Burnley.gov.uk	**PLANNING COMMITTEE 9 JULY 2026 RECOMMENDATION REPORT**		
Application Number:	PA/2026/0104	**Case Officer:**	Richard J Byrne
Ward:	Rosehill with Burnley Wood	**Received:**	09/03/2026
Address:	50 Parliament Street, Burnley, BB11 3HR		
Proposal:	Erection of a single storey extension to create 4no. consultation rooms and 1no. training/resource room.		
Drawing Numbers:	7891- FWP-XX-00-DR-A-80901-P2 7891- FWP-XX-RF-DR-A-80921-P2 7891- FWP-XX-XX-DR-A-80931-P2 7891-FWP-XX-XX-DR-A-80951-P2		
Target Date	7 May 2026	**EoT Date**	13 July 2026
Recommendation	Approve		
Reason for Committee	Three objections have been received.		

1.0 SITE AND SURROUNDINGS

1.1 The application site comprises the Burnley Wood Medical Centre, located at the corner of Parliament Street and Crowther Street. The site is rectangular in plan with the existing building adjacent to the eastern and partially along the southern boundary.

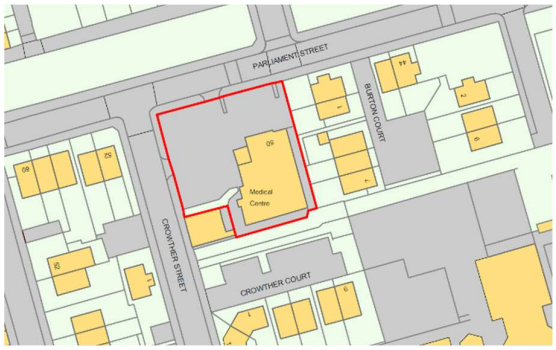

Figure 1: Site Location

1.2 Adjacent to the boundary with Crowther Street is a pharmacy with the remaining space within the site a 20-bay car park accessed from Parliament Street and Crowther Street.

2.0 DESCRIPTION OF PROPOSAL

2.1 Planning permission is sought for the erection of a single storey extension, approximately 14.2 metres in width by 16.64 metres in length on the south side and 10.57metres on the northern side. The eaves measure 2.1m in height with the roof ridge 5.58m above ground level. The ridge continues the existing building and the roof has been hipped facing Parliament Street.

Figure 2: Existing West Elevation

Figure 3: Proposed East Elevation

2.2 The proposed extension provides four additional consulting rooms, training room and reconfigured entrance lobby and reception room.

Figure 4: Proposed Floor Plan

2.3 The car park is proposed to be reconfigured providing 19 bays. A bay is marked as disabled with one EV charging point shown.

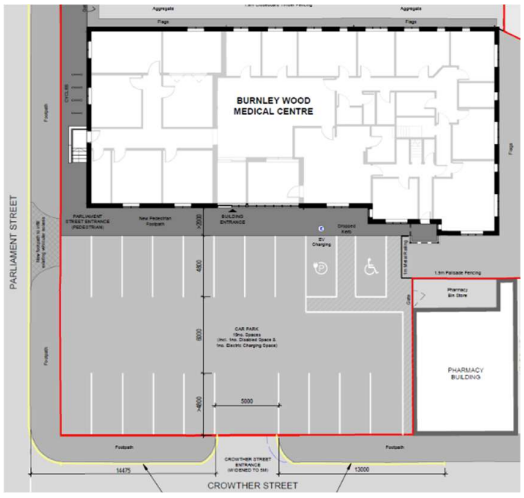

Figure 5: Proposed Site Layout

3.0 RELEVANT PLANNING HISTORY

3.1 APP/2016/0577 - Single storey extension to the existing medical centre to create 5 more GP/treatment rooms. Approved February 2017.

3.2 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.

3.3 12/90/0056 – Erection of doctors surgery. Approved March 1990.

