

THORNBERS, SLAIDBURN ROAD,
WADDINGTON BB7 3JJ



DESIGN & ACCESS AND PLANNING STATEMENT
PROPOSED GARAGE

Project Ref: 26.10
Client: Mick and Katy Frankish
Date: July 2026

DESIGN & ACCESS STATEMENT

1. Introduction

This Design and Access Statement has been prepared by Stanton Andrews Architects on behalf of the applicants, Mick and Katy Frankish, in support of applications for Planning and Listed Building Consent for the construction of a detached two-car garage within the curtilage of the Grade II listed building at Thornbers, Slaidburn Road, Waddington. The works involve the removal of a derelict timber cart shed and associated works including partial exposure of the culverted watercourse and the provision of new entrance gates.

This document should be read in conjunction with all associated drawings and supporting documentation submitted as part of the planning application, including a Flood Risk Assessment, a Demolition Methodology, and an addendum Heritage Assessment all prepared by Stanton Andrews Architects which is to be read with a more comprehensive report, also included within the application, by Garry Miller Historic Building Consultancy (June 2017) undertaken to support a previous application for the general remodelling of the site.

A pre-application enquiry (ref. RV/2026/ENQ/00037) was submitted to RVBC in March 2026. The scheme has been revised in direct response to the advice received from the case officer and is described in detail in Section 3.1 below.

