

**REPORT FROM: PLANNING, ECONOMIC DEVELOPMENT AND
REGULATORY SERVICES**

TO: WEST CRAVEN COMMITTEE

DATE: 29TH MARCH 2022

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PLANNING APPLICATIONS

PURPOSE OF REPORT

To determine the attached planning application.

REPORT TO WEST CRAVEN COMMITTEE 29th MARCH 2022

Application Ref: 21/0972/FUL

Proposal: Full: Formation of first floor extension with pitched roof, additional four air conditioning units and alterations to window/door and existing parking layout including a 6 cycle shelter and creation of 10 parking spaces on adjacent land

At: My Dentist, Harrison Street Dental Centre, Harrison Street, Barnoldswick

On behalf of: MyDentist

Date Registered: 14/12/2021

Expiry Date: 08/02/2022

Case Officer: Laura Barnes

This application has been deferred from the previous meeting of the West Craven Committee which was held on 3rd March 2022. The reason for this deferral was in order that a site visit and a meeting with representatives of Barnoldswick Town Council, West Craven Committee, the applicants and Planning Officer could be arranged, to discuss parking provision in the area of the application site.

The site visit and meeting are scheduled for 17th March 2022 and an update will be provided to committee in relation to the outcomes of this meeting.

Site Description and Proposal

The application relates to an existing dental practice which is single storey in height with a flat roof, it is located in a residential area within the settlement boundary of Barnoldswick.

The application seeks planning permission to extend the building, increasing the capacity of the dental practice, with a first floor extension to provide additional floor space within the building. It includes changing the roof height, so that it would be a dual pitched type to be covered in slate with a pitch height of 8.8m.

Relevant Planning History

13/09/0328P: Full: Erection of a single storey commercial extension to dental practice.
Approved with conditions

13/10/0310P: Advertisement Consent: Display 1 No Fascia signs and 1 No Directory Sign.
Approved with conditions

Consultee Response

Lancashire County Council Highways
Response dated 11th January 2022

The site was visited on 5 January 2022.

Having considered the information submitted, together with site observations, the Highways Development Control Section makes the following initial comments.

Proposal

The application seeks to extend the existing dental practice on Harrison Street and amalgamate with the Park Avenue dental practice. The number of consulting rooms would increase from three to six. The Park Avenue practice would close.

The Harrison Street site has an existing small car park with an access on Harrison Street. The applicant seeks to close the existing access on Harrison Street and remove the northern boundary of the site, creating a full width vehicle access along the unnamed adopted highway to the side of 28 Harrison Street. This will provide 6 off-street spaces including one disabled parking space. We would raise an objection to this proposal; see details below.

In addition, a further 12 off-street car parking spaces are proposed on third party land, currently used for recreation, to the south of the children's playground and from the west side of Harrison Street. We would seek the removal of the spaces adjacent to the children's playground; see details below.

Sustainability

The site is within acceptable walking distances of public transport, with bus stops in both directions on Kelbrook Road, where there is also a controlled pedestrian crossing.

The Transport Statement includes survey data during September and October 2021 showing the modal split for customers and staff at the existing practices on Park Avenue and Harrison Street. The percentage of single car occupancy trips at Harrison Street and Park Avenue is 37% and 59% respectively; the remaining trips are undertaken on foot or by public transport with a very small percentage as a passenger in a private car.

This demonstrates the site does support travel by sustainable modes at both sites.

There are also several free, long stay public car parks within the town centre. The nearest one is on Rainhall Road, which has a pedestrian access at the bottom of the car park leading onto Rook Street and then Harrison Street. This is within an acceptable walking distance from the practice for both patients and staff.

Patients may also visit the practice as part of linked journeys, parking elsewhere and arriving on foot.

Proposed parking – unnamed side road

The highway authority would raise an objection to the proposed parking layout of six spaces within the curtilage and accessed from the unnamed side road at the gable end of 28 Harrison Street.

The manoeuvring area from the parking bays is sub-standard at 5.6m.

