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**Proposed Detached  
Garage**

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**Banks Cottage,  
Chipping  
Road, Longridge**

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**Supporting Planning  
Statement**

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**August 2020**

**TB Planning**

## **1.0 INTRODUCTION**

- 1.1 The applicant resides at Banks Cottage and operates a successful business from the site, travelling to repair production machinery and air conditioning plant on-site. No associated work is undertaken on the premises.
- 1.2 He is applying for a large secure detached garage to accommodate the van and trailer used for his business, feed for the applicants sheep on the adjacent field, and routine household items including lawn mower, bikes and children's play equipment.
- 1.3 His initial proposals for the garage were refused on grounds of impact on visual amenity (Ref 3/2020/0246) – see below

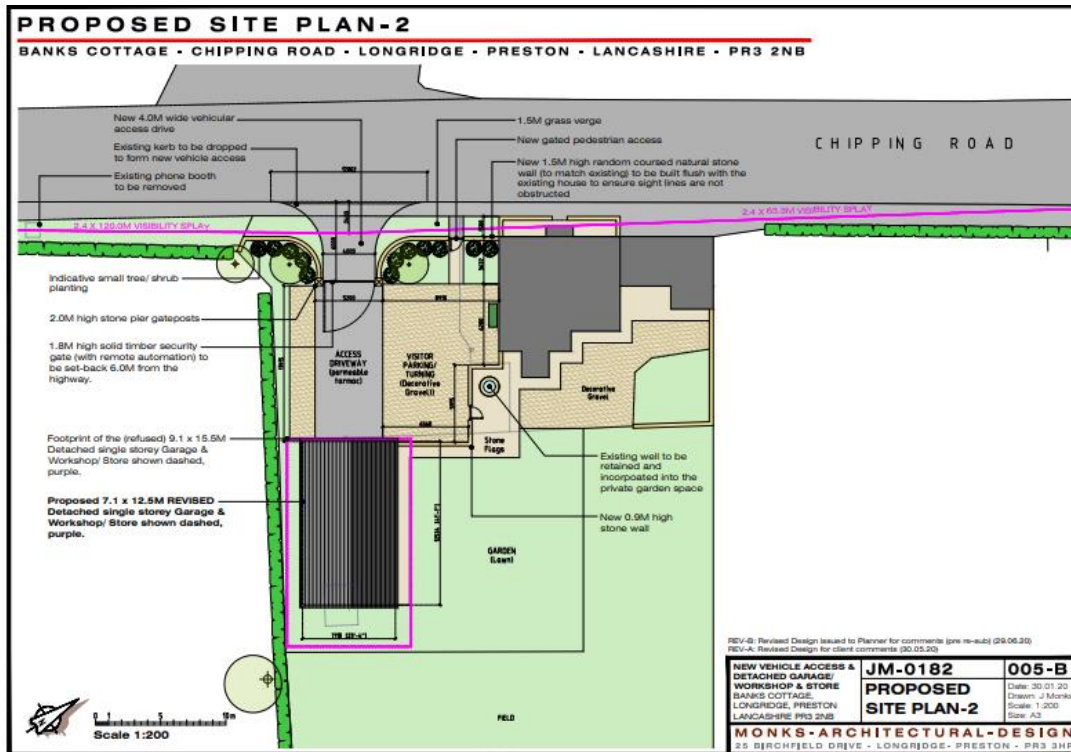
**The scale and design of the building would be at odds with its domestic setting, it would be over dominant and disproportionate to the existing dwelling resulting in an unacceptable encroachment of built form into this open setting. Furthermore, the choice of materials and design would result in a strident feature in the landscape which would be prominent from outside the site and in long distance views, detrimental to landscape character and the visual quality of the surrounding area.**

- 1.4 The applicant has revised his proposals; reducing the size of the garage to the minimum necessary to meet his requirements and changing the proposed materials (see Appendix). This short supporting planning statement explains how these changes address conflicts with development plan policy and provide a basis for approval of the application.