4.0 CONSULTATION RESPONSES

4.1 **County Highways** – No objection

- S278 Agreement would be required for tactile paving, closure of access from Parliament Street and new single yellow lines.
- Recommend planning conditions relating to the construction stage and for the highway works to be implemented prior to the use of the extension commencing.

4.1 **Environmental Health** – No objection

- Recommends planning conditions relating to construction times and submission with approval of a dust management plan

4.2 **Streetscene** – No objection

5.0 LOCAL REPRESENTATIONS

5.1 A Site Notice was erected on 17 March 2026. Six notification letters have been sent to adjacent properties. As a result of the publicity 7 representations have been received comprising 5 objections, an objection from Councillor J Sumner and one in support from Councillor M Brindle.

5.2 The objections are summarised as follows:

- Loss of privacy and outlook for the adjacent properties that rear face the site;
- Height and bulk will result in an overbearing impact to property and garden
- Increase in noise and disturbance
- Proposal does not provide sufficient parking and meaning many more cars will park on surrounding streets, exacerbating congestion and safety risks.
- Must now assess the impact on these existing residents as the context has changed since the 2016 permission
- Appreciate that amendments have been made to the original proposal. However, the amended plans do not go far enough to protect the privacy and residential amenity of the homes directly behind the medical centre.

5.3 The representation in support is as follows:

- The parking spaces provided at the Surgery are well used by patients and visitors to the surgery, but seldom present a lack of suitable space in which to park. Any on street parking, if required, is usually in the immediate vicinity, only used for the duration of the patient's appointment, and does not compromise local residents' parking. As the Medical Centre is predominantly surrounded by 'new build' properties, each property has its own off road parking spot in the form of a personal drive or allocated private space.
- I cannot envisage any increased highway safety concerns that could be attributed to the proposed extension to the Medical Centre.

- There is a zebra crossing on Parliament Street and a bus service on Branch Road, both well used by pedestrians and public transport users alike in accessing the Medical Centre. The adjacent pharmacy is also well used by patients and local residents alike and would not create a further demand for parking.
- I also considered the parking provided by other surgeries in the area, and concluded that Manchester Rd, Rosegrove and Yorkshire St surgeries have only on street parking, and all three are situated on busy main roads. I appreciate that these surgeries have not expressed any intention to extend, and their situation will remain status quo with regard to parking capacity.
- The revised submission is a much better proposal and addresses the concerns of the neighbouring residents taking into account their legitimate objections under planning regulations. I trust that their concerns have been taken fully into account, now that the revised proposals have superseded the original submission.
- Burnley Wood Medical Centre is a long established and much respected facility in Burnley Wood and provides an invaluable service to some 6,900 people on its patients list, both in the local vicinity and further afield. The GPs, Practice Nurses, and admin staff provide an excellent service, and have the support of patients, voiced through the Patients Participation Group, and its track record.
- Given that medical services can be overstretched and under pressure, the initiative to take this medical practice forward to provide even better service has to be recognised.
- The provision of extra capacity and expansion in the community is a step in the right direction for one of the deprived areas in Burnley.
- I fully support the Amended Planning Application.

6.0 RELEVANT POLICIES AND GUIDANCE

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that all planning authorities must determine each planning application in accordance with the planning policies that comprise the Development Plan unless material considerations indicate otherwise.

Adopted Development Plan

6.2 The Adopted Development Plan for this site is The Burnley Local Plan 2018 and the Joint Lancashire Minerals and Waste Development Framework Core Strategy DPD. The relevant Development Plan policies for the determination of this application are:

Burnley Local Plan

Policy SP1: Achieving Sustainable Development
Policy SP4: Development Strategy
Policy SP5: Development Quality and Sustainability
Policy NE5: Environmental Protection
Policy CC1: Renewable and Low Carbon Energy (not including Wind Energy)
Policy IC1: Sustainable Travel
Policy IC3: Car Parking Standards
Policy IC5: Protection and Provision of Social and Community Infrastructure

Burnley Supplementary Planning Documents (SPD)

None relevant

The Joint Lancashire Minerals and Waste Development Framework Core Strategy DPD

None relevant

National Planning Policy Framework 2024

6.3 The relevant chapters in the National Planning Policy Framework 2024 (NPPF) comprise:

Achieving sustainable development
Decision-making

Promoting healthy and safe communities
Promoting sustainable transport
Achieving well-designed places

Article 35 Statement

6.4 The Local Planning Authority has acted positively and proactively in determining this application, in accordance with paragraph 39 of the National Planning Policy Framework, by assessing the proposal against relevant planning policies and all material considerations, identifying matters of concern within the application as (originally submitted) and negotiating acceptable amendments to the proposal with the applicant in order to address those concerns.

