JWPC
CHARTERED
TOWN PLANNERS

OCTOBER 2026

Planning Support Statement

Hawthorn, Rimington Lane, Rimington, Lancashire, BB7 4DP

J W
P C

Section 73 Minor Material Amendment to Application 3/2025/0724 (Erection of three-storey dwellinghouse with attached two-storey coach house adapted from existing structure). Submitted to secure amendments to the coach house including basement and roof design.

Job No: 26/L/016

Client: Mr G Farrell

Version: 1.0

Prepared by: Paul Tunstall MRTPI

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Appendix 1 – Decision Notice for Application 3/2025/0724

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1. Introduction

1.1 This Planning Statement has been prepared by JWPC Chartered to support a Section 73, Minor-Material Amendment application to Planning Application 3/2025/0724. That application was approved by Ribble Valley Borough Council (as Local Planning Authority - LPA) on 15 May 2026. This followed a long history of planning approvals on the site; one of which proposed a replacement dwelling and which was partly implemented on site, affording it extant status in perpetuity.

1.2 Application 3/2025/0724 was the subject of extensive, design-led discussions with officers of the Council, which considered the planning history and lawful fall-back position of the extant consent. The applicant made the case for a more traditional home of less mass than that previously approved. During discussions a number of design changes were made to the main house and connecting coach house to secure support from officers. The applicants have reflected on some of these concessions and believe that from a design and heritage perspective, their original proposals for the coach house should be supported. The reversion to that design, in contrast to that approved, is the subject of this Section 73 application. The applicant also proposes a small basement under the coach house, accessed via a car lift.

1.3 The proposal seeks therefore to amend the wording of Condition 1 of Application 3/2025/0724 to reference new floor plans, elevations and site plan.

1.4 In light of the Local Planning Authority's duty under Policy DM3 of the Framework, it is requested that the agents are contacted in the first instance if any further information or dialogue is required to enable a positive determination. Officers who may not be familiar with the site are invited to visit by appointment via JWPC Ltd so that they can better understand the context in which this application is being presented.

2. Site and Surroundings

2.1 The application site is the location of a former bungalow called Hawthorn Bungalow. It sits immediately to the south of Rimington Lane on the edge of the village of Rimington. The bungalow has been demolished and works were undertaken to construct a replacement dwelling in accord with Application 3/2024/0248. To date, only the annex elements of that approved development have been constructed and the site is currently 'mothballed' following its acquisition by the applicant, Mr Gary Farrell.

2.2 The site is accessed by vehicles via an existing entrance off Rimington Lane. There is a private unmade track to the west of the site which provides access to a farmhouse, Stubs Wood, whilst an unmade public footpath (FP0336026) lies to the east of the site and then on a north/south access beyond it. The boundary of the Forest of Bowland National Landscape lies some 600m to the south of the site.

2.3 There are no conservation areas within the vicinity of the application site whilst the nearest listed building is Bustards Farmhouse (Grade II) which sites around 135m due east of the application site. There is considerable screening between the two properties which means there is limited visibility between the two. Throughout the deliberations of all previous planning applications on this site, the impact on this listed building has not been considered to be material.

2.4 The application site occupies a typical Ribble Valley location, abutting a lane close to a village and set against the backdrop of Pendle Hill to the south. The surrounding countryside is characterised by isolated farmstead and the occasional country house such as Rimington Hall and the nearby Downham Hall. A study of other historic properties within the Ribble Valley is provided in the accompanying Design and Access Statement prepared by Ben Pentreath Ltd.

Planning History

2.5 A summary of the recent planning history of the site is informative and material to the consideration of future planning applications.

Application Reference	Description	Decision	Date
3/2025/0724	Erection of three-storey dwellinghouse with attached two-storey coach house adapted from existing structure. Planning permission previously granted (3/2024/0248) for similar sized house, existing house already demolished, and foundations for the accepted proposal have already been built	Approved with Conditions	15 May 2026
3/2025/0535	Variation of Condition 2 (Plans), 3 (Materials), 4 (Roof Lights), 10 (Land Levels), 12 (Access), 13 (Parking) on planning permission 3/2023/0660 (Proposed demolition of existing bungalow and erection of a two-storey dwelling with garage and granny annexe. Alterations to existing access and associated external works)	Refused	21 August 2026
3/2024/0248	Non-material amendment to planning permission 3/2023/0660 involving omission of two garage windows on the NW elevation, design modification to two approved dormer windows on garage, omission of the inset roof balcony on the SE slope of the house and addition of two sets of velux cabrio-roof windows, omission of the glazed corner wall on the SE and SW elevations serving the granny annexe, leaving glazed openings just on the SE elevation serving the granny annexe	Approved with Conditions	1 May 2024
3/2023/0660	Proposed demolition of existing bungalow and erection of a two-storey dwelling with garage and granny annexe. Alterations to existing access and associated external works.	Approved with Conditions	1 December 2023
3/2021/0341	Proposed demolition of existing dwelling and erection of a two storey dwelling with garage and granny annexe. Alterations to existing access and associated external works. Installation of new sewage treatment plant and land soakaway	Approved with Conditions	26 May 2021
3/2013/0795	Renewal of Planning Permission 3/2010/0521 for the erection of a replacement dwelling	Approved with Conditions	20 December 2013
3/2010/0521	Replacement dwelling	Approved with Conditions	30 November 2010

3. Application Proposal

3.1 This is a Minor Material Amendment application (Section 73 of the Town and Country Planning Act 1990 (as amended)) which seeks to make minor changes to the development proposal as approved by Planning Application 3/2025/0724.