Perpendicular bays should have a minimum 6m manoeuvring area (Manual for Streets). The footway along the gable of 28 Harrison Street is narrow at approximately 0.8m wide so there is a likelihood that this would be overrun and cause a safety issue for pedestrians traveling along the adopted highway. This is a well-used route for all users as witnessed during the site visit.

A swept path plan has been submitted demonstrating that vehicles can exit onto Harrison Street. However, this has not taken account of vehicles parked outside No 28 Harrison Street. Vehicles parked on this side of Harrison Street would also obstruct visibility to and from the side road.

Planning permission for a single storey extension at the practice was granted in September 2009 (ref 13/09/0328P). This included a condition to provide on-site parking for not less than five cars (Condition 3). A parking layout to discharge this condition was submitted in September 2009 (Drawing No 0905.14A – dated 18.09.09) showing four parking bays and one

disabled bay. The current on-site parking is not laid out to the approved plan. We would support the retention of the existing access on Harrison Street with a minor amendment to the previously approved internal layout as follows.

Bay 4 should be removed to allow a disabled parking bay to be sited parallel with the boundary along the unnamed side road, as the area along the gable end of the practice is too narrow to provide an adequately sized disabled parking bay. A disabled bay should be 6m long x 4.8m wide including the appropriate hatching. Bay 4 could then be re-located to the gable end.

The four bays should be allocated to staff, as their vehicles are likely to be parked up all day and therefore there would be very limited manoeuvring. The disabled bay could also be used as a manoeuvring area at the start/finish of the working day when it is not in use. Demand for the disabled parking bay could also be managed through the practice's appointments system.

The bin store could be positioned along the boundary with the play area, in front of bay 5.

Cycle storage is proposed in the form of Sheffield stands with a canopy over, located to the side of the existing entrance. This does not provide secure storage and may not be used by staff or patients, especially during inclement weather. Both the Planning Statement and Transport Statement (para 7.1.7) indicate a need for cycle parking supported by the staff and patient surveys. Cycle storage for staff in the form of cycle lockers should be provided and located at the top of the site, adjacent to bay 1 (approved layout for 09/0328P). Patient cycle parking could be provided along the gable end of the building facing Harrison Street with a canopy fixed to the building's wall.

Proposed parking – Harrison Street

Twelve new parking bays are proposed on third party land with access via Harrison Street. Bays 7 and 8 are immediately adjacent to a children's play area. This raises concerns regarding conflict between vulnerable highway users and vehicles manoeuvring to and from the bays. These should be deleted from the scheme to provide a buffer zone between the play and parking areas. This would also reduce the loss of general, on-street parking by one space.

The Proposed Block Plan (Drawing No 304.09) also shows a pedestrian access path between bays 12 and 13. This should be deleted from the scheme to protect vulnerable highway users.

The Proposed Block Plan indicates that restricted parking signs would be erected along the bays, although the wording has not been included. Further information should be submitted about how parking in these bays would be managed. Would residents be allowed to park here outside the practice's opening hours, or would they be prevented from parking here at any time? As some unrestricted on-street parking would be lost the development should not be to the residents' detriment. The applicant would need to make clear on the signage, and to patients/residents, what the restrictions would be.

This information should be set out in a Car Parking Management Plan and submitted for approval as a planning condition.

The applicant should confirm staff working patterns to help indicate what demand there may be for long-stay parking.

It should be noted that whilst the Proposed Block Plan shows a manoeuvring distance of approximately 8.5m from the rear of the parking bays to the edge of the footway on the opposite side of Harrison Street, this has not taken into account vehicles parked on this side of Harrison Street. The minimum manoeuvring distance of 6m is, however, likely to be achievable with a vehicle parked on Harrison Street. Works to construct these parking bays will require alteration to the adopted highway which must be completed under a legal agreement (Section 278) with Lancashire County Council. No works should commence until the agreement has been signed.

