

**Application Ref:** 12/01919/FUL

**Proposal:** Extension and alterations to provide consulting rooms and administrative offices including alteration to access road and provision of new staff parking

**Site:** Stanground Surgery, Whittlesey Road, Stanground, Peterborough  
**Applicant:** Mrs Helena Ayres, The Queen Street Practice  
**Agent:** Mr Robin Briscoe, Peter Humphrey Associates Ltd

**Referred by:** Head of Planning, Transport and Engineering Services  
**Reason:** High number of objections received

**Site visit:** 28.01.2013

**Case officer:** Miss L C Lovegrove  
**Telephone No.** 01733 454439  
**E-Mail:** louise.lovegrove@peterborough.gov.uk

**Recommendation:** **GRANT** subject to relevant conditions

**1 Description of the site and surroundings and Summary of the proposal**

**Site and Surroundings**

The application site comprises a primary health care facility located at the junction of Peterborough Road and Whittlesey Road. There is a shared car park to the immediate south of the site which serves patients attending the surgery and the adjacent Dental Clinic. Access to the site is granted from Peterborough Road via a shared access road of approximately 4.5 metres in width. To the north of the site lies a public footway and landscaping strip along Whittlesey Road. The south and east the site is abutted by Stanground College playing fields and to the west the site lies adjacent to the Co-Operative Funeral Directors. The site falls outside any identified district or local centre.

**Proposal**

The application seeks planning permission for the construction of single storey extensions to the north and south of the existing building to provide new consulting rooms and administrative offices. As a result of the proposed extension, the internal space of the existing surgery would be reconfigured and a new ancillary dispensary created.

It should be noted that the proposed dispensary is to be located within the existing building with no separate or independent access and would extend to a floor space of only 32 square metres. On this basis, it is considered that the dispensary is an ancillary element to the main use of the building as a Medical Centre/Doctor's Surgery and therefore, falls within Class D1 of the Town and Country Planning (Use Classes) Order (as amended), the same use class as the surgery itself, not Class A1 (retail). As an ancillary use to the main building, it is permitted development and therefore the creation of the dispensary does not require planning permission from the Local Planning Authority.

The scheme has been amended following refusal of application reference 12/01331/FUL for the same proposed extensions. This earlier application was refused for the following reasons:

- R 1 The proposed development does not provide adequate space within the curtilage of the site for the required parking facilities. This would result in cars parking within the access and in unsafe locations on the adjoining public highway and would therefore cause detriment to highway safety. The proposal is therefore contrary to Policy CS14 of the Peterborough*

*Core Strategy DPD (2011) and emerging Policies PP12 and PP13 of the Peterborough Planning Policies DPD (Submission Version incorporating the modifications recommended by the Inspector following Examination 2012).*

R 2 *The proposal shall result in an intensification of use in terms of traffic movements to and from the site. Due to the insufficient width of the existing access road into the site, the proposed development would have an adverse effect on the safety of users of the adjoining public highway which is contrary to Policy CS14 of the Peterborough Core Strategy DPD (2011) and emerging Policy PP12 of the Peterborough Planning Policies DPD (Submission Version incorporating the modifications recommended by the Inspector following Examination 2012).*

This revised application has sought to address the above reasons for refusal by including a car park to the north west of the site (providing 30 additional spaces) and by widening the shared access from Peterborough Road to 5 metres in width with a separate 1 metre wide pedestrian footway.

## **2 Planning History**

<b>Reference</b>	<b>Proposal</b>	<b>Decision</b>	<b>Date</b>
00/01372/FUL	Extensions to provide consulting and meeting rooms.	Permitted	21/12/2000
11/01561/FUL	Proposed portacabin to house temporary pharmacy for 3 years and new fence/gates and paved areas	Withdrawn	23/01/2012
12/01331/FUL	Extension and alterations to provide new consulting rooms and administrative offices	Refused	30/10/2012

## **3 Planning Policy**

Decisions must be taken in accordance with the development plan policies below, unless material considerations indicate otherwise.