3.2 That application sought the construction of a detached 'replacement' dwelling. Whilst it considered the original bungalow which has long since been demolished, the current lawful and partly constructed dwelling and outbuilding approved under Application 3/2024/0248, sets the benchmark for considering future planning applications and carries significant weight. The site plan below illustrates the partly completed proposal.



Fig 1: Approved Site Plan for Application 3/2023/0660

3.3 Notwithstanding the above, the LPA has granted planning permission for Application 3/2026/0724 which remains extant and therefore carries weight.

3.4 During the course of discussions with officers a number of elements of the originally submitted scheme were discussed as officers considered some to inappropriate. In particular, they considered the two-storey coach house to be of excess bulk/massing. The eaves of that building were subsequently lowered and dormer windows inserted in the roof as per the elevation below:

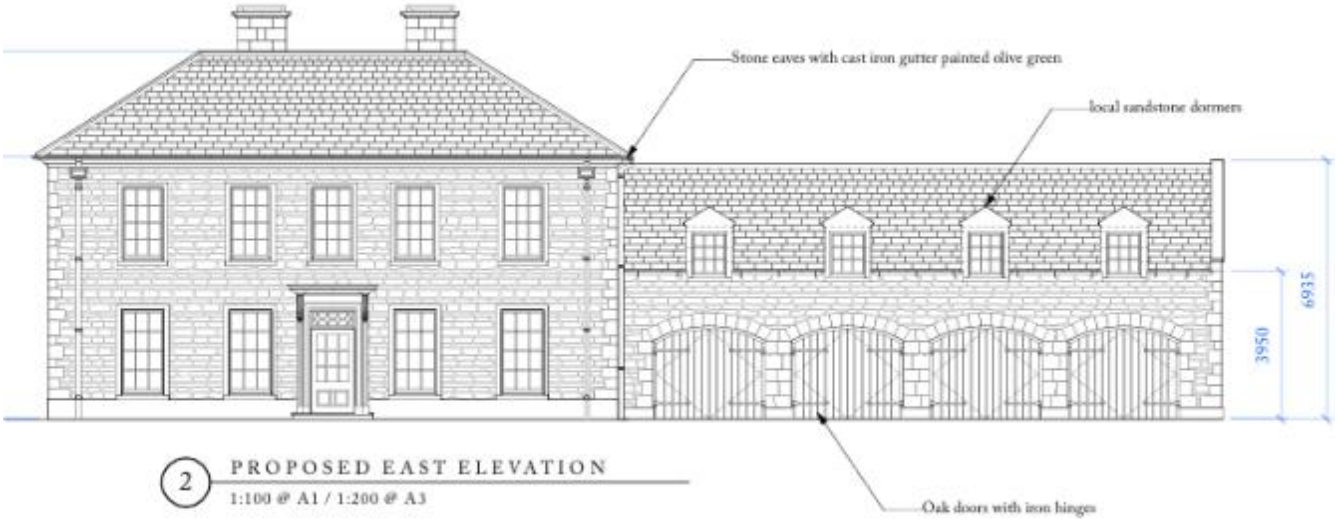


Fig 2: Approved elevations

3.5 Whilst that scheme was ultimately supported and consent issued; the applicant remains of the view that this creates a somewhat historically discordant feature for what is intended to be designed as a fine country house. Traditionally, such cart sheds/ coach houses would have been constructed to a more modest budget than the main house and would have therefore been constructed in a simpler form. From an architectural point of view, would appear subservient to the main house, rather than compete for attention with it. Its simpler form will make it appear far less visual obtrusive when viewed in the context of the house.

3.6 In light of the above, the applicant wishes to revert to a simpler form of development with a higher eaves line (4.94m compared to 3.95m) with a slightly higher ridge line of 7.1m compared to 6.93m). The latter will be imperceptible. The elevation drawing below illustrates the point:



Fig 3: Elevations as now proposed

3.7 When the coach house is viewed from the north, it's gable end presents to Rimington Lane and the approved scheme would appear somewhat unsymmetric.

