paragraphs, it is submitted that the proposed development would represent an enhancement to the character and appearance of the area, as it will see the removal of poor quality, suburban form of development from the site, and its replacement with a garage of more traditional form and design. No loss of significance to the Conservation Area as a heritage asset will therefore ensue.

Summary of Heritage Impact

- 5.34 Overall, it is concluded that the proposed replacement garage will not give rise to any material harm to the significance of nearby heritage assets; indeed, it will represent a modest enhancement to the setting of The Old Police House, Church of the Holy Trinity, and the wider character and appearance of the Conservation Area. The proposed development is accordingly held to meet the requirements of policy DC2 of the Local Plan and the provisions of the National Planning Policy Framework.

Highway Safety

- 5.35 The application site benefits from an existing means of access off Cheadle Road which flanks the western elevation of the cottage. A driveway leads around the northern side of the property serving an area of hardstanding in front of the existing detached garage. That area of hardstanding provides ample room for the turning of vehicles such that they may leave the site in a forward gear. It also provides space for the parking of additional vehicles. No alterations are proposed to these existing access arrangements.
- 5.36 Foxbank Cottage comprises a four bedroom property, which commands the provision of three parking spaces under the Local Authority's adopted Car Parking Standards. The proposed garage and associated area of hardstanding will provide ample space for the parking of at least four vehicles, and as such adequate parking will be achieved. No harm to highway safety will therefore arise as a consequence of the development, and as such the proposal is in accordance with the requirements of policy T1 of the Local Plan.

6 Conclusion

6.1 The submitted proposal represents an appropriate form of sustainable development having regard to the following conclusions:

- The proposed replacement garage is appropriate in scale and design and will not have a detrimental impact on the existing dwelling and the character of the rural area.
- The proposed replacement garage will represent an enhancement to the character and appearance of the Conservation Area compared to the suburban garage currently in situ.
- The proposal will not give rise to any material loss of significance to nearby heritage assets.
- The proposal will provide adequate off-street car parking and not impinge upon highway safety within the locality.

6.2 The proposed development is consequently held to meet the requirements of policies SS1, SS10, DC1, DC2 and T1 of the Staffordshire Moorlands Local Plan, and guidance contained within the National Planning Policy Framework and the Staffordshire Moorlands Design SPD.