

Report to be read in conjunction with the Decision Notice.

Signed:	Officer:	LW	Date:	08/01/26	Manager:	KH	Date:	09/01/26
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Application Ref:	3/2025/0814			 Ribble Valley Borough Council www.ribblevalley.gov.uk
Date Inspected:	11/11/25	Site Notice:	11/11/25	
Officer:	LW			
DELEGATED ITEM FILE REPORT:				REFUSAL

Development Description:	Proposed open sided car port.
Site Address/Location:	Startifants Farm, Goose Lane, Chipping, PR3 2QB.

CONSULTATIONS:	Parish/Town Council
A consultation response from Chipping Parish Council was received on 20 th and 24 th November 2025 raising concerns with respect to the scale of the structure and the boundary hedging and its potential impact on the visibility of road users.	

CONSULTATIONS:	Highways/Water Authority/Other Bodies
LCC Highways:	No objection.
CONSULTATIONS: Additional Representations.	
CONSULTATIONS:	One letter of representation has been received raising concerns with respect to the visibility of the development and the impact of the proposed raised hedge upon the safety of road users.
RELEVANT POLICIES AND SITE PLANNING HISTORY:	

Ribble Valley Core Strategy:

Key Statement DS1: Development Strategy
 Key Statement DS2: Sustainable Development
 Key Statement EN2: Landscape

Policy DMG1: General Considerations
 Policy DMG2: Strategic Considerations
 Policy DMG3: Transport & Mobility
 Policy DME6: Water Management

National Planning Policy Framework (NPPF)

Relevant Planning History:

3/2022/0308: Amendment to condition 4 (buildings to be demolished) of planning permission 3/2019/0356 to retain and re-orientate building number 8 and relocate building number 2 and temporarily site a static caravan for the duration of the build (Refused).

3/2022/0307: Variation of Condition 3 and 4 (work completion date) of planning application 3/2019/0356 (Approved).

3/2019/0356: Demolition of existing farmhouse and erection of replacement dwelling. Change of use of barn to one live/work unit including conversion of an existing building to garage. Demolition of existing farm buildings. (Resubmission of Application 3/2018/1081) (Approved).

3/2018/1081: Demolish and re-build the main farmhouse. Change of use of barn to one live/work unit including conversion of an existing building to garage unit and demolition of existing farm buildings (Refused).

3/2017/0742: Demolish existing farmhouse and rebuild. Change of use of agricultural barn to two dwellings. Change of use of mono-pitch farm building to a garage for the barn conversion. Demolish four farm buildings. Dismantle and rebuilt one timber-framed agricultural building in new location on the site. Reorientation of one steel-framed agricultural building (Withdrawn).

3/2014/1007: Change of use of barn to dwelling (Withdrawn).

ASSESSMENT OF PROPOSED DEVELOPMENT:

Site Description and Surrounding Area:

The application relates to a detached two-storey dwellinghouse known as Startifants Farm, accessed off Goose Lane, Chipping. The site to which the application relates is located outside of any defined settlement area and within the Forest of Bowland National Landscape. The proposal site is also situated within Flood Zone 3 and is at risk of surface water flooding.

Proposed Development for which consent is sought:

Consent is sought for the construction of a detached, open sided car port on land situated to the front of the application property.

The car port would measure a maximum of 7.1m by 5.5m with an eaves and ridge height of 2.5m and 4.0m respectively and would be constructed with a natural oak frame and slate roof.

Principle of Development:

The proposal relates to the construction of a domestic car port within the curtilage of an established residential property and is therefore acceptable in principle subject to an assessment of the material planning considerations.

Impact Upon Residential Amenity:

The proposed development would be adequately distanced from the nearest residential receptor so as to mitigate any significant adverse harm by way of overshadowing, loss of outlook, daylight or privacy. With this in mind, the proposal is considered acceptable with respect to impact upon residential amenity.

Visual Amenity/External Appearance:

The proposal site is located within the Forest of Bowland National Landscape, formerly known as an Area of Outstanding Natural Beauty (AONB). With respect to the development in the AONB, Key Statement EN2 of the Ribble Valley Core Strategy states that "*the landscape and character of the Forest of Bowland Area of Outstanding Natural Beauty will be protected, conserved and enhanced. Any development will need to contribute to the conservation of the natural beauty of the area*" and should be "*in keeping with the*

character of the landscape, reflecting local distinctiveness, vernacular style, scale, style, features and building materials".

