

Item A. 2 **06/00133/FULMAJ** **Permit (Subject to Section 106)**

Case Officer **Miss Nicola Bisset**

Ward **Chorley East**

Proposal **Demolition and clearance of existing warehouse and outbuildings and erection of proposed healthcare facilities development**

Location **Friday Street Depot Friday Street Chorley LancashirePR6 0AA**

Applicant **Dr S K Pitalia**

Proposal The application proposes the demolition and clearance of the existing warehouse and the erection of healthcare facilities.

The site is 0.6 hectares in size and currently comprises of a warehouse building, which is approximately 1860 square metres in size. The development consists of the construction of a health care facility building of 3706 square metres. The majority of the development is a two storey building although part of the development will be three storeys.

The development consists of an L-shaped building, which will accommodate two GP surgeries, a health centre which will be occupied by Chorley and South Ribble Primary Care Trust and a pharmacy.

The development also incorporates visitor parking to the front of the building for 56 cars. This parking area will be accessed via the existing access point located on Friday Street. There will be parking located to the rear of the building for 26 vehicles. The area to the rear of the building will also be utilised by service vehicles and for deliveries and will be accessed via a barrier controlled access point off Friday Street. The proposal also incorporates an area of parking for motorcycles and cycles.

Planning Policy Adopted Chorley Borough Local Plan Review 2003:
GN1- Settlement Policy- Main Settlements
GN5- Building Design and Retaining Existing Landscape Features and Natural Habitats
EM9- Redevelopment of Existing Employment Sites for Non-Employment Uses
EP12- Environmental Improvements
EP13- Underused, Derelict and Unsightly Land
EP16- Contaminated Land
SP6- District, Neighbourhood and Local Shopping Centres
TR2- Road Hierarchy
TR4- Highway Development Control Criteria
TR7- Rear Servicing
TR11- Bus Services
TR16- Cycle Facilities
TR20- Provision for the Mobility Impaired in Public Buildings
TR21- Provision for the Mobility Impaired in New Developments

Joint Lancashire Structure Plan 2001-2016:
Policy 2- Main Development Locations
Policy 7- Accessibility and Transport
Supplementary Planning Guidance: 'Access and Parking'

PPS1- Delivering Sustainable Development
PPG13- Transport

Planning History **83/00380-** Construction of highway. Land between Stump Lane and Friday Street
84/00775- Use of land and buildings as garages/stores/offices.

Applicant's Case Various supporting statements have been submitted as part of the application, which include a Planning Statement, an Action Plan for Green Travel, a Transport Assessment and Statement, a Travel to Work Survey and a Design Statement. The applicant has come to the following conclusions in respect of the development:

- The proposed development would comply with all the relevant policies set out in the Adopted Chorley Local Plan Review, would extend the range of health facilities available to the population of East Chorley and would assist in the regeneration of a deprived part of the town in need of renewal.
- The Chorley East Health Facility will represent a major improvement in the local health facilities available on the eastern side of town. Measures to improve accessibility will be incorporated in both the development and in the on-going running of the health facility through the production of the Green Travel Plan.
- The design approach adopted is one, which offers a modern healthcare facilities building that would be of great benefit to the local community. The development would change the character of an area of Chorley that is in desperate need for urban renewal.
- The proposed development will naturally have an effect on the amenities of this established residential environment and reasonable efforts have been made to minimise this by siting the buildings a good distance away from the terraces.
- The design proposal presented for the re-development of the site offers a more sympathetic healthcare use for the site and the building proposed is of modest scale and height that appropriately screens the dull appearance of the backs of the terraced dwellings with a more pleasing modern facade.
- Interface distances between windows in the rear external walls of the terraced dwellings and the rear facades of the proposed building need to be adequate and the design presented allows for a degree of flexibility and change should this become necessary in the course of planning consultations.

Representations 1 letter of support has been received in respect of the proposal however it is asked that consideration is given to health and safety when replacing the retaining walls along the rear of the site

1 letter of objection has been received from a neighbouring resident raising the following points:

- Loss of privacy
- Noise pollution
- Loss of daylight
- Impact on parking on Primrose Street

Consultations

Head of Environmental Services have stated that no development shall take place until a methodology for investigation and assessment of ground contamination has been submitted to and approved in writing with the Local Planning Authority. Also the remediation proposals to render the site capable of development require the written approval of the Local Planning Authority.