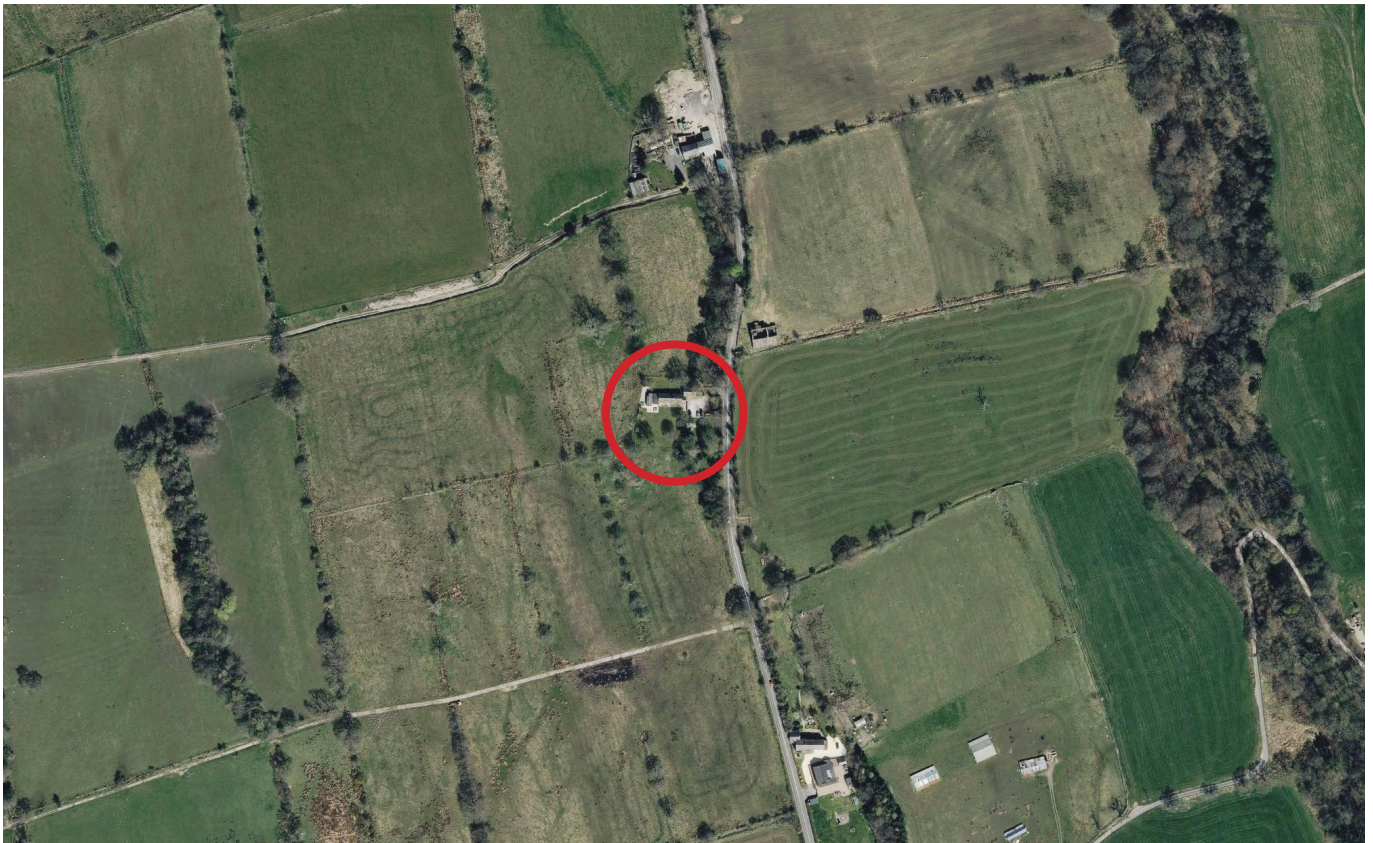


Figure 1. Aerial view of existing house and access roads

1.1 Stanton Andrews

Stanton Andrews Architects was established in Clitheroe in 2006 and has a strong reputation for producing high quality and imaginative designs to suit the needs, aspirations and budgets of its clients. The practice has considerable local experience and projects have consistently demonstrated a focused and considered appraisal of existing arrangements, sites and contexts, resulting in imaginative and elegant designs tailored to the specifics of each location. This, combined with a sensibility for historical context and vernacular identities, has created socially and environmentally responsive architecture that enhances and sustains successful places.

1.2 Application Address

Thornbers, Slaidburn Road, Waddington, BB7 3JJ

1.3 Brief

Stanton Andrews Architects were approached to consider proposals for the removal of the existing timber cart shed attached to the East of the former stable building, which is in a deteriorated and structurally unsafe condition and has been assessed as being of low heritage significance and detrimental to the setting of the listed building, whilst also creating an alternative location for housing cars within the curtilage of Thornbers.

The brief also includes: improvements to improve access to and egress from the highway; the provision of new entrance gates at the site entrance from Slaidburn Road; and minor works to expose a section of the culverted watercourse to facilitate maintenance and reduce the risk of surface water flooding.



Figure 2. Existing view from Slaidburn Road

thornbers

2 Existing Site and Building

2.1 Existing Site

Thornbers comprises a small group of historic buildings forming a former moorland farmstead, located on the West side of Slaidburn Road approximately one kilometre North of the village centre at Waddington. The listed building stands end-on to the road and is largely screened from public view by surrounding trees.

The principal structure is the main house, a rectangular three-bay building which originated as a cruck-framed longhouse dating from the 16th or early 17th century. The building was later encased in stone and raised to two storeys during the late 17th century, with further alterations including the installation of the current mullioned windows and entrance during the late 18th or early 19th century.

A number of later additions and outbuildings are associated with the main range. These include a single-storey porch at the East end of the house, likely dating from the mid to late 19th century, and a former cart shed or garage attached to the Western end which probably dates from the late 18th or early 19th century and was converted to domestic use during the 1970s. Adjoining this is an L-shaped range of former outbuildings, thought to be mid to late 19th century in date, which were later converted to a garden room in the late 20th century. To the East of the house stands a two-storey former stable building, probably constructed during the early to mid 19th century, which has since been adapted for use as living accommodation.

The open timber cart shed to the East of the former stable is believed to date from the early to mid 20th century. The Garry Miller Heritage Assessment identifies this structure as being of limited architectural or historic interest and of low heritage significance. It is described as a simple agricultural structure of relatively recent date which partially obscures views of the listed building and detracts from its setting.