## **2.0 THE REVISED PROPOSAL**

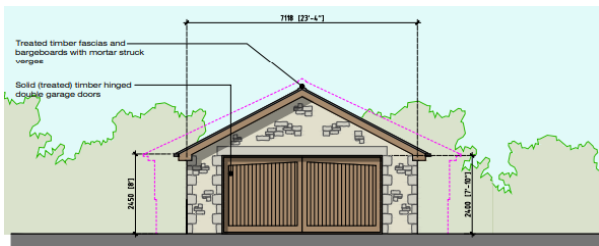
- 2.1 The dimensions of the garage have been reduced by 3 metres in length and 2 metres in width, resulting in a reduction in floor area of over a third from that originally proposed.
- 2.2 The ridge height has also been reduced from 4.8 metres to 4.5 metres the minimum required to accommodate the applicants work vehicles.
- 2.3 The revised proposals replace steel cladding to the upper walls and roof with stonework and a natural slate tile finish and replace the large main steel roller shutter doors by traditional hinged timber doors. As the plan extracts overleaf demonstrate, these changes, together with the reduced size of the garage create a much more domestic appearance than that given by the original larger building..

**PROPOSED SITE PLAN IDENTIFYING REDUCED BUILDING FOOTPRINT**

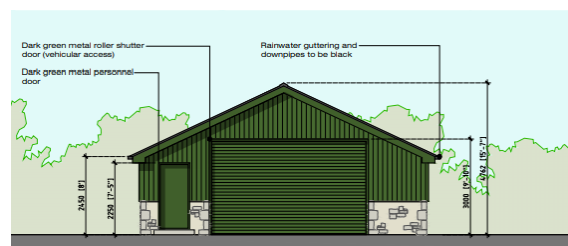


**REVISED AND PREVIOUS (REFUSED) PROPOSED ELEVATIONS**

Revised Application



Previous Application 1



- 2.4 Prior to making the application the authority were forwarded the revised plans for their comment. Whilst welcoming the changes, the case officer asked that the application include justification for the garage still being larger than what would be expected for a domestic garage and that *the planning application should include justification for this, with an explanation of the reasons why the vehicles need to be accommodated at the applicant's home (i.e. the nature of their business) and cannot be reasonably housed elsewhere.*"
- 2.5 The applicant's response is appended. Most fundamentally the applicant provides a 24 hour repair service and so may be required to go on-site at any time of the night. Having to store his vehicle and trailer off-site would involve significant delay when his clients are looking for the fastest possible response so that any interruption to and loss of production is minimised.
- 2.6 The application property is sufficiently separated (some 60 metres) from the residential properties to the north-east that occasional vehicle movements during the night pose no risk of disturbance to neighbours.
- 2.7 Moreover the unnecessary additional costs involved in acquiring and maintaining separate premises for his business vehicles would impact on the efficiency and profitability of a business that like most of the economy is having to cope with the impacts brought about by the Covid Pandemic.
- 2.8 The applicant's activities meet the key tests of working from home (the overall character of the dwelling will not change) and therefore do not require planning permission.
- 2.9 However the provisions of national planning policy for supporting a prosperous rural economy remain of relevance. These state (NPPF page 23 para 83 – my highlighting):-

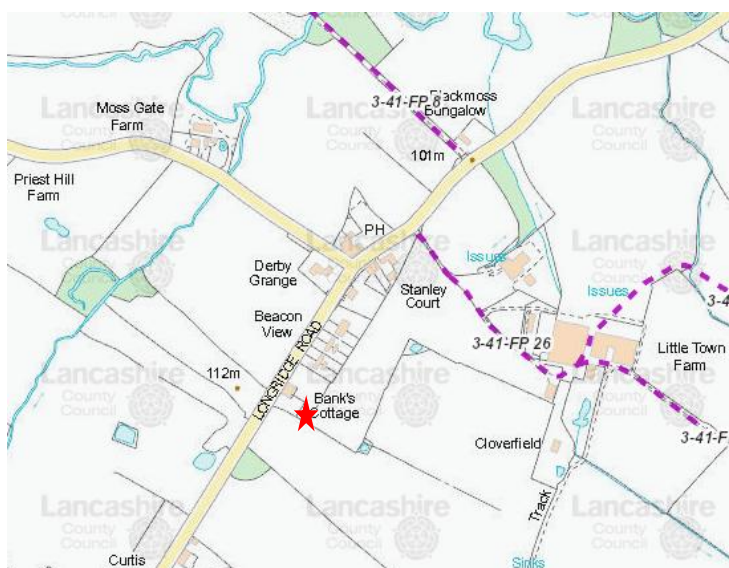
**Planning** .....decisions should enable:

(a) *the sustainable growth and expansion of **all types of business** in rural areas, both through conversion of existing buildings and **well-designed new buildings***

- 2.10 Whilst focussing on business growth and expansion, the principle applies equally to development required to sustain an existing business, such as that proposed.