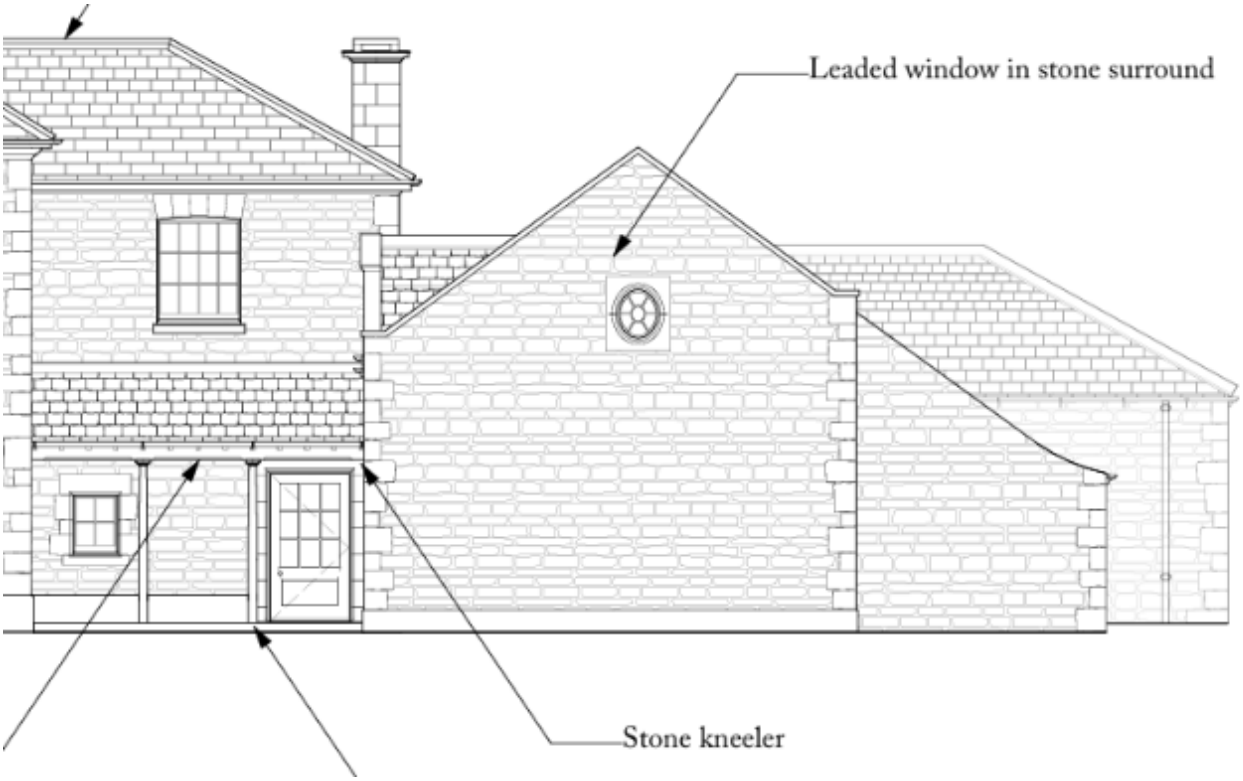


Fig 4: Approved Rimington Lane elevation

3.8 In comparison, the proposed amendment would offer a more proportioned and symmetrical elevation to Rimington Lane. Indeed, this arrangement allows for marginally more of the main house to be viewed as no dormers would obscure it's principal element.

3.9 The proposed amendment would make the coach house far simpler to build. The approved scheme with the dormers would require each of these to sit in a substantial steel frame behind it to support its weight. By raising the eaves and returning to conventional windows, this would simplify the build, ensuring it remains authentic and consistent with the local vernacular.