6.5 As a result, the Local Planning Authority has been able to recommend the proposal favourable, in accordance with the presumption in favour of sustainable development.

7.0 PLANNING CONSIDERATIONS

7.1 The main planning issues considerations for this application are:

- Principle of Development
- Design and Layout
- Impact on Amenity
- Highways and Parking
- Ecology and BNG

Principle of Development

7.2 Policy SP1 states that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development set out in the NPPF. Local Plan Policy SP4 states that development will be focused on Burnley and Padiham with development of an appropriate scale supported in smaller settlements. Policy IC5 supports safeguarding existing social infrastructure and where new facilities are required to ensure that is provided close to the need arising.

7.3 The site is within the Development Boundary and the proposal would safeguard existing social infrastructure while providing an enhanced offering for the doctor's surgery catchment area. The application is therefore acceptable in principle subject to adherence with other Policies.

Design and Layout

7.4 Policy SP5 amongst other considerations seeks new development to respect existing, or locally characteristics street layouts, scale, massing and use an appropriate palette of materials. This is further supported in the NPPF, Paragraph 135, which advocates other factors, that developments are visually attractive and sympathetic to the local character.

7.5 The proposed extension has been amended over the course of the application primarily in response to reducing an impact on neighbouring properties. Inadvertently the changes have altered how the proposed extension would sit in the streetscene.

7.6 The proposed extension is a continuation of the existing built form respecting the eaves and roof ridge of the original surgery building. The roof presence has been reduced by the hipping of the roof with windows insert facing Parliament Street to activate the side wall.

7.7 The east and west end of Parliament Street is charactered by buildings which are adjacent to the rear edge of the footway which result a tight built form. The central area, surrounding the application site, provides a slight set back of the built form with pockets of green spaces owing to a degree of variation and openness.

7.8 It is acknowledged that the proposed extension would introduce built form along Parliament Street, which although set back would hold a prominent position in the streetscene. However,

taking into account the hipped roof construction and window placement in adding interest to the massing it is considered the proposal would not be overly untoward to the general setting along Parliament Street.

7.9 In terms of palette of material, the imposition of a planning condition to require the proposed extension to take reference from the original building would assist in assimilating with the appearance of the area.

7.10 It is considered that the proposed development would not adversely impact the character or appearance of the application property, site or surrounding area and would accord with Policy SP5 of the Local Plan and the NPPF.

Impact on Amenity

7.11 Policy SP5 of the adopted Local Plan seeks to ensure that there is no unacceptable adverse impact on the amenity of neighbouring occupants or adjacent land users, including by reason of overlooking.

7.12 It is not anticipated that the proposed extension, in respect of light and outlook, would adversely affect the properties on Crowther Street, Crowther Court and No. 52 Parliament Street by reason of the separation distance and relationship with the application site. There would be an increase in noise associated with the construction stage, however, this would be short lived and the resulting operation would be largely within daytime hours assimilating with activity in the surrounding area.

Effect on Nos. 3 – 7 Burton Court (odd)

7.13 In respect of Nos. 3 – 7 Burton Court (odd) the rear elevations and gardens face the existing doctor's surgery. Given the position and interning distance, it is considered the proposal would not significantly reduce daylight or outlook to the neighbouring properties. While there would be a minor effect to sunlight this would be towards the end of the day where any reduction would be limited.

