

DESIGN STATEMENT

**THORN STREET GARAGE
THORN STREET
CLITHEROE
LANCS
BB7 2LJ**

for

RUFUS CARR LTD.



PD Construction Consultants

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INTRODUCTION

Thorn Street Garage is located on Thorn Street, Clitheroe. Ordnance Survey grid reference SD 73841 41557. The development is located in Flood Zone 1 and is 75m above Ordnance Survey datum. The site is in planning use class B2.

The proposed works are to demolish 2no single storey, masonry constructed buildings and replace them with steel clad / blockwork, single storey, portal frame garage workshops.

Please refer to the drawing numbers listed below:

1830 – 01	Existing Ground Floor Plans.
1830 – 02	Existing Elevations – Building 1.
1830 – 03	Existing Elevations – Buildings 2 & 3.
1830 – 04	Existing Roof Plan.
1830 – 05	Existing Streetscene.
1830 – 06	Existing Ground Floor Plans.
1830 – 07	Existing Elevations – Building 1.
1830 – 08	Existing Elevations – Buildings 2 & 3.
1830 – 09	Existing Roof Plan.
1830 – 10	Existing Streetscene.
1720 – 101	Existing Site Plan.
1720 – 102	Proposed Site Plan.
SSS – 8658	Topographical Survey

AVAILABLE PLANNING HISTORY

Planning Decisions:

3/2019/0500	Proposed demolition of buildings and construction of new garage.	Approved
3/1997/0760	Change of use to garage and carwash	Approved
3/1993/0586	Change of use to car sales and body repair workshop	Refused
3/1993/0393	Proposed car body repair workshop	Refused

RELEVANT PLANNING POLICY

In preparing the design reference is made to Ribble Valley Borough Council – Core Strategy 2008 – 2028 document.

The following Key Statement policies are applicable to this application:

DS2	Presumption in Favour of Sustainable Development.
EC1	Business and Employment Development.
DMG1	General Considerations.
EN3	Sustainable Development & Climate Change.

PROPERTY DESCRIPTION

The earliest Ordnance Survey mapping first records the developed site in 1910. The site has been continually improved and developed in the intervening years.

There are 3no buildings on the site, noted as Buildings 1, 2 & 3. Buildings 1 and 3 are original buildings. Building 3 is a more recent portal frame structure. The forecourt area to the yard has a mixture of tarmacadam and concrete finish, detailed on the topographical survey drawing. The site is bounded by random stone walls.

Building 1 is a masonry wall construction with a roughcast render finish, and a mono-pitch natural blue slate roof covering.

Building 2 is a portal frame structure with masonry walls at low level, and profile metal sheet cladding at upper wall level, with a metal profile sheet cladding duo-pitch roof.

Building 3 is a masonry wall construction with a render finish to the south elevation, natural random stone to the north elevation, and a duo-pitch natural blue slate roof covering.

A similar, smaller proposed development was approved in 2019 by approval number 3/2019/0500. Worked commenced on the development in 2019 but was curtailed when Covid19 restrictions were imposed by the Coronavirus Act 2020 in March of 2020.

The work undertaken comprised of the following:

- Removal of the central dividing fence.
- Removal of the jet washing bay walls.
- Internal strip out of building 3.

The execution of this small part of the proposed works is deemed to be a commencement of the original development within 3 years, in compliance with condition 1 of the approval notice.

PROPOSED WORKS

It is proposed to demolish buildings 1 and 3, retaining only the walls forming the boundary to the site. Building 2 is to be retained. Buildings 1 and 3 will be replaced with larger portal frame structure in a similar design to building 2. The roof and upper walls are to be profiled metal cladding with blockwork walls at low level. The vehicle access doors are to be steel roller shutters. There will be a personnel access door to building 1 on the south elevation. Building 1 has two distinct floor levels, designed to relate to the existing external ground levels. The buildings are designed to accommodate larger, light goods vehicles (Ford Transit vans). The sloping forecourt will be made good and finished in concrete to existing ground levels.

The proposed buildings 1 and 3 are to be constructed in concrete blockwork with an insulated, coated steel sheet upper wall and roof. This building provides a permanent and sustainable structure with a minimum expected lifespan of 40-50 years. These materials have high sustainability, being low carbon, easily recycled, and have a high thermal efficiency.

The external appearance of the proposed building is designed to compliment the local vernacular in terms of colour tones.

In terms of scale, the eaves height will match the existing of building 2. The ridge height of building 1 is 1.05m below the level of the existing ridge height. The ridge height of building 3 is 0.09m above the height of the existing ridge.

The impact on surface water drainage by the development is minimal, as the additional roof element is offset by the reduction in the hard standing area of the forecourt. Rainwater run off on the site is not worsened by the proposals.

Employment levels and working hours will remain unchanged following completion of the works. On site parking numbers will also remain unchanged, being accommodated within the new buildings as well as the forecourt.

SUMMARY

The proposed building will have minimal impact on the long established, existing use of the site. The proposed works provide for a more sustainable and energy efficient building, with minimal impact on either, visual or residential amenity.

Signed:



Paul Derbyshire *Dip.Surv. AssocRICS.*

Dated: 27th July 2026