A detailed design of the paving and drainage of the bays will be required at condition discharge stage to ensure that no water is discharged onto the highway or vice versa. The existing flagged footway on Harrison Street which will be dropped to provide vehicle access to the bays will need to be laid in tarmac to the county council's specification. A highway gully between bays 15 and 16 may also need to be re-located.

Parking

Pendle's adopted Parking Standards for health/medical facilities with a gross floor area of less than 500 sq m are that four parking spaces per consulting room should be provided. This equates to 24 spaces for this development; the proposal is for 18 parking spaces.

At the time of the mid-morning visit both sides of Harrison Street from the playground to outside No 57 were well-parked up with limited spare capacity. The on-street parking is likely a combination of residential parking with some overspill parking from the practice. It was noted that two cars were parked within the practice's curtilage and one immediately outside on Harrison Street.

With the proposed amendments, this would result in a provision of 15 off-street parking spaces which would be a shortfall of 9 spaces from the maximum. We would deem this acceptable given the supporting information provided on the existing modal split which demonstrates good levels of travel other than by the private car.

Conclusion

To conclude, the current proposed alterations to access and parking would result in an objection from the highway authority. However, with amendments submitted, as outlined above, we would seek to support the proposal with conditions. We will provide the conditions separately should the application be approved.

Final comment

Dated 18th January 2022

A revised Proposed Block Plan (Drawing No 304.09/B dated 14/01/2022) was received on 14 January 2022, which has taken into account concerns raised and comments made in the highway authority's initial response of 11 January 2022, regarding parking layout and cycle storage. This layout is now acceptable, and the highway authority withdraws its previous objection, subject to a number of highway related conditions and note being applied to any formal planning approval granted.

The following additional comments should also be noted.

Formation of parking area off Harrison Street

The formation of the new dropped vehicle crossing from Harrison Street to the proposed parking bays would need to be carried out under a legal agreement (Section 278) with Lancashire County Council as the highway authority. Works should include, but not be exclusive to:

- the construction of the dropped vehicle crossing on Harrison Street to the county council's specification
- drainage required at the back of the edging to the bays to prevent water from discharging onto the highway
- relocation of any highway gullies
- a street lighting assessment
- all footways/margins to be resurfaced over the extents of the works
- at least half width carriageway reinstatement over the extents of the works.

If planning approval is granted the developer is advised to contact Lancashire County Council as soon as possible to start the Section 278 process. Due to the high number of legal agreements being submitted this process is taking longer than normal and may take up to six months to complete.

General

As the development site is within a residential area, with only one route to and from the wider highway network, and adjacent to a recreational area, a construction method statement should be submitted.

To ensure that the development provides sustainable transport options, an electric vehicle charging point should be provided with the curtilage prior to the proposed development first coming into use.

Conditions

1. No development shall take place, including any works of demolition or clearance, until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:

- i) The parking of vehicles of site operatives and visitors
- ii) The loading and unloading of plant and materials
- iii) The storage of plant and materials used in constructing the development
- iv) The erection and maintenance of security hoarding
- v) Wheel washing facilities
- vi) Measures to control the emission of dust and dirt during construction
- vii) A scheme for recycling/disposing of waste resulting from demolition and construction works
- viii) Details of working hours
- ix) Timing of deliveries
- x) Measures to ensure that construction and delivery vehicles do not impede access to neighbouring properties.

Reason: In the interest of highway safety.

2. A scheme for the construction of the vehicular access to the parking bays off Harrison Street shall be submitted to, and approved in writing by, the local planning authority in consultation with the highway authority. Works shall include but not be exclusive to:

- the construction of the dropped vehicle crossing on Harrison Street to the county council's specification
- drainage required at the back of the edging to the bays to prevent water from discharging onto the highway
- relocation of any highway gullies
- a street lighting assessment
- all footways/margins to be resurfaced over the extents of the works
- at least half width carriageway reinstatement over the extents of the works.

Reason: In order to satisfy the local planning authority and highway authority that the final details of the highway scheme/works are acceptable before work commences on site.