Effect on No. 48 Parliament Street and No. 1 Burton Court

7.14 It is acknowledged that planning permission was approved in 2017 for a similar single storey extension. However, this decision was made prior to the construction of Burton Court where no impact on residential amenity existed. Although the permission has lapsed no weight has been applied in how the application was considered for this assessment.

7.15 Turning to No. 48 Parliament Street and No. 1 Burton Court it is noted that while there is an intervening boundary fence the rear elevation and garden face the application site and the area of the proposed extension. No. 48 Parliament Street have two openings on the ground floor and a first-floor window facing towards the application site. No. 1 Burton Court have ground floor French doors and a bedroom window at first floor which are rear facing.

7.16 The two properties experience an open aspect to the rear elevation and although the gardens are enclosed have a good amount of outlook and skyline free of development. As such the property and garden receive a good amount of daylight and sunlight and the proposed extension would inevitably reduce the light received.

Level of privacy and noise

7.17 On the rear elevation it is proposed to widen an existing window and insert a new window into the proposed extension which would directly face No. 1 Burton Court and at an angle introduce a new vantage point towards No. 48 Parliament Street.

7.18 This would result in occupiers of the proposed surgery rooms being able to look into the neighbouring properties. It is considered however that the imposition of a planning condition to secure the new window openings with obscure glazing and type of opening would limit clear views and reduce a loss of privacy to the neighbouring properties.

7.19 The window openings are close to the boundary with the site and when open (especially during clement weather) have a high possibility of noise carrying over into the neighbouring properties and garden spaces. It is noted though that excess noise is not normally associated with a doctor's surgery and would be similar to a residential property. The onus would be on the applicant to manage when windows are open, especially when considering patient confidentiality. This would naturally reduce the level of noise with the neighbouring properties to an acceptable level.

Level of daylight and sunlight

7.20 The proposed extension has been amended over the duration of the application resulting in a proposed extension which continues the existing eaves level and roof ridge height. Nevertheless, there will still be a reduction as the area to the rear of the neighbouring properties is free from development.

7.21 Taking into account the separation distance and proposed height, while there would still be an impact to the ground floor and rear garden, it is not considered to be severe reduction. The reduction in height assists with maintaining a satisfactory degree of daylight and sunlight to the first-floor windows.

7.22 There would still be a loss of light, however, the level of reduction will be considered in the planning balance.

Outlook and overbearing presence

7.23 The proposed extension has a ground floor eaves level which is above the neighbouring properties' garden fences and it is situated 2 metres from the boundary. The roof pitches away from the boundary and has been designed with a hipped end facing Parliament Street. While there would be reduction in outlook measures have now been incorporated which improves the amount of outlook at ground floor that is considered to not be significantly severe.

7.24 In terms of an overbearing presence to the ground floor openings and garden given the amended roof design the immediate massing is set further into the site. It is considered the first floor would not have a significant overbearing impact.

7.25 The remaining degree of outlook overbearing presence will be considered in the planning balance.

Highways and Parking

7.26 Policy IC5 seeks to ensure that, where new social or community infrastructure is required, it is provided in locations that are accessible to those it is intended to serve. The policy requires facilities to be located close to the need arising or, where serving a wider catchment area, in locations that are readily accessible by walking, cycling and public transport.

7.27 In addition, Policy IC1 promotes sustainable travel choices and ensuring the safe and flow of traffic on the highway network, whilst Policy IC3 sets out the parking standards applicable to new development. Based on the number of consulting rooms proposed within the medical centre, the development would generate a requirement for 44 parking spaces in accordance with the Council's adopted standards.

7.28 No objection has been raised by County Highways and as such it is considered the proposed extension and associated work within the site is acceptable in terms of highway safety. Whilst enabling works would be considered under separate legislation the securement under planning condition makes the application acceptable in respect of highway safety. Further conditions can be applied to manage construction activity and highway safety.

<u>Parking provision</u>

7.29 The site is regarded as being in a sustainable location accessible by public transport and the situated within the community it serves. It is acknowledged that not all patients would (or be able) to travel by bus or walk. As such 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 cycle parking, a disabled driver bay and EV charging point to add further choices to modes of travel.

