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| **Report to be read in conjunction with the Decision Notice.** | | | | | | | | | | | | | | |
| **Signed:** | **Officer:** | EP | | | | **Date:** | | 20/02/2023 | | **Manager:** | | SK | **Date:** | 20.2.23 |
|  | | | | | | | | | | | | | | |
| **Application Ref:** | | | | 3/2022/1161 | | | | | | |  | | | |
| **Date Inspected:** | | | | 26/01/2023 | | | **Site Notice:** | | N/A | |
| **Officer:** | | | | EP | | | | | | |
| **DELEGATED ITEM FILE REPORT:** | | | | | | | | | | | **APPROVAL** | | | |
|  | | | | | | | | | | | | | | |
| **Development Description:** | | | | | Proposed enclosed car port | | | | | | | | | |
| **Site Address/Location:** | | | | | The Coach House Hodder Street Longridge PR3 3JB | | | | | | | | | |
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| **CONSULTATIONS:** | | | | | **Parish/Town Council** | | | | | | | | | |
| No comments received. | | | | | | | | | | | | | | |
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| **CONSULTATIONS:** | | | | | **Highways/Water Authority/Other Bodies** | | | | | | | | | |
| **LCC Highways:** | | | | | No objections. | | | | | | | | | |
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| **CONSULTATIONS:** | | | | | **Additional Representations.** | | | | | | | | | |
| No comments received. | | | | | | | | | | | | | | |
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| **RELEVANT POLICIES AND SITE PLANNING HISTORY:** | | | | | | | | | | | | | | |
| **Ribble Valley Core Strategy:**  Key Statement DS1 – Development Strategy  Key Statement DS2 – Sustainable Development  Key Statement EN5 – Heritage Assets  Policy DMG1 – General Considerations  Policy DMG2 – Strategic Considerations  Policy DMG3 – Transport  Planning (Listed Buildings and Conservation Areas) Act  National Planning Policy Framework (NPPF) | | | | | | | | | | | | | | |
| **Relevant Planning History:**  **2008/0562:** Proposed two storey rear extension and associated sight works. (approved) | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | |
| **ASSESSMENT OF PROPOSED DEVELOPMENT:** | | | | | | | | | | | | | | |
| **Site Description and Surrounding Area:**  The proposal relates to a two-storey detached property located within the designated Conservation Area and Settlement Boundary of Longridge. The property is a detached former Coach House and comprises stone walls, slate roof tiles and timber window frames. The dwelling is positioned on a Courtyard Development, Church Gardens, leading off Berry Lane which forms part of the main high street in the Town Centre. | | | | | | | | | | | | | | |
| **Proposed Development for which consent is sought:**  Consent is sought for the erection of an enclosed car port with a store for outside/garden equipment. The car port would be formulated of profiled metal sheeting and timber cladding with a sectional garage door and would provide secure parking provisions for the occupants of The Coach House. The proposal also includes the installation of an electric car charging point. | | | | | | | | | | | | | | |
| **Impact upon Character/appearance of Conservations Area (Where Applicable):**  The proposal dwelling is sited within the Longridge Conservation area and thereforeit must safeguard the character, appearance and significance of the area. The proposed car port would consist of stone coloured profiled metal sheeting to the sides and rear, timber cladding with a timber-coloured sectional garage door to the front and grey profiled metal sheeting for the roof. The car port would not be readily visible from the roadside, however all of the proposed materials do remain in keeping with the properties in the immediate vicinity, as well as the host dwelling. The surrounding area is comprised of a mixture of residential and commercial dwellings, resulting in a vast range of signage and frontage styles in the vicinity. Given the diversity of the wider street scene the proposed car port is not considered to have a negative impact on the character of the Longridge Conservation Area. | | | | | | | | | | | | | | |
| **Impact Upon Residential Amenity:**  The proposed car port is positioned to the North of the host dwelling, on the common boundary shared with No.10 Church Gardens. The adjoining external wall at No.10 has no windows to this elevation and therefore there will be no loss of light as a result of the proposal. The car port is positioned approximately 5.3m rearwards of the principal elevation, where the existing garden wall would obscure it from view from the neighbouring property, No.10. Consequently, there shall be no harmful impact on residential amenity as a result. | | | | | | | | | | | | | | |
| **Visual Amenity/External Appearance:**  The proposed development is positioned 5.3m rearwards of the principal elevation and as a result the proposed car port would be obscured from most viewpoints within the streetscape. A number of the surrounding properties also comprise garages of a similar style to the proposed car port. As such, the proposal is not expected to have an adverse impact on the visual amenity of the area and will integrate well into the street scene. | | | | | | | | | | | | | | |
| **Highways and Parking:**  LCC Highways were consulted in relation to the proposal. The proposed car port is 2.7m wide at its narrowest point and set back 5.3m from the main road. Usually, the LHA require a garage serving one car parking space to be the minimum of 3m wide for the duration of its length to ensure that a vehicle can use the garage. In addition, the LHA also require a setback distance of the garage doors and the start of the access to be 6m to ensure that there is adequate space to operate the garage doors without obstructing the highway. However, the LHA will accept the shortfall with the dwelling being accessed off a private, unadopted access track and given it is unlikely to have a detrimental impact on the adopted highway. Therefore, LCC highways have no objection to the proposal. | | | | | | | | | | | | | | |
| **Observations/Consideration of Matters Raised/Conclusion:**  The proposed development is not considered to have any negative impact on the Longridge Conservation area, or the visual/residential amenity of the immediate and surrounding area. As such and for the above reasons, having regard to all material considerations and matters raised, that the application is recommended for approval. | | | | | | | | | | | | | | |
| **RECOMMENDATION**: | | | That planning consent be granted subject to the imposition of conditions. | | | | | | | | | | | |