Head of Public Space Services has raised the following points:

- The entrance point should be reduced to 5.5 metres wide with 6 metre radii to slow traffic down when accessing and egressing the site.
- Consideration should be given to the car park layout and circulatory priorities to reduce the amount of conflicting traffic movements.
- The vehicle barrier to the staff delivery area should be set back a further 10 metres to ensure problems do not occur in the event of barrier failure.
- The car parking layouts for the proposed future office development should be identified as part of this application to ensure that the operational capacity of the health centre and pharmacy is not compromised once the second phase is implemented.

The Environment Agency has supplied a number of conditions to be attached if Committee are minded to grant approval concerning ground contamination.

The Director of Strategic Planning and Transport at Lancashire County Council considers that the proposed development is acceptable in terms of strategic planning policy. It is considered reasonable that a developer contribution be sought in order to enhance accessibility. It is recommended that a contribution in the region of £10,000 be sought towards the Chorley Kickstart scheme.

Chorley Community Safety Partnership has major concerns in relation to the application. The proposal is located within Chorley East, one of the Boroughs identified 'hot spot' areas for crime and disorder. The following issues have been raised as areas of concern:

- Access to the proposed entrance to the Doctors surgery can be achieved without observation. The toilets, baby changing facilities and the first floor of the building could all be accessed without being seen from the reception areas of the surgeries, which could be used for anti-social acts. An open plan design is recommended to allow a clear line of site between both the entrance and reception areas.
- The installation of a barrier to the staff parking and delivery area is encouraged however the proposed barrier is less than adequate. The proposed barrier allows easy access, both pedestrian and vehicular, to the rear of the building.

There is no lighting proposed and the existence of the boundary wall reduces natural surveillance in the area. It is recommended that it is fenced and gated in such a way that would stop intrusion by foot and vehicular traffic. There is also the issue of the need for lighting and CCTV coverage in this area.

- The nature of the building means that it will be unoccupied for long periods. Consideration should be given to securing the car park when it is not in use. It is recommended that the proposed 850mm steel fenced wall running along Stump Lane is returned down Friday Street and that a gate or barrier control is employed at the entrance to the car park, when not in use.
- It is recommended that the motorcycle and cycle parking should be relocated to a more central position, which would benefit from natural surveillance.
- The planting of trees and shrubs must be given careful consideration to ensure that they do not create blind spots or impede surveillance.
- The proposed lighting to the main car park should be certified to British Standard 5489 and consideration should be given to installing CCTV.
- It is recommended that all windows, doors and associated furniture are to certified Pass 24 and conform to 'Secure by Design' Principals.

Chorley Borough Council's Urban Designer/Conservation Officer has raised a number of concerns in relation to the design of the proposal, these are as follows:

- There are concerns over the use of a hipped roof in this location. A detailed drawing of the eaves will be required along with details of the materials.
- Could the eave height be dropped as previously requested which would improve the proportions of the roof?
- Is there a need for render panels to break up the elevations? This could be altered through the use of feature brickwork.
- The proposed square windows remove the verticality of the building. The use of square windows and the fact that they are not symmetrical over differing floors upsets the flow of the elevations and causes the building to maintain a strong horizontal emphasis.
- There is an uncomfortable relationship between openings and the mass of the wall on the rear elevation. There are matters of overlooking to consider, but as it stands the elevation is very heavy.

United Utilities have no objection to the proposal providing the site is drained on a separate system, with foul drainage only connected into the foul sewer.

Assessment

The main issues to consider in relation to proposed health care facility are the impact on the proposal on the immediate area and the wider area of Chorley East, the impact on traffic and parking in the area and the impact of the proposal on the neighbouring residents.

The site is considered to be a brownfield site, which is currently

occupied by a large warehouse building. To the immediate east and south of the site are residential terraced properties located on Stratford Road and Primrose Street. There are significant level differences between the site and the neighbouring residential properties. There is approximately 3 metres difference between the ground level of the garden areas of the properties on Stratford Road and the ground level of the site. There is an existing retaining wall along the eastern and southern boundary of the site which will be retained and repaired where necessary as part of the proposal. The retaining wall is also a boundary wall to the properties to the east and south. The boundary wall will be retained at 1.8 metres high to the rear of the properties on Stratford Road and 2.4 metres to the rear of the properties on Primrose Street.