7.30 The applicant has advised that the existing car park does not operate at full capacity and that it is uncommon for all spaces to be occupied. The applicant further states that the proposed additional consulting rooms would not be used on a full-time basis but would instead accommodate specific clinic sessions, such as those undertaken by visiting midwives and social prescribers, on a weekly or fortnightly basis. This would enable such services to be provided without displacing activity from existing GP consulting rooms. The practice also notes that it has previously expanded the car park from its original provision of eight spaces, thereby increasing parking capacity on the site.

7.31 In assessing the proposal, significant weight is attached to the benefits arising from the extension, including the more efficient use of accommodation within the practice and the enhancement of local healthcare provision. It is also noted that the existing car park is rarely fully occupied, that the site occupies a sustainable and accessible location. Furthermore, the applicant has sought to make the most efficient use of the site in order to maximise parking provision including EV charging and cycle provision.

7.32 Whilst it is acknowledged that there may be occasions when some overspill parking occurs on the surrounding highway network, any such occurrence is likely to be limited in scale and duration. On balance, it is not considered that any resulting impact on highway safety or the free flow of traffic would be so significant as to outweigh the substantial benefits associated with the proposed improvements to the medical practice.

Ecology and BNG

7.33 It is proposed to construct the building on a ‘sterile’ area therefore a valid BNG exemption exists.

8.0 Planning Balance and Conclusion

8.1 The Local Plan and the Framework when read as a whole are supportive for the expansion of social and community infrastructure within Development Boundaries.

8.2 Paragraph 8 of the NPPF identifies three overarching objectives of sustainable development: economic, social and environmental. These strands are interdependent and should be pursued in mutually supportive ways.

8.3 From an economic perspective, the proposal would secure investment in an existing healthcare facility and enable the more efficient use and expansion of an established medical practice. The proposal would also generate short-term economic benefits through construction activity. Moderate weight is therefore afforded to the economic benefits of the scheme.

8.4 In terms of the social objective, substantial weight is attached to the proposal. The development would safeguard and enhance an existing community facility within the settlement boundary and would improve access to healthcare services for the population it serves. The proposal directly supports the objectives of Policy IC5 in maintaining and improving social infrastructure close to the communities that rely upon it. The site occupies a sustainable location within an established residential area, accessible by walking, cycling and public transport, thereby ensuring that healthcare provision remains available to a broad section of the community. The enhancement of local healthcare provision represents a significant public benefit.

8.5 With regard to the environmental objective, the proposal would utilise previously developed land within a built-up area and is designed to continue the existing lines of the existing building

while appropriately assimilating within the site and streetscene. Subject to conditions requiring appropriate external materials, the development would preserve the character and appearance of the area and would accord with Policy SP5 and the design objectives of the NPPF. The site is exempt from Biodiversity Net Gain requirements owing to the development taking place on a qualifying sealed surface area and no ecological objections have been identified.

8.6 Balanced against these benefits are the adverse impacts. The most significant concern relates to residential amenity, particularly in respect of Nos. 48 Parliament Street and 1 Burton Court. The proposed extension would inevitably result in some loss of outlook, daylight and sunlight when compared to the existing open aspect currently experienced by those properties. Whilst these impacts have been reduced through amendments to the scheme, including alterations to the roof design and overall massing, a degree of residual harm remains. However, having regard to the separation distances involved, the amended design, the maintenance of acceptable living conditions for neighbouring occupiers and the ability to secure privacy measures through planning conditions, it is not considered that the resulting impacts would be so severe as to justify withholding planning permission. Moderate weight is therefore attributed to this harm.

8.7 Concern has also been expressed by local residents regarding parking demand and highway implications. The proposal does not meet the parking standards set out in Policy IC3, and this weighs against the development. However, significant weight is attached to the fact that County Highways, has raised no objection to the proposal.