### **National Planning Policy Framework (2012)**

#### **Section 8 - Safe and Accessible Environments**

Development should aim to promote mixed use developments, the creation of strong neighbouring centres and active frontages; provide safe and accessible environments with clear and legible pedestrian routes and high quality public space.

### **Peterborough Core Strategy DPD (2011)**

#### **CS10 - Environment Capital**

Development should make a clear contribution towards the Council's aspiration to become Environment Capital of the UK.

#### **CS14 - Transport**

Promotes a reduction in the need to travel, sustainable transport, the Council's UK Environment Capital aspirations and development which would improve the quality of environments for residents.

#### **CS16 - Urban Design and the Public Realm**

Design should be of high quality, appropriate to the site and area, improve the public realm, address vulnerability to crime, be accessible to all users and not result in any unacceptable impact upon the amenities of neighbouring residents.

### **CS21 - Biodiversity and Geological Conservation**

Development should conserve and enhance biodiversity/ geological interests unless no alternative sites are available and there are demonstrable reasons for the development.

### **Peterborough Planning Policies DPD (2012)**

#### **PP01 - Presumption in Favour of Sustainable Development**

Applications which accord with policies in the Local Plan and other Development Plan Documents will be approved unless material considerations indicate otherwise. Where there are no relevant policies, the Council will grant permission unless material considerations indicate otherwise.

#### **PP02 - Design Quality**

Permission will only be granted for development which makes a positive contribution to the built and natural environment; does not have a detrimental effect on the character of the area; is sufficiently robust to withstand/adapt to climate change; and is designed for longevity.

#### **PP03 - Impacts of New Development**

Permission will not be granted for development which would result in an unacceptable loss of privacy, daylight, opportunities for crime and disorder, public and/or private green space or natural daylight; be overbearing or cause noise or other disturbance, odour or other pollution.

#### **PP11B - (b) External Shutters**

Permission will only be granted where there is demonstrable need in terms of crime; the property is not listed or within a conservation area; the shutter is designed to a high standard and is perforated.

#### **PP12 - The Transport Implications of Development**

Permission will only be granted if appropriate provision has been made for safe access by all user groups and there would not be any unacceptable impact on the transportation network including highway safety.

#### **PP13 - Parking Standards**

Permission will only be granted if appropriate parking provision for all modes of transport is made in accordance with standards.

#### **PP16 - The Landscaping and Biodiversity Implications of Development**

Permission will only be granted for development which makes provision for the retention of trees and natural features which contribute significantly to the local landscape or biodiversity.

## **4 Consultations/Representations**

### **Transport and Engineering Services**

No objections – The amended proposal makes sufficient parking provision to accommodate the proposed extension and the proposed improvements to the vehicular access are in line with guidance previously issued. The proposal will not result in danger to highway safety, subject to conditions requiring the provision of the car parking/access improvements prior to first occupation.

### **Landscape Officer (10.01.13)**

No objections - The Lime tree proposed to be felled is not worthy of protection due to its proximity to the existing building. The loss of existing shrubs is accepted and mitigating landscaping should be secured.

**Wildlife Officer (21.01.13)**

No objections – Given the proposed removal of shrub planting and a mature tree, it is likely that the proposal would affect nesting birds. Therefore require a scheme of mitigation/survey work during bird nesting season. Replacement landscaping is also recommended and measures to promote biodiversity such as bird boxes are suggested.

**Building Control Surveyor**

Building Regulations approval required. Part M relating to disabled requirements also applicable.

**Police Architectural Liaison Officer (15.01.13)**

No objections subject to imposition of a condition requiring measures to minimise the risk of crime to meet the specific security needs of the proposal to be submitted and approved.