The residential properties on Stratford Road and Primrose Street are predominantly Nineteenth Century terraced properties. To the rear of the majority of the properties on Stratford Road there are two storey outriggers, which mainly accommodate a bathroom and kitchen, non habitable rooms. In order to ensure that the proposal does not adversely impact on the amenities of the neighbours the building has been sited to maintain the required separation distances. Part of the building is three storeys high however consideration is given to the difference in levels present at the site. The three storey element is sited as to retain 24.45 metres from the rear of the proposal to the rear main wall of the terraced properties on Stratford Road. Due to the difference in levels the height of the ridge of the three storey element is only 1 metre higher than the ridge height of the terraced properties. The element of the proposal closest to the properties on Primrose Street will be two storeys and retains 21.5 metres between the rear of the proposal and the rear of the residential properties. As the building will be sited away from the residential properties it is considered that it will not lead to any loss of amenity to the neighbouring residents in terms of loss of light or loss of outlook.

There are windows proposed at first floor level in the rear elevation, which will impact on the neighbours as these windows will overlook the rear garden areas and rear of the neighbouring properties. At second floor level, in the three storey element, there are no windows proposed in the rear elevation, the building utilises roof lights. The fact that there are no second floor windows proposed in the rear elevation does create issues in respect of the design which will be discussed later in this report but the lack of second floor windows in this elevation.

In terms of the design the submission of the application follows lengthy pre-application discussions when issues concerning the design were discussed. The submitted proposal does, through its form and detailing, enjoy a close relationship with its surroundings and will have minimal impact upon the streetscape in this location. There are however a number of issues of concern in terms of the design, particularly the existence of a hipped roof, the height of the eaves, the use of render panels and the fenestration arrangement proportion and style. The applicant has been made aware of these concerns and they have agreed to consider providing windows with greater vertical emphasis and they are looking at lowering the eaves. The applicant does, however, wish to retain the hipped roof element of the proposal.

Chorley Community Safety Partnership have a number of concerns in respect of crime and anti-social behaviour in relation to the proposal. The main issues of concern are the isolated design of the entrance to the Doctors surgeries, the access to the staff parking/delivery area to the rear of the building and the safety of the staff utilising this area, the boundary treatment along Friday Street and access to the main parking area, the isolated nature of the motorcycle and cycle parking, landscaping, lighting and CCTV. The applicant has been made aware of these issues and will liaise directly with the Architectural Liaison Officer in respect of the issues. Amended plans addressing these points and the design issues are expected. Any additional comments resulting from submitted amendments will be reported via the addendum.

A Travel Action Plan has been submitted as part of the application. The Action Plan sets out the targets in terms of Green Travel however a Green Travel Plan is also required as part of the application. This has yet to be submitted and will be required to be attached to the planning permission as part of a Section 106 agreement. The applicant has been made aware of this requirement.

The Head of Public Space Services has raised a number of concerns in respect of the car parking arrangement and access points. The main issues of concern are reducing the access width to 5.5 metres with 6 metre radii to slow traffic down when entering and exiting the site, the current car park layout needs consideration to reduce the amount of conflicting traffic movements, the vehicle barrier to the staff parking/ delivery area should be set back a further 10 metres to ensure problems do not occur in the event of barrier failure and the car parking layouts for the proposed future office development are required to ensure that the health centre and pharmacy are not compromised once the second phase is implemented. The applicant has been made aware of these issues.

As part of the proposal provision has been included for 56 visitor parking spaces along with cycle and motorcycle parking and 26 staff parking spaces. The submitted Transport Assessment and Statement includes an accessibility questionnaire; which states that the site has a medium level of accessibility. In accordance with the parking standards set out in the Joint Lancashire Structure Plan parking should be provided for between 88.4-98.8 vehicles for the GP surgeries and health centre and 4 spaces for the pharmacy. The proposed parking is below this level however this figure is a maximum not a minimum and it is considered that the proposed level of parking is acceptable considering its location close to the area intended to be served and proximity to town centre car parks although the car park layout is an issue as discussed above.

Lancashire County Council have requested that a developer contribution of £10,000 be sought towards the Chorley Kickstart scheme, which aims to improve the local bus service. This would also be included within the Section 106 agreement. The agent for the applicant has been made aware of this request but does not believe that the applicants have the resources to provide this contribution.

**Recommendation: Permit (Subject to Section 106)
Conditions**

1. The proposed development must be begun not later than three years from the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990.