3. No part of the development hereby approved shall be occupied or opened for trading until all the highway works have been constructed and completed in accordance with the approved scheme.

Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

4. The car parking spaces within the practice's curtilage shall be marked out and signed 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, prior to first use of the approved development, and the manoeuvring area shall be kept free from obstructions for the lifetime of the development.

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

5. The parking bays off Harrison Street shall be constructed, surfaced in bound porous material, drained internally, marked out and signed in accordance with a scheme to be approved by the local planning authority prior to first occupation of the development and retained for the lifetime of the development.

Reason: To provide an adequate level of off-road parking in the interest of highway safety.

6. Prior to occupation of the proposed development a car parking management policy and plan shall be submitted to and approved in writing by the local planning authority in consultation with the highway authority. This shall include, but not be exclusive to, the wording on the Harrison Street parking bays signs; use by general public outside practice's opening hours, management of the parking bays within the curtilage, including the disabled parking bay. Reason: In order to ensure satisfactory levels of off-street parking are achieved to prevent parking on the surrounding highway network to the detriment of highway safety.

7. The cycle storage facilities shall be provided in accordance with the approved plan before the use of the premises hereby permitted is first occupied and permanently maintained thereafter.

Reason: To ensure that the development provides the infrastructure to support sustainable transport modes.

8. An electric vehicle charging point within the practice's curtilage shall be provided in accordance with a scheme to be approved by the local planning authority and shall be provided prior to first occupation of the approved development.

Reason: To ensure that the development provides sustainable transport options.

Note

The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as the highway authority prior to the start of any development. For the avoidance of doubt

works shall include, but not be exclusive to:

- the construction of the dropped vehicle crossing on Harrison Street to the county council's specification
- drainage required at the back of the edging to the bays to prevent water from discharging onto the highway
- relocation of any highway gullies
- a street lighting assessment
- all footways/margins to be resurfaced over the extents of the works
- at least half width carriageway reinstatement over the extents of the works.

The applicant should contact the county council for further information by telephoning the Development Control Section (Area East) on 0300 123 6780 or by email on developeras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the relevant planning application reference number.

Cadent Gas

The application site is located in the vicinity of apparatus which may be affected by the proposed development. The applicant is advised to consider the response from Cadent in detail.

Environmental Health Officer

Initial comment

Concerns raised in relation to the noise from the air handling units, given that there will be an increase in the number of these as a result of the proposed development.

Final comment

Following the submission of a noise assessment, the Environmental Health Officer has reviewed the details relating to the proposed air handling units and is satisfied that they would not result in an unacceptable impact upon neighbouring amenity.

Arboricultural Consultee

If you are minded to approve the proposals I would need to see an 'Arboricultural Method Statement' that includes a 'Tree Protection Fencing Plan'. This is crucial to enable the protection of these other trees on the site during the construction phase of the car parking spaces.

The applicant has submitted indicative information with regards to mitigated planting but this would need to be submitted in the form of a full landscaping scheme with planting schedule and detailed specifications. This can be conditioned.

Barnoldswick Town Council

At a meeting of the Full Council on 12th January it was resolved to comment as follows:

The Town Council are broadly in favour of the plans. The provision of additional practice space will be favourable. The parking provision within the application is not suitable as the land in question is in the process of being transferred to Barnoldswick Town Council and they wish to retain this as amenity land. Therefore alternative parking provision will need to be looked at.

Public Response

Nearest neighbours have been notified, six letters of objection have been received raising the following issues:

- Concerns that the open space will be turned into a car park
- Traffic situation on Harrison Street is bad
- When people are dropping off or collecting children at the school, there is nowhere to park on Harrison Street and Lower Park Street. The access from Rook Street and along Harrison Street is very narrow
- Concern about children crossing the road to the playground with parked cars around
- The dental practice should perhaps use an industrial unit with good parking and access, instead
- There is insufficient space for residents to park on Harrison Street
- There is a perfectly useable public carpark at the top of the street, and none of the other medical facilities in town have a private car park for visitors, this includes the main medical centre on park road
- Increase in building size, an alternative location may be better
- Highway safety concerns – the proposal will likely lead to an increase in accidents
- The existing building is discrete, the proposed building would be an eyesore
- The land in question for the parking bays is currently labelled in the local plan as 'open space' and would be subject to consultation should a change of use be requested. This land has been open space and according to local knowledge was gifted to the town shortly after the war. To take away land for parking would restrict the use of the open space which currently has many children playing ball games and such throughout the year
- Overbearing for the properties that face on to it (gables of Harrison Street and Essex Street), this would block any natural light that they currently have and would be a loss of privacy
- Suggest that Committee do a site visit around school drop off / pick up time or at 6.30pm

Officer Comments

Policy

Pendle Local Plan Part 1: Core Strategy

Policy SDP1 (Presumption in Favour of Sustainable Development) sets out the presumption in favour of sustainable development which runs through the plan.

Policy SDP2 (Spatial Development Principles) states that new development within settlement boundaries unless it is an exception outlined in the Framework or elsewhere in the LPP1.

Policy ENV1 (Protecting and Enhancing our Natural and Historic Environments) sets out that existing open spaces will be protected from development. In circumstances where proposals result in the loss of open space, the applicant must comply with the criteria and requirements of paragraph 74 of the Framework (now paragraph 99 of the Framework).

Policy ENV2 (Achieving Quality in Design and Conservation) All new development should viably seek to deliver the highest possible standards of design, in form and sustainability, and be designed to meet future demands whilst enhancing and conserving our heritage assets.

Policy ENV5 (Pollution and Unstable Land) sets out that the Council will work with its partners to minimise air, water, noise, odour and light pollution and to address the risks arising from contaminated land, unstable land and hazardous substances.

Policy LIV5 (Designing Better Places to Live) requires all new housing to be designed and built in a sustainable way and follow the design approach laid out in Policy ENV2. New housing should make the most efficient use of land and take into account townscape and landscape character.

Policy WRK1 (Strengthening the Local Economy) sets out that new opportunities for economic development should help to strengthen the local economy. Proposals which facilitate expansion, or support investment will be supported.

Policy WRK6 (Designing Better Places to Work) states that proposals should take account of the general design principles set out in Policy ENV2, it encourages the incorporation of active frontages to promote vitality.

Policy SUP2 (Health and Wellbeing) seeks to support provision for new or improved facilities for health, leisure and social care.

Policy SUP4 (Designing Better Public Places) encourages high quality design in publicly accessible buildings, particularly design elements which make a positive contribution to the local character of the area.

Design Principles Supplementary Planning Document (SPD)

National Planning Policy Framework

The Framework states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that there are three dimensions to sustainable development: economic, social and environmental. The policies of the Framework, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system.

Principle of Development

The principle of the dentist in this location has already been established. However, this application seeks to extend the existing operation to increase the capacity of the surgery by adding an additional floor to the building. The extension plans also include the creation of car parking on Harrison Street. The Local Plan, Part 1: Core Strategy seeks to strengthen opportunities for economic development, it also encourages developers to design better places to work. As such, the proposed development accords with Local Plan: Core Strategy Policies WRK1 and WRK6, subject to design and amenity issues which are discussed in the following sections.

Design

The Local Plan: Part 1 Core Strategy states that all new development should viably seek to deliver the highest possible standards of design, in form and sustainability, and be designed to meet future demands whilst enhancing and conserving our heritage assets. The Design Principles SPD provides further guidance on the design of buildings. This recommends that pitched roofs are more favourable in design terms than flat roofs. The proposed development involves creating a first floor to the existing dental practice. This includes raising the roof height and changing its form to a dual pitched roof. Clearly, the overall height of the building will be significantly greater. However, in relation to the position of the building in the context of its surroundings there are other terraced properties which are of a similar height to the proposed extension. As such, it would not look out of character with the area, despite doubling in height.