Figure 3. 1847 ordnance survey

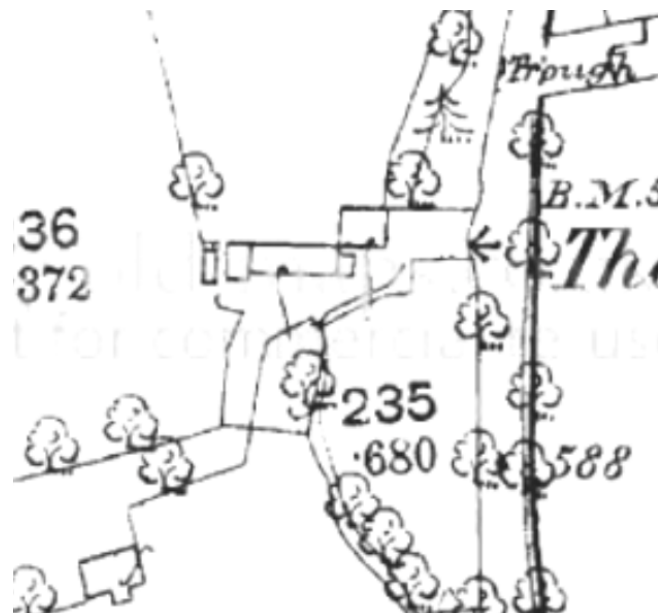


Figure 4. 1886 ordnance survey

A culverted watercourse runs diagonally through the Eastern part of the curtilage in a broadly North-West to South-East direction, passing beneath the cart shed. EA surface water flood risk mapping identifies medium to high surface water flood risk in this corridor, and this is consistent with anecdotal evidence from the applicant. The need to better manage the water and the poor condition of the cart shed were the primary reasons for undertaking the possible works. The flooding is addressed in a separate flood risk assessment (FRA)

2.2 Planning History

Applications for Listed Building Consent (ref. 3/2018/0220) and Planning permission (ref. 3/2018/0221) were approved with conditions for works to join the existing buildings and stables to the East, and alter the internal layout to better suit residential living. This approved scheme has since been completed. The heritage assessment by Garry Miller Historic Building Consultancy (June 2017), submitted in support of that earlier application, forms part of the supporting documentation for the current application.

2.3 Existing Areas and Volumes

The main house has a gross footprint of approximately 170m² and has an adjoining cart shed/stables with a gross footprint of 53m². The existing open timber cart shed subject to this application has a gross footprint of approximately 64m². The total volume of the existing house (including cart shed) following the completion of the 3/2018/0221 scheme is approximately 1,171m³.



Figure 5. Derelict cart shed

3. Proposed Development

3.1 Proposed Scheme - Response to Pre-Application Advice

Planning Permission and Listed Building Consent are sought for: -

Demolition of the timber cart shed (early to mid 20th century, low heritage significance).

Erection of a new detached two-car garage, 7.0m wide by 6.8m deep (external dimensions), with a finished floor level to eaves height of 2.75m and eaves to ridge of 1.95m, giving a total ridge height of approximately 4.7m.

Partial exposure of the culverted watercourse beneath the cart shed footprint to create an open channel, facilitating maintenance and reducing surface water flood risk.

Improve highways access and egress visibility.

New entrance gates at the site entrance from Slaidburn Road.

A pre-application enquiry (ref. RV/2026/ENQ/00037) was submitted to RVBC in March 2026 and a written response received from the case officer, Emily Pickup, dated 5 June 2026. The response confirmed that the proposed design is considered appropriate in principle, noting that the use of natural materials consistent with the listed building and timber double doors rather than up-and-over or electric roller shutter doors are appropriate in this historic setting. The scheme has been revised in direct response to the advice received on scale, as detailed below.

In respect of scale, the officer noted that the garage as submitted at pre-application stage, measuring 8.1m in width and 7.0m in depth, was on the larger side for a double garage and advised a slight reduction to ensure it remained subservient to the host property, particularly given its position to the front of the site. Therefore, the proposed garage has been reduced in width to 7.0m and in depth to 6.8m. The overall footprint has been reduced from 57sqm to 47.6sqm, a reduction of 16%. The roof pitch is maintained at 30 degrees and the ridge height reduced accordingly. These changes are considered to directly and substantively address the officer's concern.

The revised garage dimensions represent the minimum size necessary to provide a functional two-car garage with adequate internal clearance (minimum 6.0m bay depth retained) while responding to the officer's advice on scale. The officer confirmed that, subject to a slight reduction in scale, the garage would remain entirely subservient to the host dwelling and would not undermine its character.

3.2 Scale and Massing

The proposed garage has been deliberately designed to be modest in scale and to read as a subservient ancillary structure in relation to the listed building. The ridge height of approximately 4.7m sits well below that of the main house and the former stable building to the West. The simple rectangular plan, 30 degree pitch and absence of decoration ensure the garage does not compete with the principal historic structures for visual prominence.

The garage is positioned to the East of the listed building, separated from it by the existing yard and driveway. When viewed from Slaidburn Road, it will sit in the foreground as a clear subordinate outbuilding, with the listed farmhouse remaining the dominant element of the composition. This relationship is consistent with the historic arrangement of farmstead buildings and will be reinforced by the removal of the existing cart shed, which currently disrupts views to the listed building from the road.