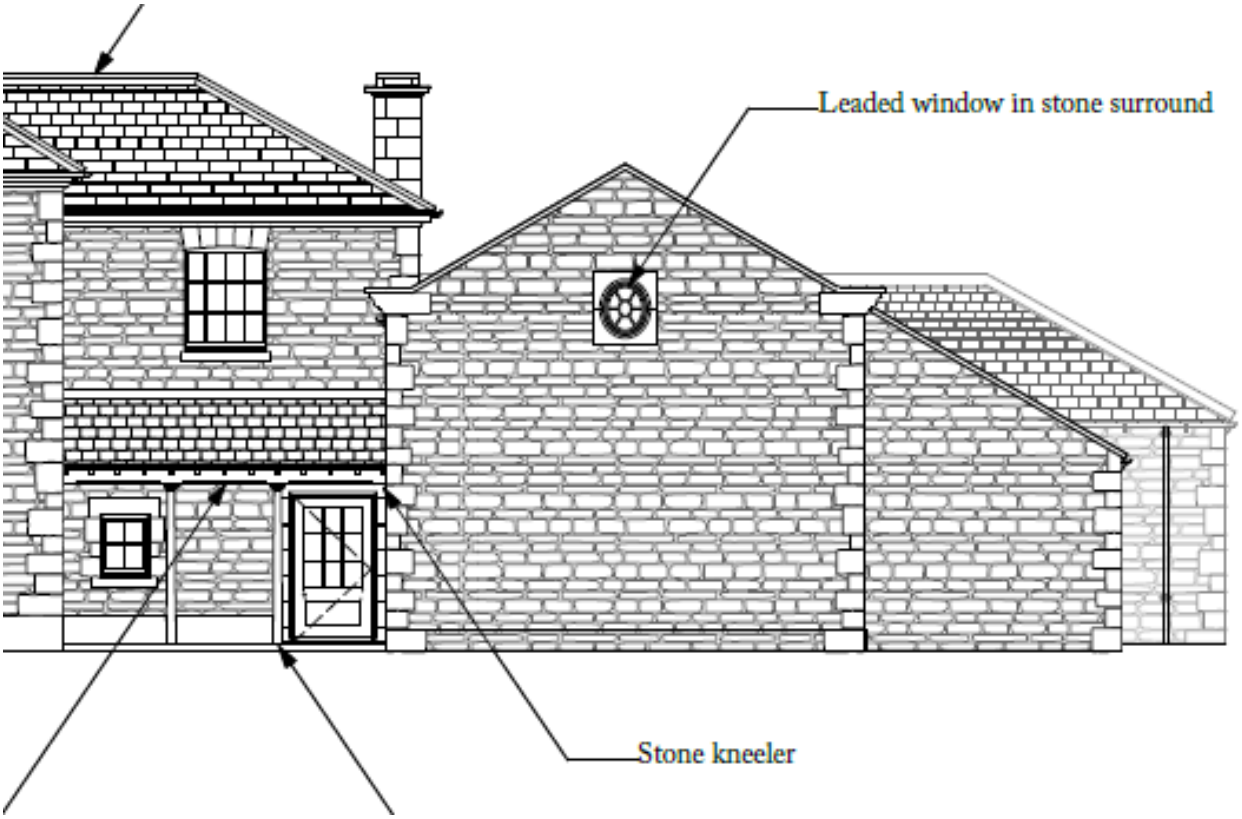


Fig 5: Elevation as now proposed

3.10 Externally, the only other element that is proposed to me amended is a newly proposed car lift. This will be positioned adjacent to the end bay closest to Rimington Lane, affording access to a newly created basement. When the lift is in situ, it will have a covered lid with a tray that can be infilled with a material matching the rest of the courtyard and in effect, only a thin metal strip will demarcate its extent.



Fig 6: Example of the tray and insert material on the top of the car lift

3.11 The basement itself will be the same width as the internal elevation of the coach house and will be accessed from the house via a staircase within the ground floor gymnasium, which will be accommodated in the coach house. No external features would be associated with the basement and therefore visually, the only clue to its existence would be the car lift when in operation.

4. Planning Policy

4.1 In accord with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and the National Planning Policy Framework, applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise. In this instance the 'Development Plan' comprises of the Ribble Valley Core Strategy (adopted December 2014) and the Housing and Economic Development DPD (October 2019).

4.2 Such 'considerations' include, but are not limited to, the National Planning Policy Framework, the planning history of a site and technical matters.

Ribble Valley Borough Council Core Strategy 2008-2028

4.3 The Core Strategy was adopted in December 2014 and provides a framework for development in the Borough until 2028. The document is split into sections, with the first section providing a strategic vision and following this a delivery strategy is set out.

4.4 Key Statement DS1: Development Strategy sets out a settlement hierarchy for the district, with the majority of development being located in the principal settlements of Clitheroe, Longridge and Whalley.

4.5 Key Statement EN2 seeks to protect the landscape of the Forest of Bowland AONB which should be conserved or enhanced. As a principle, the Council expects development to be in keeping with the character of the landscape, reflecting local distinctiveness, vernacular style, scale and building materials. The application site lies 600m to the north of the Forest of Bowland National Landscape (formerly known as AONB).

4.6 Policy DMG1 sets out some general considerations for assessing planning applications including Design, Access, Amenity, Environment and Infrastructure. In terms of design matters, it requires schemes to be sympathetic to existing and proposed land uses; consider the relationship between buildings; encourage sustainable building techniques and energy efficiency in developments.

4.7 Policy DMG 2 states that any development in Open Countryside will be required to be in keeping with the character of the landscape and acknowledge the special qualities of the area in which it is located.

4.8 Policy DMH3 refers to houses in the countryside and is intended to limit such development unless a number of specific criteria apply. Part 3 of the policy allows for the rebuilding or replacement of existing dwellings subject to three criteria, namely: the residential use should not have been abandoned; there are no adverse landscape impacts; and 'the need to extend the existing curtilage'.

4.9 The Proposals Map for the Local Plan identifies the site as falling within the Open Countryside and not within Green Belt or the Forest of Bowland AONB. There are no site-specific policies relating to the site or remaining 'saved' from the previous Districtwide Local Plan (1998).

Housing and Economic Development DPD (adopted October 2019)

4.10 This Development Plan Document builds upon the Core Strategy by allocating a number of housing, retail and employment sites, which were incorporated into the Local Plan Proposals Map. None of the allocations impact upon the application site or the proposal.

National Planning Policy Framework (August 2026)

4.11 The most up-to-date iteration of the Framework was considerably redrafted in the summer of 2026. For the first time, it clearly sets out national planning policies and is confirmed as a material consideration in planning decisions. The Framework defines the purpose of the planning system as being to contribute to the achievement of sustainable development through three overarching objectives, namely: an economic, a social and an environmental objective (Paragraphs 15-17).

4.12 Policy DM3 of the Framework requires Local Planning Authorities to work with applicants in a positive and proactive manner…to enable a timely decision. The policy also requires decision makers to take a proportionate approach to planning matters raised by proposals and engage with consultees only where it is necessary to do so. The policy also states that development proposals should respond to the history, character and features of the site and its setting, including through the arrangement of buildings, materials and architectural features. It expressly recognises that this approach does not preclude innovation or change where appropriate, including an increased scale where justified.

4.13 At the heart of the Framework is a presumption in favour of sustainable development which for decision-taking means approving development proposals that accord with the Development Plan policies and those in the Framework without delay (Policy S3) irrespective of location.

4.14 Policy S5 provides policy for development outside of settlements. It squarely supports a number of forms of development, including the replacement of an existing building. It states that in the case of a replacement building, it should be for the same use and not disproportionately larger than the one it replaces. Separately, it also supports residential development for new isolated homes in accordance with Policy HO11.