2. No development shall take place until :

- a) a methodology for investigation and assessment of ground contamination has been submitted to and approved in writing by the Local Planning Authority. The investigation and assessment shall be carried out in accordance with current best practice including British Standard 10175:2001 "Investigation of potentially contaminated sites – Code of Practice". The objectives of the investigation shall be, but not limited to, identifying the type(s), nature and extent of contamination present to the site, risks to receptors and potential for migration within and beyond the site boundary;
- b) all testing specified in the approved scheme (submitted under a) and the results of the investigation and risk assessment, together with remediation proposals to render the site capable of development have been submitted to the Local Planning Authority;
- c) the Local Planning Authority has given written approval to the remediation proposals (submitted under b), which shall include an implementation timetable and monitoring proposals. Upon completion of the remediation works, a validation report containing any validation sampling results have been submitted to and approved in writing by the Local Planning Authority.

Reason: To protect the environment and prevent harm to human health by ensuring that the land is remediated to an appropriate standard for the proposed end use and in accordance with Policy No. EP16 of the Adopted Chorley Borough Local Plan Review.

3. Before the development hereby permitted is first occupied, provision for cycle parking provision, in accordance with details to be first agreed in writing with the Local Planning Authority, shall have been made.

Reason : To ensure adequate on site provision for cycle parking and in accordance with Policy No. TR18 of the Adopted Chorley Borough Local Plan Review.

4. No development shall take place until a scheme of landscaping has been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such detail which may have previously been submitted. The scheme shall indicate all existing trees and hedgerows on the land; detail any to be retained, together with measures for their protection in the course of development; indicate the types and numbers of trees and shrubs to be planted, their distribution on site, those areas to be seeded, paved or hard landscaped; and detail any changes of ground level or landform.

Reason: In the interests of the amenity of the area and in accordance with Policy No. GN5 of the Adopted Chorley Borough Local Plan Review.

5. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of any buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interest of the appearance of the locality and in accordance with Policy No GN5 of the Adopted Chorley Borough Local Plan Review.

6. The development hereby permitted shall not commence until samples of all external facing materials to the proposed building (notwithstanding any details shown on previously submitted plans and specification) have been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out using the approved external facing materials.

Reason: To ensure that the materials used are visually appropriate to the locality and in accordance with Policy Nos. GN5 of the Adopted Chorley Borough Local Plan Review.

7. Before any development hereby permitted is first commenced, full details of the surfacing, drainage and marking out of all car park and vehicle manoeuvring areas shall have been submitted to and approved in writing by the Local Planning Authority. The car park and vehicle manoeuvring areas shall be provided in accordance with the approved details prior to first occupation of the premises as hereby permitted. The car park and vehicle manoeuvring areas shall not thereafter be used for any purpose other than the parking of and manoeuvring of vehicles.

Reason: To ensure adequate on site provision of car parking and manoeuvring areas and in accordance with Policy No. TR8 of the Adopted Chorley Borough Local Plan Review.

8. Before the development hereby permitted is first commenced full details of existing and proposed ground levels and proposed building slab levels (all relative to ground levels adjoining the site) shall have been submitted to and approved in writing by the Local Planning Authority, notwithstanding any such detail shown on previously submitted plan(s). The development shall only be carried out in conformity with the approved details.

Reason: To protect the appearance of the locality, in the interests of the amenities of local residents and in accordance with Policy Nos. GN5 and HS4 of the Adopted Chorley Borough Local Plan Review.

9. Before the development hereby permitted is first commenced, full details of the position, height and appearance of all fences and walls to be erected to the site boundaries (notwithstanding any such detail shown on previously submitted plan(s)) shall have been submitted to and approved in writing by the Local Planning Authority. No building shall be occupied or land used pursuant to this permission before all walls and fences have been erected in accordance with the approved details. Fences and walls shall thereafter be retained in accordance with the approved details at all times.

Reason: To ensure a visually satisfactory form of development, to protect the amenities of occupiers of nearby property and in accordance with Policy Nos. GN5 and EM2 of the Adopted Chorley Borough Local Plan Review.

10. Surface water must drain separate from the foul and no surface water will be permitted to discharge to the foul sewerage system.

Reason: To secure proper drainage and in accordance with Policy Nos. EP17 and EM2 of the Adopted Chorley Borough Local Plan Review.