**Local Residents/Interested Parties**

Initial consultations: 432

A total of 1,426 standardised objection letters, collated by Halls the Chemist, have been submitted in respect of the application. A template of the standardised letter was made available to the public at various Halls the Chemist units within Peterborough and on the Park Farm Neighbourhood Watch website. In summary, the letter objects to the application on the following grounds:

- The planning application does not represent the full intention of the application as it makes no reference to the proposed dispensary/pharmacy (previously applied for under application references 11/01561/FUL and 12/01331/FUL).
- Without the dispensary/pharmacy considered as an A1 Use Class, full consideration is not being given to the application.
- The introduction of a pharmacy/dispensary will attract significant numbers of new visitors to the site, who would not normally attend, thereby increasing the number of vehicular movements using a dangerous access. The existing narrow access does not meet the requirements of the application and the issues are further exacerbated by the close proximity of two bus stops, the presence of the school, emergency vehicles coming out of the Fire Station and reduced visibility along Peterborough Road due to an incline, the roundabout and Halls the Chemist vehicular entrance.
- The proposal would cause the loss of Halls the Chemist, reducing services.
- The Co-Operative Pharmacy permission to move from Central Square is based on out-of-date regulations. The move of this pharmacy will make it harder for residents and patients to access medicines and services and increase the use of cars to a non-retail location.
- The relocation of the Co-Operative Pharmacy risks the loss of the local Post Office which will deny residents another essential service.
- The introduction of the new pharmacy/dispensary which will be run by Co-Operative Pharmacy will create a separate entity within the surgery, bringing additional traffic movement from deliveries of medicines, collection of waste and additional staff.
- Like all NHS pharmacies, the new pharmacy/dispensary will be required to provide service to all patients.
- No need to have the pharmacy/dispensary at this location has been identified.

A copy of this standard letter can be found at Appendix A. It should be noted that 30 further standardised letters could not be accepted owing to insufficient information e.g. incomplete or inaccurate addresses.

In addition to the contents of the standard letter, the following additional points were written on some letters:

- No objection to the proposed extension to provide consulting rooms and administrative offices but do object to the parking problems and traffic that would be associated with the proposed dispensary, particularly when Halls the Chemist provide an excellent service next door.
- The proposed dispensary does not make sense given the next door pharmacy. The space could be used for additional consulting rooms.

Further to these standard letters, Mr Damani (owner of Halls the Chemist) has objected to the application. A full copy of this objection can be found at Appendix B however a summary of the objection is provided below:

- The addition of a dispensary/pharmacy at Stanground Surgery will result in a 12-fold increase in traffic at the site. This will place a greater strain on the access road and car parking which is not adequate for its current use.
- The move of the Co-Operative Pharmacy from Central Square to a location outside a retail centre will increase trips by car which is contrary to the Council's environmental statement and intentions.
- In one week in February 2012, Police caught over 32,000 speeding drivers along Peterborough Road. The proposal will substantially intensify the use of Peterborough Road and the junction to the surgery and users will find it more dangerous to leave the site owing to poor visibility resulting from the brow of an incline.
- Yet again the planning application description does not represent the full intention of the application as no reference is made to the dispensary/pharmacy which was previously applied for under application reference 11/01561/FUL, where 400 objections were submitted. This was followed by application 12/01331/FUL which had a further 500 objections. Why has this application been accepted without stipulating the A1 retail use? Without the application being considered with A1 use, full consideration cannot be given.
- 4 days before submission of this application, we received notification from the NHS that Co-Operative Pharmacy had applied to extend the time period for the permission to relocate to Stanground Surgery. If the dispensary/pharmacy is to be an independent unit, owned and operated separately from the surgery, this should be made clear.
- 7 car parking spaces in the existing car park are allocated to the Dental Clinic, leaving only 23 spaces for Stanground Surgery. Does the car parking associated with the application meet current standards?
- The application does address some, but not all, concerns previously identified regarding the narrow access road to the surgery. The access road is still not of sufficient width and the pedestrian footpath stops at the entrance to the surgery car park.
- There have been three fatalities on Peterborough Road in the last 10 years – why risk more death and injuries with this application?
- The NHS permission to relocate the Co-Operative Pharmacy is based on out-of-date regulations.
- The relocation of the Co-Operative Pharmacy risks the loss of the Post Office which currently shared a building.
- The application risks the closure of Halls the Chemist, less than 1 minutes walk from the surgery car park.
- Current waste collection at the site causes difficulty owing to the narrow access road. The proposal will make this situation worse.
- The proposed pharmacy will increase the number of delivery vehicles visiting the site every day.
- The increasing population of the area from South Stanground will place even greater demand on the facilities of the surgery and the car park
- At times when a funeral/burial is taking place at the Funeral Directors, there is even more users of the access road making entry/exit into the site more difficult.
- The proposal poses risks to students walking/cycling to Stanground College
- The planned development of Great Haddon and other developments between Farcet and Yaxley will increase the volume of traffic using Peterborough Road.
- There has been no identified need for another pharmacy in such close proximity to Halls the Chemist.
- The application has not included a sequential test for the location of a retail pharmacy outside a local centre.

