

This report needs to be read in conjunction with the Decision Notice.

DATE INSPECTED:

## Ribble Valley Borough Council

### DELEGATED ITEM FILE REPORT - REFUSAL

---

Ref: CB

<b>Application No:</b>	3/2015/0272
<b>Development Proposed:</b>	Erection of detached double garage
<b>Site Address:</b>	Former agricultural shippon adjacent to Curtis House, Chipping Road, Longridge, PR3 2NB.

---

#### **CONSULTATIONS: Parish/Town Council**

Longridge Town Council - No objections.

---

#### **CONSULTATIONS: Highway/Water Authority/Other Bodies**

Environment Directorate (County Surveyor) - the site plan (Dwg.10) for the current application appears to differ from the previously agreed sight line (App 3/2014/ 0425 Dwg. No. PL015 Rev 1) in that the sightline is being measured to the centre of the carriageway whereas it should be measured to the nearside kerb of Longridge as per the previously approved plan.

Also there is a discrepancy between the elevation plan and the site layout plan for the current application with the former showing a 3rd parking space adjacent to the proposed garage. Again whilst not a significant concern I would need to see a plan showing the proposed parking arrangements for the site to be certain that the parking does not affect the ability of vehicles to enter and leave in a forward gear. Subject to the submission and approval of a revised site layout plan in accordance with the above requirements I would raise no objection to the proposal on highway grounds.

Electricity North West – There are LV circuits present in the vicinity of the proposed development which the proposed development could have an impact on.

---

#### **CONSULTATIONS: Additional Representations**

No representations have been received.

---

#### **RELEVANT POLICIES:**

*Ribble Valley Core Strategy (Adopted Version)*

Key Statement EN2 – Landscape.

Key Statement EN5 – Heritage Assets.

Policy DMG1 – General Considerations.

Policy DME1 – Protecting Trees and Woodland.

Policy DME2 – Landscape and Townscape Protection

Policy DME4 – Protecting Heritage Assets.

Policy DMH4 – The Conversion of Buildings to Dwellings.

Policy DMG3 – Transport and Mobility.

*National Guidance*

English Heritage: The Conversion of Traditional Farm Buildings to Dwellings.

---

#### **POLICY REASONS FOR REFUSAL:**

EN2/ DMH4 – harmful to character of traditional building and the visual amenities of the rural area.

DMG1 – Inadequate sightlines and insufficient information on parking and manoeuvrability.

---

**COMMENTS/ENVIRONMENTAL/AONB/HUMAN RIGHTS ISSUES/RECOMMENDATION:**

Application 3/2014/0425/P was approved on the 12 February 2015 for the conversion of a redundant single storey red brick agricultural building located within a paddock adjacent to Curtis House, Chipping Road, Longridge into a dwelling.

Permission is now sought to erect a double garage. The proposed garage would be orientated at 90° to the shippon and located on land between its principal elevation and the highway (Chipping Road). The garage would have approximate dimensions of 6.0m x 6.0m x 4.15m. It would be constructed of red brick and would have a blue slate roof. The description of development describes the proposal as a detached double garage; however, the garage would be attached to the shippon/ agricultural building by a wall connecting from the principal elevation of the shippon to the garage. This wall would be constructed of breeze block and would have a rendered finish, and have a height of approximately 1.8m.

The main matters for consideration are highway safety, the effect on the traditional rural building and the impact on visual amenity.

With regards the first matter highway safety, the Highway Authority raises concerns over the inconsistencies between the Site Plan (Dwg.10) for the current application to that which the LPA, in conjunction with the Highway Authority, previously agreed - Application 3/2014/0425/P, Drawing No. PL015 Rev 1. On this application the sightline is being measured to the centre of the carriageway whereas it should be measured to the nearside kerb, as per the previously approved plan. The proposed sight line is therefore inadequate and would not result in a safe access leading to conditions that would be adverse to highway safety.

In addition, the Highway Engineer is concerned that there is a discrepancy between the submitted Elevations plan and the Site Layout plan, with the former showing a third parking space adjacent to the proposed garage. Whilst the Highway Authority says it is not a significant concern they require a plan showing the proposed parking and manoeuvrability arrangements for the site in order to be certain that the parking does not affect the ability of vehicles to enter and leave in a forward gear. At this point in time, the proposal is thus not acceptable in highway safety terms.

The above said, subject to the submission and approval of a revised site layout plan in accordance with the above requirements it is likely that the Highway Authority would raise no objection to the proposal on highway grounds.

In terms of landscape protection and conservation; the site is within a countryside location that forms the setting of the Forest of Bowland Area of Outstanding Natural Beauty (AONB). The area of land is identified within the Forest of Bowland Landscape Character Areas maps as 'Undulating Lowland Farmland' which is characterised by gently rolling hills, rural farmsteads, and views in to the AONB. The Landscape Character Appraisal recognises that this character area makes an important contribution to the setting of the AONB. The AONB is a landscape of significant landscape and scenic beauty which should be given the highest status of protection (para.115 of the Framework).

This part of Chipping Road is rural in nature and is characterised by isolated detached dwellings running parallel with the road. There are long range views of gently rolling countryside with views in to the AONB. This outbuilding, approved for conversion, follows the pattern of linear development running along the road, however, it is set back from the highway in a paddock, thus, has a pleasant setting which makes a valuable contribution to the visual amenities of this rural area and the setting of the AONB. Adjacent to the south-west end of the site on the corner of Lords Lane and Chipping Road is a rendered electricity substation which is orientated at 90 degrees to the rest of the development. This building detracts from the local vernacular.

The proposed garage would be sited on land forward of the principal elevation of the traditional building and located at 90° to the traditional building. It would be located approximately 6.0m from this roadside boundary.

When travelling along Chipping Road, the proposed building would conflict with the linear form of the house to which the building formally related (Curtis House), the properties in the locality which all run parallel with the main road, and the traditional building to which the application relates. In addition; the proposals would appear suburban in their size and design. This combined with the height of the garage matching that of the rural building to which the garage would relate (see Elevation form Curtis House and Elevation from Lords Lane) and its orientation conflicting with the linear pattern of development in the locality, the result would be a prominent and dominant addition within the street scene which would seriously detract from the visual amenities of the locality.

The addition of the proposed rendered wall connecting the garage to the building in question, would appear totally suburban in its appearance and would conflict with the traditional rural character, appearance and setting of the red brick barn to which the proposal would relate and Curtis House to which the building was formally related, further justifying the reasons for recommending this application be resisted.

To clarify, the proposals would dominate the traditional building to which they would relate and consequently the garage would appear prominent and discordant in the rural street scene. It is considered that the proposals would seriously undermine the rural character and appearance and setting of the traditional rural building, and the visual amenities of the locality that is so important in both its own right and in contributing to the setting of the AONB landscape. On this basis, the proposals would significantly harm the rural landscape and scenic beauty of the area and the visual amenities of the locality and consequently it is thus recommended that the application be strongly resisted.

**RECOMMENDATION:** That permission be refused.