


Report to be read in conjunction with the Decision Notice.

Signed:	Officer:	AR	Date:	18/05/2026	Manager:	LH	Date:	19/5/26
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Application Ref:	3/2026/0165				Ribble Valley Borough Council www.ribblevalley.gov.uk	
Date Inspected:	17/03/2026	Site Notice:	17/03/2026			
Officer:	AR					
DELEGATED ITEM FILE REPORT:					REFUSAL	

Development Description:	Proposed erection of detached garage/carport
Site Address/Location:	1 Cockleach Cottages Chipping Road Longridge PR3 2NB

CONSULTATIONS:	Parish/Town Council
Thornley-with-Wheatley: Consulted on 10/03/2026, no objections.	

CONSULTATIONS:	Highways/Water Authority/Other Bodies
LCC Highways:	Consulted on 10/03/2026. No objections, subject to recommended conditions.

CONSULTATIONS:	Additional Representations.
No additional representations received.	

RELEVANT POLICIES AND SITE PLANNING HISTORY:

Ribble Valley Core Strategy:

Key Statement DS1: Development Strategy
Key Statement DS2: Sustainable Development
Policy DMG1: General Considerations
Policy DMG2: Strategic Considerations
Policy DMG3: Transport & Mobility
Policy DMH5: Residential and Curtilage Extensions

National Planning Policy Framework (NPPF)

Relevant Planning History:

3/2025/0382: Approval of details reserved by Condition 4 (construction method statement) of planning permission 3/2025/0069 (Approved).

3/2025/0069: Proposed construction of single-storey extension to side and rear and replacement sewage treatment package (Approved).

3/2024/0815: Proposed demolition of detached garage and construction of two-storey and single-storey extensions to side and rear, incorporating front dormer, including new, integral double garage and replacement sewage treatment plant (Refused).

6/10/1767: Timber garage

Granted in 1969, subject to a condition which restricts the use of the garage.

ASSESSMENT OF PROPOSED DEVELOPMENT:

Site Description and Surrounding Area:

The application site is occupied by a two-storey, semi-detached dwelling located outside the settlement boundary of Longridge, within the Open Countryside. The dwellinghouse benefits from a single-storey extension to the side and rear, and an existing single-storey detached garage in the rear garden.

The site is located outside of the Longridge Neighbourhood Plan Area and is predominantly rural in character with sporadic built form within the vicinity. The southern and eastern site boundaries adjoin open fields. The application site is accessed off Chipping Road with a low-level stone-built wall extending along the front boundary and into the site, along with a hedge and tree to the front of the site.

Proposed Development for which consent is sought:

Consent is sought for the construction of a proposed single-storey detached garage and carport to the rear of the dwelling house and the extension and surfacing of the existing drive, in pea gravel. This proposal would involve the demolition of the existing prefabricated garage, which is 4.4m by 8.7m with a ridge height of 2.55m.

The proposed outbuilding would measure 7.5m by 10m, and would feature a pitched roof form which would measure 2.25m to the eaves and 5.65m to the ridge. The garage would have a width of 4m, and the carport would have a width of 3.5m. To the garage's front elevation, a garage door would be installed, whilst to the garage's north-east side elevation, a single door would be installed to allow access out to the carport. The proposed outbuilding would be located 4.2m from the rear elevation of the dwelling house and 0.65m from the curtilage boundary.

It should be noted that the original drawings were amended prior to the determination of this application, with the planning officer requesting numerous amendments; only one amendment was submitted by the applicant. The roof ridge height was reduced from 6.65m to 5.65m.

In regard to materiality, the proposed garage would be constructed from natural stone and quoins and would feature a natural grey slate roof with black doors/frames, all to match the existing dwelling house. The proposed carport would feature stained, pitched, or similar timber pine on its elevations and would also feature black powder-coated 150-diameter circular columns.

Principle of Development:

The proposal relates to the construction of a domestic outbuilding 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:

Ribble Valley Core Strategy Policy DMG1 provides specific guidance in relation to amenity and states that all development must:

1. not adversely affect the amenities of the surrounding area.
2. provide adequate day lighting and privacy distances.
3. have regard to public safety and secured by design principles.

4. consider air quality and mitigate adverse impacts where possible'

There are no windows proposed on the outbuildings' elevations; therefore, no new opportunities for direct overlooking or loss of privacy are anticipated in this respect.

Furthermore, the proposal would be adequately distanced from neighbouring residential properties so as to mitigate the risk of any adverse harm by way of overshadowing, loss of outlook or daylight. As such, the proposed works are considered acceptable with respect to impact upon residential amenity in this particular instance.