4.15 Elsewhere, the Framework places considerable emphasis on securing well-designed development which responds positively to its context and enhances its surroundings. Policy DP3 supports development which is visually attractive, distinctive and characterful and which establishes or maintains a strong sense of place through a coherent palette of materials, design features and planting. The policy further states that substantial weight should be given to outstanding or innovative designs which promote high levels of sustainability or help raise design standards more generally, provided they remain consistent with the overall form and layout of their surroundings

5. Planning Considerations

5.1 This Statement has sought to describe the application site, the application proposal and the planning policy context against which the application should be considered. This chapter will assess how the proposal is compliant with the Development Plan and set out other material planning considerations that should be taken into account when reaching a decision.

The Extent of the Changes Proposed

5.2 Section 73 of the Town and Country Planning Act 1990 permits changes to an extant planning permission by varying or removing conditions. The change must only relate to conditions, not the operative part of the planning permission. It must not result in a change to the description of the development as originally granted.

5.3 The changes proposed extend to the reconfiguration of the upper floor and roof structure of the approved coach house and a formation of a basement under part of it, accessed via a car lift. In the context of the approved development as a large country house, these modest changes to an ancillary structure are considered to be minor in nature. None of the works as proposed would require any change to the description of development of Application 3/2025/0724. Nor are they likely to give rise to any significant concerns from consultees in comparison to the approved development. On this basis, a Section 73 application is entirely appropriate in order to secure the necessary amendments to the approved development.

Scale and Massing

5.4 During the course of the approved application, officers expressed concern that a true two-storey coach house would be excessive in scale and mass. These concerns were alleviated partly through the reduction in height of the linking structure where the two meet (to the right-hand side of the first-floor main elevation of the house). This served to create a better visual break between the two elements. At the same time, the ridge and eaves levels of the coach house were reduced by 0.26m and 0.95m respectively. This necessitated the replacement of the 4 no. first floor windows with 4 no. pitched dormer windows. As a

consequence, the gable of the coach house addressing Rimington Lane would have an asymmetrical appearance.

5.5 The plans submitted with this S73 application seek to revert to similar ridge and eaves heights as original submitted earlier this year. The Design and Access Statement submitted with this application clearly illustrates how these compare to the approved scheme and importantly, how it compares to the earlier extant consent. The latter is a material consideration to which strong weight should be attached. This is because, not only is it extant, but it has been implemented to the degree that the entire annex building is in situ. This consent (3/2024/0248) is the starting point in assessing the current proposal against local and national policies that relate to replacement dwellings NOT the previous bungalow that has long since been demolished.

5.6 In the context of the above, the massing of the coach house, from the north, would be less imposing that the approved modern annex. The ridge height as now proposed would be slightly lower and the overall area of the gable wall, considerably less. Similarly, from the east, the proposed building would have a lower ridge than the consented scheme and the west facing elevation of the garage would have a lower eaves height that the previous scheme.

5.7 Policy DMH3 of the Core Strategy remains the policy against which such proposals should be considered. Of the three criteria, the only one relevant to the proposal is the second: '*There being no adverse impact on the landscape in relation to the new dwelling'*. There is no specific test in relation to the scale of any replacement dwelling, provided that it relates well to the landscape in which it sits. The appellants submit that the LPA has already considered the impact of the house and its coach house on the landscape and approved the development. The marginal increase in volume and height of the coach house would not have a material bearing on how the proposed dwelling will sit within this non-designated landscape nor would it have any material impact on the adjacent Forest of Bowland National Landscape. In this regard, the proposal is entirely compliant with Policy DMH3.

5.8 The most recent iteration of the NPPF clearly post-dates the Core Strategy and within it, Policy S5 sets our principles relating to development outside of settlements. The application site falls beyond the settlement boundary for Rimington so S5 applies. Part 1 (c) requires that proposals for replacement buildings should be for the same use and should *'not be disproportionately larger than the one it replaces'.*

5.9 As set out above, this application ought to be considered against the fall-back position of the partially constructed development approved by Application 3/2024/0248. In that regard, the proposal is not proportionately larger at all. The proposal complies with Policy S5 of NPPF.

5.10 The proposed basement would be a modest increase in pure volume terms but would not be visible at all. There are no external windows or doors than would need to be formed at a lower level and it would be accessed internally via the proposed gymnasium. The only evidence of its present would be the car lift which would be flush with the courtyard surface for the vast majority of the time.

Design

5.11 Whilst the applicants appreciate the collaborative approach adopted by the LPA in the determination of the previous application, it has resulted in a compromise solution that appears rather incongruous in architectural terms and which the applicant does not wish to built out for use as a home for his family and its future generations. The introduction of pitched gables within the coach house is not a feature common to the locality as evidenced in the Design and Access Statement. A far more modest form of structure is more typical of this ancillary building to a farm or manor house. A simpler two storey structure with symmetrical roof better reflects the vernacular of a Lancashire farmstead.

5.12 Policy DP3 states that development proposals should respond to the history, character and features of the site and its setting, including through the arrangement of buildings, materials and architectural features. It is considered that the proposal as amended, better reflects this policy requirement. The policy supports development which is visually attractive, distinctive and characterful and which establishes or maintains a strong sense of place through a coherent palette of materials, design features and planting. The Design and Access Statement submitted with this application demonstrates this clearly.