In addition, a second individual objection was received on the following basis:

- The proposed on-site Chemist will effectively close down Halls the Chemist.
- The junction to/from the Surgery is positioned on an inclined bend, causing delay leaving the site. A secondary road within the site will make this problem worse.

## **5 Assessment of the planning issues**

The main considerations are:

- Principle of development
- Design and impact upon the character and appearance of the surrounding area
- Parking, access and highway implications
- Crime risk and security
- Landscape implications
- Ecology
- Other matters

### **a) Principle of development**

The submission of this planning application has resulted from the need for Stanground Surgery to accord with new NHS requirements to separate the various functions of a medical centre. The proposed single storey extensions, combined with internal remodelling of the existing building, would allow this separation of functions and create a total of 14 consulting rooms (both Doctors and Nurses) with ancillary office and welfare accommodation. This is an increase from the existing 7 consulting rooms on site. The National Planning Policy Framework (2012) supports the expansion of existing services and facilities and as such, the principle of the extensions is acceptable.

As part of the proposed internal remodelling of the existing building, a new dispensary would be created. The internal remodelling of the existing surgery does not require planning permission from this Authority. In addition, the proposed dispensary falls within Use Class D1 which is the same class as the wider application site. As such, the dispensary is permitted ancillary element to the existing Doctor's Surgery. The unit would not be independent given its position within the main building and, even if operated by an independent company, owing to the use class within which it falls, cannot be considered as part of this planning application.

As detailed in Section 4 above, a number of the objections received relate to this dispensary. These are discussed below:

- *The planning application does not represent the full intention of the application as it makes no reference to the proposed dispensary/pharmacy (previously applied for under application references 11/01561/FUL and 12/01331/FUL).*
- *Without the dispensary/pharmacy considered as an A1 Use Class, full consideration is not being given to the application.*
- *The introduction of a pharmacy/dispensary will attract significant numbers of new visitors to the site, who would not normally attend, thereby increasing the number of vehicular movements using a dangerous access. The existing narrow access does not meet the requirements of the application and the issues are further exacerbated by the close proximity of two bus stops, the presence of the school, emergency vehicles coming out of the Fire Station and reduced visibility along Peterborough Road due to an incline, the roundabout and Halls the Chemist vehicular entrance.*
- *The proposal would cause the loss of Halls the Chemist, reducing services.*
- *The Co-Operative Pharmacy permission to move from Central Square is based on out-of-date regulations. The move of this pharmacy will make it harder for residents and patients to access medicines and services and increase the use of cars to a non-retail location.*
- *The relocation of the Co-Operative Pharmacy risks the loss of the local Post Office which*

- will deny residents another essential service.*
- The introduction of the new pharmacy/dispensary which will be run by Co-Operative Pharmacy will create a separate entity within the surgery, bringing additional traffic movement from deliveries of medicines, collection of waste and additional staff.*
- Like all NHS pharmacies, the new pharmacy/dispensary will be required to provide service to all patients.*
- No need to have the pharmacy/dispensary at this location has been identified.*
- The application has not included a sequential test for the location of a retail pharmacy outside a local centre.*

Officer response:

The application scheme seeks planning permission for the construction of an extension to the existing surgery to provide additional consulting rooms and administrative offices. Shown on the submitted proposed floor plans are proposals to reconfigure the internal space of the existing building which would create a small dispensary space. Given the size of this dispensary and it being located within the existing building, the use is considered ancillary to the main use of the site as a Doctor's Surgery and accordingly does not require planning permission. As such, it has not been included on the description of development and nor could it be required to be. As set out in the preceding section, the dispensary is a D1 use, not retail (A1) and therefore there is no need for a sequential test. In addition, the existing pharmacy adjacent to the application site (Halls the Chemist) is itself located outside of any local centre and competition is not a material planning consideration.