Visual Amenity/External Appearance:

Ribble Valley Core Strategy Policy DMG1 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.'

In addition, Ribble Valley Core Strategy Policy DMG2 states that:

'Within the open countryside development will be required to be in keeping with the character of the landscape and acknowledge the special qualities of the area by virtue of its size, design, use of materials, landscaping and siting'.

Lastly, Policy DMH5 states that:

'Proposals to extend or alter existing residential properties must accord with Policy DMG1 and any relevant designations within which the site is located'.

The application property is a two-storey semi-detached dwelling which benefits from a driveway to its south-eastern elevation accessed off Chipping Road. The property is orientated with its principal elevation facing south-east, overlooking the main road. The property itself benefits from a traditional character, constructed from large, regular dressed stone quoins, dressed stone jambs, heads, and cills, and the roof is natural blue slate with deep overhanging eaves. The topography and layout of the site mean that the property occupies a visually prominent position, particularly upon approach along Chipping Road from the west, with the traditional appearance of the dwellinghouse and the spacious qualities of its curtilage contributing positively to the street scene's visual amenities.

The application proposes demolishing the existing garage and replacing it with a proposed garage and carport.

The proposed outbuilding would comprise a substantial footprint measuring 7.5m by 10m with an eaves height of 2.25m and a ridge height of 5.65m, resulting in a building of such a size that the proposed development would begin to visually compete with the host dwelling as a large building in its own right, severely reducing its incidental appearance.

Despite the presence of both a hedgerow and a metal fence along the site's north-western boundary, the existing garage remains visible from Chipping Road, as evidenced by Google Maps imagery and the planning officer's site visit. The current garage has a ridge height of 2.55m, which is 3m lower than the ridge height proposed for the new outbuilding. The proposed development would also exceed the height of the existing outbuildings at No. 2 Cockleach Cottages and, as a result, would appear unduly prominent within the streetscape when viewed from the roadside.

It is understood by the planning officer that the proposed siting of the garage/carport must take into account the proximity of the overhead electricity supply cables and the need for safe, practical vehicular access and manoeuvring, both of which impose constraints on siting. However, due to these constraints and the size and scale of the property, the proposed outbuilding appears detached from the existing dwellinghouse, exacerbating its visual impact.

The design of the proposed outbuilding appears awkward and top-heavy, with an eaves height of 2.25m and a ridge height of 5.65m. The designs of the carport and garage are in juxtaposition and are considered to make the building frontage overly fussy which again exacerbates its visual impact rather than being of a simpler rural design which respects the main dwellinghouse.

Furthermore, the footprint of the proposed development is considered overly large, with the building's depth (10m) and roofspan (7.5m) resulting in a total floorspace of almost 75sqm. In this context, the proposed building would not appear as a subservient or sensitive addition to the site.

The applicant repeatedly refers to the 9.2m by 18.3m detached outbuilding at 2 Cockleach Cottages in support of the application. This building was approved under application 3/1998/0458 for a vehicle storage building. It was therefore approved in a very different national and local policy context. Furthermore, whilst this is acknowledged as a large building it does nonetheless have the appearance of an agricultural building and it has a lower ridge height compared to that proposed (0.65m lower than applicant's ridge height).

With the above in mind, it is considered that the proposed building would be an over-dominant and unsympathetic addition to the property's residential curtilage by virtue of its overall siting, scale and design. The proposal would not appear subordinate to the primary dwellinghouse, nor would it read as a structure incidental to the residential use of the application property. As such, the proposal is considered to be in conflict with Policies DMG1, DMG2 and DMH5 of the Ribble Valley Core Strategy.

Highways and Parking:

Ribble Valley Core Strategy Policy DMG3 states that:

'All development proposals will be required to provide adequate car parking and servicing space in line with currently approved standards'.

In addition, Policy DMG1 states that all development must:

- '1. consider the potential traffic and car parking implications.
2. ensure safe access can be provided which is suitable to accommodate the scale and type of traffic likely to be generated'.

LCC Highways were consulted in relation to the proposal and raised no objection, subject to the parking area being conditioned to be constructed of a bound porous material and created before first occupation.

Landscape/Ecology:

With regards to biodiversity net gain, the development is exempt from having to achieve the mandatory Biodiversity Net Gain requirement as it is a householder application.

No further ecological constraints identified.

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(s).

The proposed development is in conflict with Policies DMG1, DMG2 and DMH5 of the Ribble Valley Core Strategy (2008-2028) in as much as the detached outbuilding would result in the introduction of an over-dominant and unsympathetic form of development which fails to appear subordinate to the primary dwellinghouse and which would have an adverse impact on the open and rural character of the countryside by virtue of its siting, scale and design.