5.13 The proposed car lift will not be particularly apparent within the courtyard of the house for the vast majority of the time (other than when cars are moved in and out of the basement). Its impact would be negligeable. However, it and the associated basement offer a tangible visual benefit by hiding the occupants' cars out of the sight. Overall, this is a design improvement compared to the consented scheme.

6. Summary

6.1 This Statement considers the proposed Section 73 Minor Material Amendment to the extant planning permission for the redevelopment of The Hawthorns site at Rimington. The application seeks relatively limited changes to the approved coach house, principally involving amendments to its upper floor and roof form, together with the introduction of a small basement accessed by a car lift. The statement considers these changes in the context of the site's extensive planning history and, in particular, the existing lawful and partly implemented consent, which provides an important fall-back position against which the proposal should be assessed.

6.2 The proposed amendments are intended to create a simpler and more traditionally proportioned coach house that better reflects the character of a Lancashire farmstead and its relationship with the principal dwelling. The coach house would have a higher eaves and marginally higher ridge than the currently approved design, but the overall visual and landscape impact is considered limited. The revised arrangement would provide a more symmetrical elevation towards Rimington Lane, reduce the visual prominence of the ancillary building and avoid the pitched dormer arrangement that formed part of the approved scheme. The basement would have no external openings and would be largely concealed, with the car lift designed to sit flush with the courtyard when not in use.

6.3 The statement concludes that the amendments remain minor in nature and can appropriately be considered under Section 73. It argues that the proposal accords with the relevant local and national planning policies, particularly those concerning development in the countryside, landscape character, scale, replacement dwellings and good design. The revised coach house is presented as a design improvement that responds more appropriately to the site's context, while the basement and car lift would have negligible visual impact. Overall, the application seeks to refine the existing permission rather than introduce a materially different development, with the amended design intended to provide a more coherent and contextually appropriate country house and ancillary building.

Appendix 1

RIBBLE VALLEY BOROUGH COUNCIL
Department of Development
Council Offices, Church Walk, Clitheroe, Lancashire, BB7 2RA
Telephone: 01200 425111 www.ribblevalley.gov.uk planning@ribblevalley.gov.uk

Town and Country Planning Act 1990
PLANNING PERMISSION

APPLICATION NO: 3/2025/0724
DECISION DATE: 15 May 2026
DATE RECEIVED: 01/10/2025

APPLICANT:
Mr Gary Farrell
The Lodge
Clitheroe Road
Whalley
BB7 9AD

AGENT:
Sophie Cunningham
Ben Pentreath Ltd
1-4 Lamp Office Court
Lambs Conduit St
London
WC1N 3NF

DEVELOPMENT PROPOSED: Erection of three-storey dwellinghouse with attached two-storey coach house adapted from existing structure. Planning permission previously granted (3/2024/0248) for similar sized house, existing house already demolished, and foundations for the accepted proposal have already been built.

AT: Hawthorn Bungalow, Rimington Lane, Rimington, BB7 4DP.

Ribble Valley Borough Council hereby give notice that **permission has been granted** for the carrying out of the above development in accordance with the application plans and documents submitted subject to the following condition(s):

1. Unless explicitly required by condition within this consent, the development hereby permitted shall be carried out in complete accordance with the proposals as detailed on drawings: -

   - Location Plan 1:250 @ A3 PP-14306726v1.
   - (Amended) Proposed Landscape Plan 2025 Drawing No: L-150 Rev. No: P1 (received 14.05.2026)
   - (Amended) Proposed Floor Plans For Planning Drawing No: HWTN-A-104.1 Rev. No: P1 (received 14.05.2026)
   - (Amended) Proposed Elevations Drawing No: HWTN-A-200 Rev. No: P1 (received 14.05.2026)
   - (Amended) Proposed Sections Drawing No: HWTN-A-207 Rev. No: P1 (received 14.05.2026)
   - (Amended) Proposed Roof Plan Drawing No: HWTN-A-103 Rev. No: P1 (received 14.05.2026)

   Reason: For the avoidance of doubt as the proposal was the subject of agreed design improvements and/or amendments and to clarify which plans are relevant to the consent.

2. The materials to be used on the external elevations of the dwelling hereby approved shall be implemented in accordance with the details as shown on (Amended) Proposed Elevations Drawing No: HWTN-A-200 Rev. No: P1 (received 14.05.2026).

   Reason: In order that the Local Planning Authority may ensure that the detailed design and external appearance of the proposal is appropriate to the locality and responds positively to the inherent character of the area.

3. The roof lights as shown on (Amended) Proposed Elevations Drawing No: HWTN-A-200 Rev. No: P1 (received 14.05.2026) shall be of the Conservation Type, recessed with a flush fitting, of which the elevational and section details and details of their size shall have been submitted and approved in writing by the Local Planning Authority prior to their installation. The roof lights shall be implemented in complete accordance with the approved details and retained as such thereafter.

   Reason: In order that the Local Planning Authority may ensure that the detailed design of the proposal does not undermine the character and appearance of the area.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, amending or re-enacting that Order) Schedule 2, Part 1, Classes A to H and Schedule 2, Part 2, Class A, no alterations to the dwelling hereby approved shall be undertaken and no buildings or structures, or gate, wall, fence or other means of enclosure, other than those shown on the approved plans, shall be erected or placed anywhere within the residential curtilage to which this consent relates, unless express planning permission is granted by the Local Planning Authority.