**b) Design and impact upon the character and appearance of the surrounding area**

It is considered that the design of the proposed extensions both reflects and respects the character, appearance and architectural proportions of the host building. The extensions would extend the building both to the north and south of the existing western protruding element and mirror the roof design of the original. The areas of extension at present are predominantly planted landscaped areas which offer little amenity value to the site or wider public realm and as such, the extension represents natural development of the built form of the site. Given the single storey nature of the proposal and its sympathetic design, it is considered that the development will not appear incongruous or at odds with its surroundings. It will not appear visually dominant or cramped within the site and is therefore unlikely to result in any harmful impact to the visual amenity of the surrounding area.

With regards to the proposed new car park, this would be sited on an area of existing scrub land at the northeastern-most corner of the application site. At present, this area offers little visual amenity to the locality and appears an untidy and unkempt parcel of land, subject to fly-tipping and antisocial behaviour. The proposal would bring this area of redundant land into use and improve the overall appearance of the public realm. On the basis of the above, the proposal is in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012).

**c) Parking, access and highway implications**

Parking

At present, the doctor's surgery shares a car park (located immediately to the south of the building) with the adjacent dental surgery. In total, 32 parking spaces are available for patients and staff of both facilities. The Applicant has provided details regarding the number of staff employed at the existing surgery – the majority of who work on a part-time basis. It has been calculated that at present the surgery has a full-time equivalent staff level of 12.5. In addition, there are a number of rooms within the existing surgery that are used on a part-time basis at varying days throughout the week. This has been calculated to an equivalent of 7 rooms which are used for consultations (both doctor and nurse).

On the basis of the adopted parking standards set out in Policy PP13 of the Peterborough Planning Policies DPD (2012), the existing surgery requires a maximum of 22 spaces for patients and 13 spaces for staff plus some provision for drop off/pick up. The adopted standard sets out a maximum requirement of 1 car parking space per full time staff, 2 parking spaces per consulting room and provision of drop off/pick up facilities. Given the shared use with the Dental Clinic, the existing car park is considered to be currently over capacity.

The proposal consolidates the existing consulting rooms and provides new ones. In total, the proposal would result in an increase in the total number of consulting rooms to 14 (with patients on a full-time and part-time basis). The Applicant has stated that there will be no increase in the number of staff. On this basis, a maximum total of 28 spaces for patients (plus drop off/pick up and additional demand created by the dispensary) and 13 spaces for staff would be required. This represents an increase in the requirement for patient parking by 6 spaces.

Given that the proposal seeks a new staff car park to the rear of the building, those spaces within the existing car park previously taken up by staff would instead be available for patient parking (a total of 13 spaces). Therefore, whilst the car park to be used by patients falls below the maximum standard, the proposed extensions would not result in any worsening of the existing situation. Furthermore, the proposal would result in the provision of 60 spaces overall on the site (for both staff and patients and for both the Doctor's Surgery and the Dental Clinic). This level is far above the standard set out in Policy PP13. Accordingly, should the patient car park become overcrowded at any time, the Surgery will be able to manage the situation by using both car parking areas. Whilst generally a proposal which exceeds the maximum parking standards is resisted, in this instance the additional parking spaces allows for flexibility for the Surgery and allows for expansion (i.e. full-time use of the consulting rooms) and the Local Highway Authority has raised no objections to the application.

On this basis, it is considered that the proposal provides sufficient car parking to meet the demands generated by the proposed extensions and the proposal is therefore in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP13 of the Peterborough Planning Policies DPD (2012).