The proposed materials are for cream coloured k-render walls, a slate roof and white UPVC windows and doors. The existing building is coloured white and has a flat roof. The proposed development represents an improvement in overall design terms and would blend with the surrounding character of the area more than the existing flat roof building does.

In terms of the proposed openings, they are in keeping with the existing fenestration of the building and not out of character for either the building or the surrounding wider visual amenity.

Overall in design terms, the proposed development accords with Policy ENV2 of the Local Plan: Part 1 Core Strategy and the Design Principles SPD.

Residential Amenity

The application site is located in an area dominated by residential dwellings but with a primary school and sports centre within close proximity. Policy ENV2 of the Local Plan: Core Strategy requires development to not result in an unacceptable impact upon residential amenity.

In terms of additional openings, the proposed development includes inserting six windows to the first floor, to the side elevation closest to the playground. There are seven ground floor windows to this elevation at present. The proposed first floor windows to the side elevation closest the playground would not result in any unacceptable amenity issues.

Turning now to the opposite side, closest with 28 Harrison Street and 37 Essex Street. This side elevation has four ground floor windows at present, which are proposed to remain the same. To the first floor on this side, there are to be six windows, two of which are marked as obscure glazed (serving the WC / staff changing areas). In terms of neighbouring amenity, No. 28 Harrison Street has an existing first floor window to the side elevation closest with the dental practice and a ground floor window to the single storey outrigger, which also faces towards the dental practice. The boundary between the application site and No. 28 Harrison Street is a backstreet / public highway which is a rear access for the terraced row and there is a belt of mature Cypress trees along this boundary. The trees provide effective screening between the proposed development and the property at No. 28 Harrison Street currently. The trees are within the control of the applicant but are scheduled for removal as part of the proposed development. The first floor side elevation window at No. 28 serves a stairwell and is not a habitable room. Similarly, the ground floor window serves a kitchen extension and there is a 1.5m high wall forming the boundary of the rear yard at this property. The distance between the proposed development and the closest existing window (first floor stairwell) at No. 28 Harrison Street is 14.5m. Given the distance between the proposed and existing windows, the presence of the existing right of way / access to the rear of the terraces and the rooms which the windows serve (being non-habitable rooms), the proposed openings would not result in an unacceptable neighbouring amenity issue. There are no proposed windows to either the elevation facing Harrison Street or Kelbrook Road.

Despite the overall height of the building increasing from the existing (to 8.8m) the proposed development would not result in an unacceptable neighbouring amenity issue in terms of an overbearing effect. This is because the existing buildings which surround the dental practice are all two storey in height and are approximately 8m to ridge. The proposed development also sits at a lower level than the road which runs to the west (Kelbrook Road).

As such, the proposed development accords with Policy ENV2 of the Local Plan: Core Strategy.

Highways

Local residents have highlighted difficulties with the existing car parking arrangements and highway safety issues during drop off and pick up times relating to the local school. It is noted that there is a public car park on Rainhall Road (120m from the dental practice). It should be acknowledged that it is not the responsibility of a proposed development to solve an existing car parking issue. Clearly, the area surrounding the dental practice is busy with parked cars and on-street parking throughout the day.

However, the proposed additional car parking for patients would ensure that people visiting the practice would not add to the existing car parking problem. Although people currently use this length of Harrison Street for on street parking, which it is acknowledged would no longer be available for people to use, there is no right to park on a public highway, only a right to pass and re-pass. As such, no one is entitled to park there even if it is in front of their dwelling because it is a public highway.

LCC Highways have not objected to the proposed development including the proposed car parking spaces. The applicant has amended their scheme in accordance with recommendations of the Highways Authority and it is located in a sustainable location within an acceptable walking distance of the Town Centre for public transport and a free public car park.

Other Matters

The issue of land ownership and car parking has been raised by local residents and the Town Council. However, this is not a material planning consideration. Land ownership is a private matter and should be resolved by the parties involved. As such, this issue is not determinative for the purposes of the planning application.