   Reason: To enable the Local Planning Authority to exercise control over development which could materially harm the character and visual amenities of the area.

5. Notwithstanding the provisions of Classes A-I of Schedule 2 Part 14 of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any Order revoking and re-enacting that Order, no renewable energy sources shall be attached to the dwelling, or placed within the residential curtilage, unless express planning permission is granted by the Local Planning Authority.

   Reason: To enable the Local Planning Authority to exercise control over development which could materially harm the character and visual amenities of the development and locality and the amenities of nearby residents.

6. No external lighting shall be installed on the dwelling hereby approved, or elsewhere within the site, until details of a scheme for any external building or ground mounted lighting / illumination have been submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt the submitted details shall include luminance levels and demonstrate how any proposed external lighting has been designed and located to avoid excessive light spill / pollution and shall include details to demonstrate how artificial illumination of important wildlife habitats is minimised/mitigated.

   Reason: To enable the Local Planning Authority to exercise control over development which could prove materially harmful the character and visual amenities of the immediate area and to minimise/mitigate the potential impacts upon protected species resultant from the development.

7. The residential curtilage hereby approved shall solely relate to the area within the confines of the red edge as indicated on Location Plan 1:250 @ A3 PP-14306726v1. No extension of the residential curtilage shall be undertaken without express planning permission being granted by the Local Planning Authority. Prior to first use of the dwelling hereby approved, details regarding the alignment, height, and appearance of boundary treatments, fencing, walling, retaining wall structures and gates to enclose the identified residential curtilage shall be submitted to and approved in writing by the Local Planning Authority. The approved boundary treatments shall be erected and maintained as such within 2 months of first use of the dwelling hereby approved.

   Reason: To define the scope of the consent hereby approved, to protect against encroachment of residential curtilage into the defined open countryside and in the interests of the visual amenities of the area.

8. The development shall be carried out in accordance with the approved land levels indicated on (Amended) Proposed Landscape Plan 2025 Drawing No: L-150 Rev. No: P1 (received 14.05.2026). No other change in land levels shall be undertaken unless precise land level details have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details.

   Reason: To ensure the proposed development responds positively to characteristics of the area and to ensure the Local planning Authority can make an accurate assessment of potential impacts upon existing nearby residential amenity.

9. Notwithstanding the details shown on the approved plans and the requirements of Condition 1 of this permission, within three months of the date of this permission a landscaping scheme for the site (including elements of both 'hard' and 'soft' landscaping) shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include details of the proposed surface treatment of all hard surfaced areas and the type, species, siting, planting distances and programme of planting of any trees and shrubs.

   The duly approved landscaping scheme shall be carried out within 12 months of the dwellinghouse first being occupied and the areas which are landscaped shall be retained as landscaped areas thereafter.

   Any trees or shrubs removed, dying, being severely damaged or becoming seriously diseased within three years of planting shall be replaced by trees or shrubs of similar size and species to those originally required to be planted.

   Reason: In order to achieve a satisfactory level of landscaping in the interests of visual amenity.

10. All tree works / tree protection shall be carried out in strict accordance with the submitted Arboricultural Impact Assessment dated 7 September 2023 and Addendum to Arboricultural Impact Assessment dated 1 October 2025. The specified tree protection measures shall remain in place throughout the construction phase of the development and the methodology hereby approved shall be adhered to during all site preparation/construction works.

    Reason: To protect trees/hedging of landscape and visual amenity value on and adjacent to the site or those likely to be affected by the proposed development hereby approved.

11. Within three months of the date of this permission, details of the provisions to be made for building dependent species of conservation concern, artificial bird nesting boxes and artificial bat roosting sites shall have been submitted to and approved in writing by the Local Planning Authority. The details shall be submitted on a dwelling / building dependent bird / bat species development site plan and include details of the numbers of artificial bird nesting boxes and artificial bat roosting sites. The details shall also identify the actual wall and roof elevations into which the above provisions shall be incorporated. The artificial bird / bat boxes shall be installed in accordance with the agreed details before the dwelling is first brought into use and retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

    Reason: In the interests of biodiversity and to enhance nesting/roosting opportunities for species of conservation concern and to reduce the impact of development.

12. Construction deliveries to and from the site and construction works, shall be restricted to between 0800 and 1800hrs Monday to Friday, 0900 to 1300hrs on Saturdays, and shall not take place on Sundays and Bank Holidays, unless otherwise prior agreed in writing with the local planning authority. All works will be undertaken in accordance with BS5228:2009.

    Reason: To safeguard the living conditions of nearby residents particularly with regard to the effects of noise.

13. No part of the development hereby permitted shall be first occupied until such time as the access arrangements shown on (Amended) Proposed Landscape Plan 2025 Drawing No: L-150 Rev. No: P1 (received 14.05.2026) have been implemented in full.

    Reason: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner in the interests of general highway safety.

14. Before the access is used for vehicular purposes, any gates erected at the access shall be positioned 5m behind the nearside edge of the highway. The gates shall open away from the highway.

    Reason: To permit vehicles to pull clear of the carriageway when entering the site, in the interests of highway safety.