#### Access

At present, the surgery uses a shared vehicular access from Peterborough Road with the Funeral Directors and Dental Clinic. This access is approximately 4.5 metres in width with no footway and a passing bay sited approximately 61 metres from the junction. Given the number of uses which share this access (Doctor's Surgery, Dental Clinic and Funeral Directors) it is currently below the current standards which would be required if the site came forward as a new development.

The proposal seeks to widen this vehicular access to 5 metres along the entire length of the road. In addition, it is proposed to modify the junction of the access road to Peterborough Road to a 6 metre radius bell-mouth. This arrangement and widening will allow two vehicles to pass one another and therefore prevent any conflict on the adjacent public highway with vehicles waiting to enter the site while another exits. The requisite vehicle-to-vehicle visibility splays can be achieved at the junction and overall, it is considered that the proposal significantly improves the safety of this junction from the present situation.

With regards to pedestrian access, at present there is no separate pedestrian footway to the surgery along the access road and patients and school children walk in the path of oncoming vehicles. The proposal would result in the creation of a new pedestrian footway measuring 1 metre in width which would be separated from the vehicular access. It is considered that this will significantly improve the safety of pedestrians accessing the site from Peterborough Road.



It is noted that several neighbour objections have raised concerns regarding the potential conflict of the intensified access with the nearby bus stops, Stanground College and Fire Station. However, the proposed access accords with adopted policy and in the opinion of the Local Highway Authority, would not present any danger to highway safety.

In addition, an objector has highlighted that the access road to the site is dangerous and this is highlighted by an accident that took place between a vehicle exiting the site and another travelling along Peterborough Road on Friday 1<sup>st</sup> February at 3.20 pm (end of the school day). This accident is noted however this does not take in to account the proposed improvement measures to the access road. The Local Highway Authority considers the proposal to accord with adopted standards and the proposal would represent a significant improvement to the existing situation.

On the basis of the above, the proposal would result in improved vehicular and pedestrian access to the site which accords with adopted standards. As such, the proposal is in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP12 of the Peterborough Planning Policies DPD (2012).

#### Cycle parking

At present, there is no cycle parking provision on site. In line with Policy PP13, one parking stand for every 8 staff is required plus one stand per every two consulting rooms. On this basis, two secure and covered cycle stands are required for staff and seven covered stands for patients. This provision can be secured by condition.

#### **d) Crime risk and security**

The Police Architectural Liaison Officer (PALO) has assessed the proposal and raised no objections to the design of the proposed extension. However, some concern has been raised regarding the internal remodelling of the existing building to provide a new dispensary, given the lack of security, remote location of the surgery and lack of natural surveillance out of hours. Having considered the proposal, it is the PALO's view that issues regarding the potential for crime can be addressed through the inclusion of appropriate security features which would mean that the dispensary area could be resistant to crime. It is acknowledged that whilst the dispensary itself does not require planning permission, the resultant issues with regards to crime should be addressed through the application process. These matters can be readily dealt with by way of a condition and on this basis, the proposal is in accordance with the National Planning Policy Framework (2012), Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).

#### **e) Landscape implications**

The proposed extensions and new car park would result in the loss of existing vegetation and most notably, a mature Lime tree located adjacent to the landscaping strip along Whittlesey Road. Whilst the loss of this tree is regrettable, it is not considered by the City Council's Landscape Officer worthy of protection by way of a Tree Preservation Order owing to its proximity to the existing building. The tree is so close that at some point, substantial pruning would be needed to abate the conflict and as such, long-term sustainability is questionable. The loss of the landscaped areas would not result in significant harm to the character, appearance or visual amenity of the area. Replacement planting can be secured by condition to soften the appearance of the proposed car park and extensions and to mitigate against the loss of existing landscape features. On this basis, the proposal is in accordance with Policy PP16 of the Peterborough Planning Policies DPD (2012).