8.8 The evidence submitted by the applicant indicates that the existing car park rarely operates at full capacity and that the additional consulting rooms are intended primarily for periodic specialist clinics rather than continuous occupation. Furthermore, the site occupies a sustainable location, and the scheme incorporates cycle parking, electric vehicle charging infrastructure and an accessible parking bay. Whilst limited overspill parking may occur on occasion, it is not considered that any resulting impact on highway safety or the operation of the local highway network would be severe. Accordingly, only limited weight is attributed to this harm.

8.9 The representations received have been carefully considered and relate principally to impacts on residential amenity, parking, highway safety and the scale of the extension. These matters have been fully assessed within this report and, whilst some concerns are acknowledged and carry weight in the planning balance, they are not considered sufficient, either individually or cumulatively, to outweigh the identified benefits of the proposal.

8.10 The proposal is considered to be consistent with the overarching objectives of the NPPF, particularly those relating to the promotion of healthy and inclusive communities, sustainable patterns of development and the presumption in favour of sustainable development. Therefore, on balance, the benefits of the proposal clearly outweigh the identified adverse impacts. The development therefore represents sustainable development and it is recommended that planning permission be granted, subject to the conditions set out within this report.

RECOMMENDATION

Approve, subject to the following conditions and reasons:

1. The development to which this permission relates must be begun not later than 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 shall be carried out in accordance with the following submitted Drawings and Documents:

   Drg No. 7891- FWP-XX-00-DR-A-80901-P2

Drg No. 7891- FWP-XX-RF-DR-A-80921-P2
Drg No. 7891- FWP-XX-XX-DR-A-80931-P2
Drg No. 7891-FWP-XX-XX-DR-A-80951-P2

Reason: To ensure continued compliance with the Local Plan.

3. No groundbreaking works, excavation or site clearance shall take place until a Construction Management Plan (CMP) has been submitted to and approved in writing by the local planning authority. The CMP shall include:

- 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;
- swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures;
- measures to protect vulnerable road users (pedestrians and cyclists);
- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- wheel washing facilities;
- measures to deal with dirt, debris, mud, or loose material deposited on the highway as a result of construction;
- measures to control the emission of dust and dirt during construction;
- details of a scheme for recycling/disposing of waste resulting from demolition and construction works;
- construction vehicle routing;
- Demolition, and construction working hours; and,
- Construction delivery hours.

The development shall thereafter be carried out in full accordance with the approved details.

Reason: In the interests of the safe operation of the adopted highway during the construction phases and to protect amenity of neighbouring buildings in accordance with policy NE5 and SP5 of the adopted Local Plan

4. No part of the development hereby approved shall be occupied or brought into use until all the highway works have been constructed and completed in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority.

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.

5. The external materials to be used in the construction of the extension hereby approved, including all walls, roofing materials, windows, doors, rainwater goods and other external fenestration details, shall match those of the existing medical centre in terms of material type, colour, finish and texture.

Reason: To ensure a satisfactory appearance of the development and to safeguard the character and visual amenity of the site and surrounding area in accordance with Policy SP5 of the Burnley Local Plan.

Informative Notes:

1. The grant of planning permission will require the applicant to enter into an appropriate Legal Agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Development Support Section on 0300 123 6780 or email developeras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.

2. The grant of planning permission will require the developer to obtain the appropriate permits to work on, or immediately adjacent to, the adopted highway network. The applicant should be advised to contact Lancashire County Council's Highways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the necessary permits. They can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433.

3. The alterations to the existing highway as part of the new works may require changes to the existing street lighting at the developer's expense.

4. Construction Management Plan.
   - 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 loading/unloading operations all of which must be managed within the confines of the site.
   - A licence to erect hoardings adjacent to the highway (should they be proposed) may be required. If necessary, this can be obtained via the County Council (as the Highway Authority) by contacting the Council by telephoning 01772 533433 or e-mailing lhsstreetworks@lancashire.gov.uk
   - All references to public highway include footway, carriageway, and verge.
   - No construction work shall take place outside the hours of 8am to 6pm Monday to Friday, 8am to 1pm on Saturday and not at any time on Sundays and Bank Holidays.