15. Before the access is used for vehicular purposes, that part of the access extending from the highway boundary for a minimum distance of 5m into the site shall be appropriately paved in tarmacadam, concrete, block paviours, or other hard material to be approved by the Local Planning Authority.

    Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to road users.

16. Nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.9 metres above the nearside carriageway level which would obstruct the visibility splay. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

    Reason: In the interest of highway safety.

17. The development hereby permitted shall not be first occupied or brought into use until the car parking and turning areas shown on (Amended) Proposed Landscape Plan 2025 Drawing No: L-150 Rev. No: P1 (received 14.05.2026) have been provided in full and are available for use. The car parking and turning areas shall thereafter be kept available for the parking and manoeuvring of vehicles at all times.

    Reason: To ensure the provision of adequate car parking on site and in the interests of highway safety.

18. The integral garage component of the dwelling hereby approved as shown on (Amended) Proposed Floor Plans For Planning Drawing No: HWTN-A-104.1 Rev. No: P1 (received 14.05.2026) shall be kept available for the parking of vehicles and shall not be used for any use that would preclude its ability for the parking of private motor vehicles, whether or not permitted by the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any order amending or revoking and re-enacting that order.

    Reason: To ensure that adequate parking provision is retained on site.

19. Garage wall hanging cycle storage suitable for two bicycles shall be provided within the integral garage component of the dwelling hereby approved as shown on (Amended) Proposed Floor Plans For Planning Drawing No: HWTN-A-104.1 Rev. No: P1 (received 14.05.2026).

    Reason: to promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.

20. Within three months of the date of this permission, and prior to any further works recommencing on site, a Construction Management Plan (CMP) or Construction Method Statement (CMS) shall have been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:

    - 24 Hour emergency contact number
    - Details of the parking of vehicles of site operatives and visitors
    - Details of loading and unloading of plant and materials
    - Arrangements for turning of vehicles within the site
    - Measures to protect vulnerable road users (pedestrians and cyclists)
    - Wheel washing facilities
    - Measures to deal with dirt, debris, mud, or loose material deposited on the highway because of construction
    - Measures to control the emission of dust and dirt during construction
    - Construction vehicle routing
    - Delivery, demolition, and construction working hours.

    The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

    Reason: In the interests of the safe operation of the adopted highway during the demolition and construction phases.

21. For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.

    Reasons: To prevent stones and mud being carried onto the public highway to the detriment of road safety.

22. No building or use hereby permitted shall be first occupied until the car parking area as shown on (Amended) Proposed Landscape Plan 2025 Drawing No: L-150 Rev. No: P1 (received 14.05.2026) has been surfaced or paved in accordance with a scheme to be approved by the Local Planning Authority and the car parking spaces and manoeuvring areas marked out in accordance with the approved plan. The car parking area shall thereafter be kept free of obstruction and available for the parking cars at all times.

    Reason: To allow for the effective use of the parking areas.

23. Surface water drainage within the application site shall be implemented, managed and maintained in accordance with the approved details, namely:

- Drainage Proposals Drawing No: DR-C-0101 Revision P1
- Percolation Testing Report Document Reference 23379-PTR-001 REV B Sept 2025
- Drainage Calculations Document Reference 23379-Calcs-C-001 P1 Sept 2025

The scheme shall be implemented in accordance with the approved details prior to first occupation or completion of the development, whichever is the sooner. Thereafter the drainage system shall be retained, managed and maintained in accordance with the approved details.

Reasons: To ensure that the proposed development can be adequately drained; to ensure that there is no flood risk on or off the site resulting from the proposed development; to ensure water quality is not detrimentally impacted by the development proposal; and to ensure appropriate maintenance mechanisms are put in place for the lifetime of the development.

24. The site shall be drained via separate systems for the disposal of foul and surface water.

Reason: To secure a satisfactory system of drainage and to prevent pollution of the water environment.

Note(s)

1. For rights of appeal in respect of any condition(s)/or reason(s) attached to the permission see the attached notes.
2. The applicant is advised that should there be any deviation from the approved plan the Local Planning Authority must be informed. It is therefore vital that any future Building Regulation application must comply with the approved planning application.
3. The Local Planning Authority has endeavoured to work proactively and positively to resolve issues and considered the imposition of appropriate conditions and amendments to the application to deliver a sustainable form of development.
4. This Decision Notice should be read in conjunction with the officer's report which is available to view on the website.
5. This consent requires the construction, improvement or alteration of an access to the public highway. Under the Highways Act 1980 Section 171 Lancashire County Council as the Highway Authority must specify the works to be carried out. Only a contractor approved by the Highway Authority can carry out these works. Therefore, before any works can start, the applicant must contact the Highway Authority at highways@lancashire.gov.uk to ascertain the details of such an agreement. More information can be found on Lancashire County Council's website at http://www.lancashire.gov.uk/roads-parking-and-travel/roads/vehicle-crossings.aspx There must be no reversing into or from the live highway at any time – all vehicles entering the site must do so in a forward gear, and turn around in the site before exiting in a forward gear onto the operational public highway. There must be no storage of materials in the public highway at any time. There must be no standing or waiting of machinery or vehicles in the public highway at any time. Vehicles must only access the site using a designated vehicular access point. There must be no machinery operating over the highway at any time, this includes reference to

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