Ribble Valley Core Strategy Policy DMG1 also provides specific guidance in relation to design and states:

"All development must be sympathetic to existing and proposed land uses in terms of its size, intensity and nature as well as scale, massing, style [and] consider the density, layout and relationship between buildings, which is of major importance. Particular emphasis will be placed on visual appearance and the relationship to surroundings".

Paragraph 135 of the National Planning Policy Framework also states that development should be *"sympathetic to local character and history, including the surrounding built environment and landscape setting".*

The application property is a two-storey detached dwellinghouse which is accessed from two different points off Goose Lane, connected by a driveway which runs past the principal elevation of the property. The property is set back from Goose Lane by approximately 15m and benefits from an area of grassed land to the front, bordered by a hedgerow which fronts the highway. The topography and layout of the site means that the front of the property is relatively open in character, with the spacious qualities of its curtilage contributing positively to the visual amenities of the surrounding landscape.

The proposed development comprises a double car port with a footprint measuring 7.1m by 5.5m and a pitched roof with a height of 4m. Whilst the dimensions and overall design of the proposal are considered appropriate for its intended use, the development would occupy a highly prominent location, forward of the principal building line of the application property and adjacent to the public highway, separated from the main dwellinghouse by the aforementioned driveway. Although it is noted that the existing boundary hedgerow and trees would provide some degree of visual screening, views of the development would still be afforded from the adjacent public realm, particularly in the winter months when the vegetation thins, as well as from the two access points serving the driveway. The development would therefore have a clear visual impact upon the adjacent public realm, with its size, scale and prominent siting being such that it would adversely affect the proposal site's spacious qualities of detriment to the National Landscape.

It is noted that during the determination of the application, the applicant suggested the incorporation of additional screening, including the raising of the existing hedgerow to 6ft following concerns raised with respect to the visually prominent siting of the structure. The applicant also suggested reducing the height of the roof or incorporating a flat roof form. However, it is not considered that the proposed hedgerow or amendments to the roof would sufficiently mitigate the concerns raised above and it is concluded that the only acceptable siting for a structure of this nature would be adjacent to the existing built form of the property, on the land to the west of the main dwellinghouse.

Taking the above into account, the proposed development by virtue of its size, scale and siting would result in the introduction of a form of development which would appear discordant and unsympathetic when viewed in context with the existing spatial arrangement of the proposal site by virtue of its prominent siting forward of the principal building line. The development would therefore be of detriment to the existing visual amenities of the street scene and the wider National Landscape, contrary to the aims and objectives of Key Statement EN2 and Policy DMG1 of the Ribble Valley Core Strategy and Paragraph 135 of the National Planning Policy Framework.

Highways and Parking:

The proposal has been subject to review by Lancashire County Council Highways. There are no proposed changes to the existing dwelling or a reduction to the existing parking provisions. As such, the Local Highway Authority does not raise an objection regarding the proposed development and are of the opinion that the proposal would not have a significant impact upon highway safety or capacity in the immediate

vicinity of the site. The proposal is therefore considered acceptable with respect to highway safety and parking.

Landscape/Ecology:

Trees

The development would be sited within close proximity to a number of trees located to the front of the application property as well as the boundary hedgerow. Whilst it is not anticipated that the proposal would result in any significant direct impacts upon these trees/ hedgerows, a condition could be attached to any approval requiring the trees/hedgerow to be protected during the construction phase of the development in accordance with British Standards BS 5837:2012 in order to mitigate the risk of any adverse impacts.

BNG

The development is exempt from having to achieve the mandatory Biodiversity Net Gain Requirements as it is a householder planning application.

Other Matters:

Flood Risk

The proposal site is located within Flood Zone 3 and is at risk of surface water flooding. However, the proposal relates to an open-sided car port with a maximum footprint of 40 square metres. Taking this into account, it is not anticipated that the proposed development would result in any significant increase in flood risk and no additional flood mitigation measures are considered necessary in this particular instance.

Observations/Consideration of Matters Raised/Conclusion:

As such, for the above reasons and having regard to all material considerations and matters raised, the application is recommended for refusal.

RECOMMENDATION:	That planning consent be refused for the following reason:
01:	The proposed development by virtue of its size, scale and siting would result in the introduction of a form of development which would appear discordant and unsympathetic when viewed in context with the existing spatial arrangement of the proposal site by virtue of its prominent siting forward of the principal building line. The development would therefore be of detriment to the existing visual amenities of the street scene and the wider National Landscape, contrary to the aims and objectives of Key Statement EN2 and Policy DMG1 of the Ribble Valley Core Strategy and Paragraph 135 of the National Planning Policy Framework.