

**Application Recommended for Approval**

**APP/2016/0577**

Rosehill with Burnley Wood Ward

Full Planning Application

Single storey extension to the existing medical centre to create 5 more GP/treatment rooms

50 PARLIAMENT STREET BURNLEY

**Background:**

The proposal is to erect a single storey extension, approximately 13.2m x 7.8m to provide three additional GP rooms and two treatment rooms at the Burnley Wood Medical Centre, located at the corner of Parliament Street and Crowther Street in the urban area of Burnley Wood.

The existing medical centre faces towards Crowther Street with car parking to the front and side and vehicular access to and from both Crowther Street and Parliament Street. The proposed extension would be built to the western side of the building towards Parliament Street.

Front of medical centre

Side of centre where extension is proposed



**EXISTING FRONT**



FRONT ELEVATION

**PROPOSED FRONT**



FRONT ELEVATION

The proposal would increase the number of GP rooms from 3no. to 6no. and provide two new treatment rooms.

The proposed extension would be constructed in buff brickwork and concrete tiles to match the existing building.

### **Relevant Policies:**

#### Burnley Local Plan Second Review

GP1 – Development within the urban boundary

CF14 – Provision, retention and enhancement of community facilities

TM15 – Car parking standards

### **Site History:**

12/90/0056 – Erection of doctors surgery. Approved March 1990.

APP/2013/0303 - Erection of 117 no. dwelling houses on largely cleared land (and including the demolition of 17 no. properties and Burnley Wood Community Centre. Glebe Street), formation of new access and car park to existing Burnley Wood Medical Centre, including the provision of new public footpath serving adjacent school premises. Approved November 2013.

### **Consultation Responses:**

#### LCC Highways

Object. The proposed extension will remove five of the existing 19 parking spaces which based on the car parking standards (Burnley Local Plan), would require a total of 40 spaces (based on an increase from 3 to 6 GP rooms and from 2 to 4 treatment rooms). This would result in a shortfall of 26 spaces. Previously, any additional parking requirements could have been accommodated on –street. However, the further development of the Burnley Wood area in phases 3/4 will reduce the on-street parking availability. On the basis of the potential for on-street parking to result in highway safety concerns and reduce residential amenity, it is recommended that the application be refused.

#### Publicity

No comments received.

### **Planning and Environmental Considerations:**

#### Principle of proposal

The site is situated within the main urban area where Policy GP1 seeks to focus development and to, amongst other things, exploit existing services and facilities. The proposal involves the expansion and improvement of an existing community facility and as such, there is no objection in principle to the proposal.

#### Car parking and highway safety

Policy CF14 permits proposals for improvements to existing community health facilities where the site is accessible by walking, cycling and public transport and any detrimental impacts on road safety or traffic flow can be satisfactorily mitigated. Policy TM15 relates to car parking standards and requires four car parking spaces per consulting room, which would generate a requirement for a total of 40 car parking spaces. LCC Highways has objected to the proposal on the basis that the proposal

would lead to a loss of car parking spaces (by erecting the proposed extension on existing car parking spaces) and would therefore fail to make provision for the increased needs for parking that are likely to occur from additional GP and treatment rooms. The applicant has sought to reconfigure the access arrangements in and out of the car park to make a more efficient layout to retain the existing 19no. car parking spaces on the site. In addition, the new layout would introduce motorcycle and cycle parking to add further choices to modes of travel. In terms of sustainability and travel by bus and walking, the site is accessible by public transport and the number of patients within walking reach is increasing by the housing regeneration that is on-going within the immediate surroundings of the site. The site is therefore regarded as a sustainable location.

In response to the objection from LCC Highways, the medical practice has affirmed that the existing car park (19 spaces) is not used to capacity and that it is rare for the car park to be full. They also state that the proposed new rooms will not be used full-time but for specific clinic sessions run weekly/fortnightly, by a visiting midwife, social prescribers etc which would avoid the need to use current GP rooms. The practice point out that they have previously increased the size of its car park from its smaller original size of eight parking spaces and so have already increased its capacity. A revised car park layout is being prepared to ensure that the proposal would not lead to the overall loss of spaces and would also provide for motorcycles/cycles. Given the benefits of an extension to the existing practice to enable rooms to be used more effectively and to improve health care locally; that the existing car park is rarely full; that the site is in a sustainable and accessible location with new residential development planned around it; and the applicant is seeking to make most efficient use of the site to maximise car parking spaces, it is accepted that there may at times be some degree of off-street parking but that this is likely to be limited and the highway impacts of any minor incidence of on-street parking would not be so harmful to highway safety as to outweigh the benefits of allowing the improvements to take place to the existing practice. Subject therefore to the submission of a satisfactory revised car park layout, the proposal would be acceptable in highway terms and would not conflict with Policy CF14.

#### Visual impact

Policy GP3 requires development to be of good design and quality and to, amongst other things, be suitable in its overall design and appearance. The proposed extension would be modest and in proportion to the existing building, reflecting the existing scale and materials of the building. The proposed extension would therefore be suitable design and would comply with Policy GP3.

#### Summary

The proposal seeks to improve the facilities at an existing medical practice that serves the Burnley Wood area in which it is located. The practice has an existing car park which it affirms is rarely full; an objection has however been received from LCC Highways who is concerned that an additional four consulting rooms would lead to insufficient off-street parking and lead to on-street parking within a neighbourhood that is planned for new residential development. The applicant purports that the new consulting rooms will enable the practice to have dedicated rooms for weekly/fortnightly surgeries and visiting health workers who currently have to use GP rooms. The proposal would lead to clear benefits to a community facility and would, subject to the receipt of revised car park layout, maintain the current level of car parking on site. LCC Highways has stated that a revised layout would not be sufficient

to remove their objection. However, given the account that the practice has made of the car park usage, it is unlikely that the proposal would lead to severe levels of on-street parking and congestion. As such, the impact of the proposal on highway safety is not considered to be so severe as to refuse planning permission.

### **Recommendation: Approve with conditions**

#### **Conditions**

1. The development must be begun within three years of the date of this decision.
2. The development hereby permitted shall be carried out in accordance with the following approved plans: 1619-LP01, 1619-PL10, 1619-PL13, 1619-PL12 and 1619-PL-11, received on 14th December 2016.
3. The external materials of construction to be used on the walls and roof of the extension shall match those of the existing building in respect of their type, size, shape, colour and texture.
4. The approved extension shall not be first brought into use until the approved new car park layout, including the provision of motorcycle spaces and cycle stands, has been laid and marked out, installed and is available for use. The approved layout and facilities for motorcycle and cycle parking shall thereafter be retained at all times.

#### **Reasons**

1. Required to be imposed by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. To ensure the development is implemented in accordance with the approved plans and to avoid ambiguity.
3. To ensure a satisfactory appearance to the development, in accordance with Policy GP3 of the Burnley Local Plan, Second Review (2006).
4. To ensure adequate car and motorcycle parking and to encourage cycling as an alternative mode of travel, in accordance with Policies CF14 and TM15 of the Burnley Local Plan, Second Review (2006).

JF 3/2/2017