### 3.0 HOW THE REVISED PROPOSAL ADDRESSES THE REASONS FOR REFUSAL OF THE PREVIOUS APPLICATION AND COMPLIES WITH PLANNING POLICY

- 3.1 The reduced size of the building and the materials now chosen mean that it is no longer at odds with its domestic setting. Its design is now of a traditional domestic garage albeit a large one.
- 3.2 It is not considered disproportionate to the existing dwelling when the size of the curtilage is taken into account. Nor is it felt to impinge on the open setting to an unacceptable degree.
- 3.3 The choice of natural stone and slate tiles will blend the structure in with its surroundings and will ensure that it does not appear as a strident feature in the landscape or detract from landscape quality and local and longer distance views. As the Mario Map and Google extracts below show, local walkers will see the garage with a group of domestic properties and outbuildings in the foreground. This and the associated enhancements to the property will enhance its appearance when judged against the open parking of the van and trailer on the drive (which poses a huge security risk).



- 3.4 The revised proposal is considered to comply fully with Policies DMG1, DME2 and DMH5 of the Ribble Valley Core Strategy being of a *high standard of building design.....sympathetic to existing land uses in terms of its size, intensity, and nature as well as scale, massing, style, features and building materials* (DMG1) and does not *significantly harm important landscape* (DME2).

#### **4.0 SUMMARY AND CONCLUSIONS**

- 4.1 The revised proposal for a detached garage fully addresses the reasons for refusal of the previous application and raises no conflict with planning policy.
- 4.2 Whilst the proposed outbuilding remains larger than most domestic garages, it is necessary to meet the reasonable requirements of the applicant to be able to store the vehicle and trailer he uses for his business in a secure manner whilst also providing for the storage of other domestic items and for animal feed
- 4.3 The sustenance of all types of business in rural areas is explicitly supported in national planning policy. This and the steps taken to minimise visual impact and maintain a domestic, rural character, that blends into the surrounding rural landscape, justify the larger than normal garage proposed.
- 4.4 With the changes now made, there appear no discernible grounds upon which planning permission should be withheld. Should the case officer continue to have any concerns, the applicants would be pleased to discuss these further with her as set out in the attached statement.

## APPENDIX

### STATEMENT BY APPLICANT EXPLAINING HIS REQUIREMENT FOR A LARGE SECURE GARAGE BUILDING

*The nature of the homeowner's business is onsite-based engineering. This includes repairs to production machinery within factories and air-conditioning work which is all completed on the customer's own premises. No work will be brought home as all the customers have their own workshops and stores. The garage is to be used to simply store one van and trailer used for the onsite-based engineering work. The garage will not be used for any commercial use.*

*The van and trailer are required to be stored at the applicant's home address, as the business provides a 24-hour call out service, and hence needs to be easily accessible throughout the night. The van and trailer are currently parked on the homeowner's drive, looking unsightly, and in an unsecure location that is currently easily accessible to any person waking or driving past the property, posing a huge theft risk. The van houses thousands of pounds worth of tools and many specialist items that could not be easily replaced. Therefore, the applicant has an urgent need to store the van within a secured building to improve the current parking situation and enhance the look of the dwelling. The size of the garage has been determined by the dimensions of the van and trailer, and also includes a storage area to store feed for the applicant's sheep which are kept on the field owned as part of the property. In addition, the store will also house a lawn mower, garden equipment and children's toys and bikes safely and securely. We believe the current dimensions applied for are significantly smaller than outbuildings on neighbouring properties on the same road.*

*The scale of the building has been reduced to the minimum required to house the items mentioned above, and the building materials have been changed to improve the look of the garage so that it is in keeping with the surrounding area. We hope you agree that the new front wall and redesigned garage will greatly enhance the current presentation and security of the property, while maintaining the beauty of the Ribble Valley.*

*The original planning application received no objections from the Parish Council, Highways Agency or neighbours; therefore we hope that the resubmitted plans are to your satisfaction as we seek to gain planning consent. If you have any concerns, please accept our invitation for site meeting to discuss in further detail.*

Rob Foy