The gross external volume of the proposed garage is approximately 297m³, less than 30% of the total volume of the existing house. This proportion is consistent with the relationship between principal house and ancillary outbuilding typical of farmsteads of this character and period.

The pre-application response noted that the garage is positioned in an area currently thick with vegetation, and that a reasonable amount of existing boundary treatment should be maintained to assist in screening the garage from the public highway. The proposed scheme retains the existing boundary planting along the Slaidburn Road frontage as far as practicable, with clearance of vegetation limited to that strictly necessary to accommodate the garage structure. The retained planting will ensure the garage reads as a set-back ancillary structure glimpsed through the boundary rather than a prominent roadside building.

3.3 Entrance Gates

New entrance gates are proposed at the site entrance off Slaidburn Road. The current entrance is informal and undefined, reflecting the ad hoc nature of the site's evolution since the mid 20th century. Although not included within the formal pre-application submission, the gates were discussed on site with the case officer, whose response (RV/2026/ENQ/00037) confirmed that entrance gates may be acceptable subject to the following requirements: gates to be traditional in style and comparable to those already existing on site; timber gates with natural stone gate posts to be used; the gates to be internally opening; and the installation to be set back from the highway, subject to LCC Highways consultation.

The proposed design responds directly to this guidance. Natural stone walling in random stone to match the proposed garage and the existing boundary walls, are proposed on either side of the entrance. The gate leaves are to be in timber, of a traditional boarded pattern consistent with the agricultural vernacular of the Ribble Valley and comparable in character to existing gates on the site. The gates are to be hung to open internally (into the site) and are to be set back from the carriageway edge sufficient to allow a vehicle to stand clear of Slaidburn Road whilst the gates are operated.

3.4 Access and Parking

The proposed garage will provide a practical and well-defined location for the parking of two vehicles within the curtilage, the total number of spaces will increase from 5 to 7. Typically this will mean that most days the household cars will be in the garage and the gravel area adjacent to the house will be clear and primarily used for visitor parking.

The existing highway access off Slaidburn Road is to be retained. No new access onto the highway is proposed. The garage has been set out so that there is room to retain tall screening to the garage whilst allowing for the existing planting/walls within the visibility splay to be retained less than 1m high.

The proposed changes will improve vehicle access and manoeuvrability, enhance visibility of the Grade II listed building from Slaidburn Road, and reinforce the traditional layout of the farmstead. Consultation with LCC Highways will be undertaken during the determination period of the formal applications.

3.5 Materials

The proposed garage is to be faced in random stone from a pile of sandstone rubble located on the site within the footprint of the proposed garage. This stone will be incorporated into the fabric of the new building, ensuring that the garage is constructed in materials that are genuinely of the site, weathered and aged in a manner consistent with the listed building and its outbuildings. Dressed stone heads and cills are to be provided to all openings. Any shortfall in facing stone will be made up with locally-sourced sandstone rubble to match. The roof is to be finished in natural slate to match the main house. Rainwater goods are to be aluminium in a colour to match the main house.

The garage doors are proposed in painted timber with a vertical-board pattern and glazed upper panels, finished in a colour to match the main house doors. The pre-application response confirmed that the use of timber double doors, rather than up-and-over or electric roller shutter doors, is more appropriate in this historic setting. This palette is consistent with the character of a working farm curtilage and complementary to the warm tones of the sandstone.

All materials are to be sourced locally where possible. A sample panel showing the proposed stonework and pointing can be constructed on site for approval before the main walls are built if necessary. The new boundary walling is to be in natural stone to match the proposed garage and existing boundary walls. The gate leaves are to be in timber.

3.6 Post-Demolition Surfacing of Cart shed Area

Following the removal of the timber cart shed, the area of ground vacated will be surfaced for use as additional parking or as a seating area ancillary to the dwelling. This matter was discussed with the case officer during the pre-application site visit and is acknowledged in the pre-application response (RV/2026/ENQ/00037) as requiring details to be submitted as part of the formal application.

Materials are proposed that are consistent with those found elsewhere within the site and appropriate to the character of the Grade II listed building. Natural stone setts and a gravel surface in tones complementary to the existing sandstone buildings are proposed, avoiding the use of tarmac or concrete which would be incongruous in this historic setting. See Drg.No. 2610/PL.01 for specification.

This surfaced area will also partially occupy the space adjacent to the watercourse. The layout has been designed to ensure appropriate access to the open channel is retained for maintenance purposes.