In relation to noise, the proposed development includes the addition of eight air handling units. The Environmental Health Officer has expressed concern regarding the impact which these would have upon the surrounding residential properties, in terms of potential noise impact. The applicant has submitted a noise assessment which demonstrates that the Air Conditioning system is 19dB below that of the existing background noise levels and would have no unacceptable adverse effects on the residential properties surrounding the proposed development. Therefore, the proposed development accords with Policy ENV5 of the Local Plan, Part 1: Core Strategy in this regard.

The proposed development results in the loss of some on site trees, to the boundary with No. 28 Harrison Street. However, the applicant has provided an arboricultural report to describe the condition of each of these trees and the justification for the removal of them. They have also provided a method statement for the protection of the trees which are along Harrison Street, currently in the control of a third party. The mitigation measures proposed coupled with a condition controlling the proposed replacement landscaping (for the trees which are to be removed) are acceptable.

In order to facilitate car parking on Harrison Street, the proposal involves the loss of some open space adjacent to the dental practice. This open space is considered in the Open Space Audit 2019 as amenity green space. However, in accordance with paragraph 99 of the Framework, this

loss of open space must be balanced against the public benefit which would arise from the increase in capacity at the dental practice. There would undoubtedly be public benefit stemming from the increasing capacity at the dental practice, as such this outweighs the small loss of open space which the applicant has put forward as car parking.

RECOMMENDATION: Approval

Subject to the following conditions:

1. The proposed development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: 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. The development hereby permitted shall be carried out in accordance with the following approved plans:

Location Plan: 21-449

Proposed Elevation Plan: 304.07A

Proposed Layout Plan: 304.02A

Proposed Block Plan: 304.09C

Proposed Ground Floor Plan: 304.02

Proposed First Floor Plan: 304.03

Proposed Roof Plan: 304.04

Arboricultural Method Statement: ISSUE 02

Environmental Noise Survey, Reference number 12731-1

Reason: For the avoidance of doubt and in the interests of proper planning.

3. All materials to be used in the elevations and roof of the proposed development shall be as stated on the application form and approved drawings and shall not be varied without the prior written permission of the Local Planning Authority.

Reason: These materials are appropriate to the locality and in order to allow the Local Planning Authority to control the external appearance of the development.

4. No development shall take place, including any works of demolition or clearance, until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:

i) The parking of vehicles of site operatives and visitors

ii) The loading and unloading of plant and materials

iii) The storage of plant and materials used in constructing the development

iv) The erection and maintenance of security hoarding

v) Wheel washing facilities

vi) Measures to control the emission of dust and dirt during construction

vii) A scheme for recycling/disposing of waste resulting from demolition and construction works

viii) Details of working hours

ix) Timing of deliveries

x) Measures to ensure that construction and delivery vehicles do not impede access to neighbouring properties.

Reason: In the interest of highway safety.

5. A scheme for the construction of the vehicular access to the parking bays off Harrison Street shall be submitted to, and approved in writing by, the local planning authority in consultation with the highway authority. Works shall include but not be exclusive to:
- the construction of the dropped vehicle crossing on Harrison Street to the county council's specification
 - drainage required at the back of the edging to the bays to prevent water from discharging onto the highway
 - relocation of any highway gullies
 - a street lighting assessment
 - all footways/margins to be resurfaced over the extents of the works
 - at least half width carriageway reinstatement over the extents of the works.

Reason: In order to satisfy the local planning authority and highway authority that the final details of the highway scheme/works are acceptable before work commences on site.

6. No part of the development hereby approved shall be occupied or opened for trading until all the highway works have been constructed and completed in accordance with the approved scheme.

Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.

7. The car parking spaces within the practice's curtilage shall be marked out and signed 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, prior to first use of the approved development, and the manoeuvring area shall be kept free from obstructions for the lifetime of the development.

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

8. The parking bays off Harrison Street shall be constructed, surfaced in bound porous material, drained internally, marked out and signed in accordance with a scheme to be approved by the local planning authority prior to first occupation of the development and retained for the lifetime of the development.