4 Technical Requirements

4.1 Ecology

This planning application is accompanied by a survey of the property to assess the potential for impact on protected species and to support the proposed development. Policy DME3 of the Ribble Valley Core Strategy outlines that proposals must demonstrate that development at a site outweighs both the local and wider impacts on species and their habitats.

A Preliminary Roost Assessment has been commissioned from a suitably qualified ecologist and they have established that there is:-

- No evidence was observed to suggest use of the building by nesting birds.
- No evidence was recorded to suggest bats were roosting within the building.
- No bats were observed or recorded using the building for roosting.
- The building is considered to be of negligible potential for roosting bats.

4.2 Flood Risk

The property is located within Flood Zone 1 (low probability of fluvial or tidal flooding, less than 1 in 1,000 annual probability). The EA surface water flood risk mapping identifies medium to high surface water flood risk within parts of the curtilage, which is consistent with anecdotal evidence from the applicant. A Flood Risk Assessment accompanies the application

The partial exposure of the culverted watercourse is a positive flood risk management measure that directly addresses the principal cause of the surface water risk. By removing the culvert constraint and restoring an open channel, the hydraulic capacity of the watercourse at this point is increased, reducing the risk of surcharging and the consequent overland spread of water. The works will also improve access for routine maintenance of the channel.

Rainwater from the garage roof, which is similar in area to the cart shed is to be discharged into the watercourse. Soakaway drainage has been discounted on the basis of multiple ground investigation and percolation tests carried out in the locality, which confirm the presence of heavy clay soils with insufficient permeability for infiltration drainage.

4.3 Highways Matters

The existing highway access off Slaidburn Road is to be retained without alteration. The removal of the cart shed and the management of planting within the visibility splay at the entrance will improve access and egress. The proposed gates are to be set back from the carriageway to allow a vehicle to stand clear of the highway while the gates are operated, as suggested within the pre-application response.

4.4 Arboricultural Matters

The site contains a number of trees with identified Root Protection Areas (RPAs), as shown on the site plan (Drg.No. 2610/ex.01). The proposed garage is located in a position that minimises conflict with tree RPAs. A BS5837 Tree Survey and Tree Protection Plan have been prepared by a suitably qualified arboriculturalist and are submitted as separate supporting documents.

4.5 Biodiversity Net Gain

The development would be exempted from biodiversity net gain by the de minimis exemption as the development does not impact on any onsite priority habitat.

5 Conclusion

Stanton Andrews Architects have been appointed by Mick and Katy Frankish to prepare a planning and listed application for the construction of a detached two-car garage within the curtilage of the Grade II listed building at Thornbers, Waddington, together with the removal of the existing timber cart shed with associated works to the watercourse, and the provision of new entrance gates and posts.

The proposal has been developed in careful response to the historic character of the site and its setting, taking into account the presence of the Grade II listed farmhouse and the wider rural landscape context. Following pre-application advice (RV/2026/ENQ/00037, 5 June 2026), the scheme has been revised to reduce the scale of the proposed garage; the width reduced from 8.1m to 7.0m and the depth from 7.0m to 6.8m; ensuring the structure reads clearly as a subordinate ancillary building in relation to the principal listed farmhouse.

The removal of the existing timber cart shed, assessed within the Garry Miller Heritage Assessment as being of low heritage significance and detrimental to the setting of the listed building, will improve views of the historic structure from Slaidburn Road and enhance the overall character of the farmstead. The partial daylighting of the culverted watercourse constitutes a positive flood risk management intervention. The proposed entrance gates and posts will reinstate a well-defined and considered approach to the farmstead consistent with its character and significance.

The proposed garage has been designed with a simple form, modest scale and sympathetic materials: natural stone, slate roof and painted timber joinery. The 30 degree roof pitch is consistent with the existing buildings on the site and confirmed as appropriate by the case officer. The use of timber doors rather than roller or electric shutter doors is also confirmed as appropriate in this historic setting.

Overall, the proposal represents a considered and sympathetic enhancement to the site, improving its functionality and safety while preserving and enhancing the significance of the historic farmstead and its rural setting. The development is considered to accord with the relevant policies of the Ribble Valley Core Strategy 2008-2028 (in particular Key Statement EN5 and Policy DME4) and the National Planning Policy Framework (2024, Chapter 16), and it is submitted that there are no heritage, design or technical grounds for withholding consent.