Reason: To provide an adequate level of off-road parking in the interest of highway safety.

9. Prior to occupation of the proposed development a car parking management policy and plan shall be submitted to and approved in writing by the local planning authority in consultation with the highway authority. This shall include, but not be exclusive to, the wording on the Harrison Street parking bays signs; use by general public outside practice's opening hours, management of the parking bays within the curtilage, including the disabled parking bay.

Reason: In order to ensure satisfactory levels of off-street parking are achieved to prevent parking on the surrounding highway network to the detriment of highway safety.

10. The cycle storage facilities shall be provided in accordance with the approved plan before the use of the premises hereby permitted is first occupied and permanently maintained thereafter.

Reason: To ensure that the development provides the infrastructure to support sustainable transport modes.

11. An electric vehicle charging point within the practice's curtilage shall be provided in accordance with a scheme to be approved by the local planning authority and shall be provided prior to first occupation of the approved development.

Reason: To ensure that the development provides sustainable transport options.

12. The development hereby permitted shall not be commenced until a detailed landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be submitted at a scale of 1:200 and shall include the following:
- a. the exact location and species of all existing trees and other planting to be retained;
 - b. all proposals for new planting and turfing indicating the location, arrangement, species, sizes, specifications, numbers and planting densities;
 - c. an outline specification for ground preparation;
 - d. all proposed boundary treatments with supporting elevations and construction details;
 - e. all proposed hard landscape elements and pavings, including layout, materials and colours;
 - f. the proposed arrangements and specifications for initial establishment maintenance and long-term maintenance of all planted and/or turfed areas.

The approved scheme shall be implemented in its entirety approved form within the first planting season following the substantial completion of the development. Any tree or other planting that is lost, felled, removed, uprooted, dead, dying or diseased, or is substantially damaged within a period of five years thereafter shall be replaced with a specimen of similar species and size, during the first available planting season following the date of loss or damage.

Reason: To ensure that the development is adequately landscaped so as to integrate with its surroundings.

13. Unless approved in writing by the Local Planning Authority no ground clearance, demolition, or construction work shall commence until protective fencing, to BS 5837 : 2005 at least 1.25 metres high securely mounted on timber posts firmly driven into the ground has been erected around each tree/tree group or hedge to be preserved on the site or on immediately adjoining land, and no work shall be carried out on the site until the written approval of the Local Planning Authority has been issued confirming that the protective fencing is erected in accordance with this condition. The fencing shall be located at least 1.00 metre beyond the protected area detailed in BS 5837. Within the areas so fenced, the existing ground level shall be neither raised nor lowered. Roots with a diameter of more than 25 millimetres shall be left unsevered. There shall be no construction work, development or development-related activity of any description, including the deposit of spoil or the storage of materials within the fenced areas. The protective fencing shall thereafter be maintained during the period of construction.

Reason: To prevent trees from being damaged during building works.

Note

The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as the highway authority prior to the start of any development. For the avoidance of doubt works shall include, but not be exclusive to:

- the construction of the dropped vehicle crossing on Harrison Street to the county council's specification
- drainage required at the back of the edging to the bays to prevent water from discharging onto the highway
- relocation of any highway gullies
- a street lighting assessment
- all footways/margins to be resurfaced over the extents of the works

- at least half width carriageway reinstatement over the extents of the works.

The applicant should contact the county council for further information by telephoning the Development Control Section (Area East) on 0300 123 6780 or by email on developeras@lancashire.gov.uk , in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the relevant planning application reference number.

Application Ref: **21/0972/FUL**

Proposal: Full: Formation of first floor extension with pitched roof, additional four air conditioning units and alterations to window/door and existing parking layout including a 6 cycle shelter and creation of 10 parking spaces on adjacent land

At: My Dentist, Harrison Street Dental Centre, Harrison Street, Barnoldswick

On behalf of: MyDentist

LIST OF BACKGROUND PAPERS

Planning Applications

NPW/MP

Date: 17th February 2022