**f) Ecology**

The existing shrub planting and mature tree that would be lost as a result of this proposal may provide suitable habitat for nesting birds during the nesting season (1st March to 31st August). As such, any removal should be avoided during these times or a suitable scheme for monitoring and mitigation provided prior to commencement of development. These can reasonably be conditioned to prevent any harm to nesting birds.

The Council's Wildlife Officer has requested that, owing to the loss of existing shrubs and tree, appropriate replacement planting be secured (using native species wherever possible) to ensure that no long term harm results. Furthermore, in order to promote the biodiversity of the site a range of bird nesting boxes should be secured. On this basis, the proposal is in accordance with the National Planning Policy Framework (2012), Policy CS21 of the Peterborough Core Strategy DPD (2011) and Policy PP16 of the Peterborough Planning Policies DPD (2012).

**g) Other matters**

Period of construction

Owing to the constraints of the site in terms of car parking and a narrow, shared access, it is considered necessary to secure a Construction Management Plan by condition. This will require details such as hours of construction, hours of delivery, contractor parking etc to be submitted to Officers prior to the commencement of development and will ensure that no detriment results to the public highway.

Neighbour objections

Those neighbour objections not dealt with in the considerations above, are discussed in turn below:

- *At present the refuse collection vehicle struggles to manoeuvre and access the site, how will this be improved as a result of the application proposal and does it meet necessary requirements?*

Officer response:

The proposal makes provision for improvements to the existing shared access and therefore, accessibility by refuse vehicles will be improved.

- *The number of deliveries to the site will increase as a result of the new pharmacy which will again place greater demand on parking provision and increase the volume of traffic visiting the site.*

Officer response:

The current application does not include the provision of a pharmacy and as such, this objection is not a material consideration. Regardless, the issue of parking and traffic is discussed in detail in section C above.

**6 Conclusions**

Subject to the imposition of the attached conditions, the proposal is acceptable having been assessed in the light of all material considerations, including weighing against relevant policies of the development plan and specifically:

- the proposed extensions would not result in any unacceptable harm to the character, appearance or visual amenity of the surrounding area, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012);
- the proposed additional car park ensures sufficient parking facilities are available on-site for the

- extended Medical Centre, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP13 of the Peterborough Planning Policies DPD (2012);
- the proposed improvements to the vehicular access accord with adopted standards and improve the safety of the existing access to the Medical Centre, Dental Clinic and Funeral Directors, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP12 of the Peterborough Planning Policies DPD (2012);
  - the proposal will not pose an unacceptable crime risk, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012);
  - the proposal will not result in the loss of any landscape features worthy of retention and will improve the general amenity of the locality, in accordance with Policy PP16 of the Peterborough Planning Policies DPD (2012); and
  - the proposal will not result in harm to the ecology of the site and suitable features for biodiversity enhancement will be provided, in accordance with Policy CS21 of the Peterborough Core Strategy DPD (2011) and Policy PP16 of the Peterborough Planning Policies DPD (2012).

## **7 Recommendation**

The Head of Planning, Transport and Engineering Services recommends that planning permission is **GRANTED** subject to the following conditions:

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

Reason: In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended).

- C 2 Development shall be carried out in accordance with the following drawings:

- Proposed Building Plan (Drawing Number 4866/(P) 05 Revision D)
- Proposed Roof Plan (Drawing Number 4866/(P) 06 Revision A)
- Proposed Elevations (Drawing Number 4866/(P) 07 Revision A)
- Proposed Site Block Plan (Drawing Number 4866/P) 08)

Reason: For the avoidance of doubt and to protect the amenity of the surrounding area, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012).

- C 3 The materials to be used in the construction of the external surfaces of the extensions hereby permitted shall match those used in the existing building.

Reason: For the Local Planning Authority to ensure a satisfactory external appearance, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012).

- C 4 Prior to first occupation of the extensions hereby approved, a scheme for the landscaping of the site shall be implemented in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out as approved prior to the first occupation of the extensions, with the exception of planting which shall be installed no later than the first planting season following the occupation of the extension.

The scheme shall include the following details:

- Planting plans including retained trees, species, numbers, size and density of planting;
- Boundary treatments and gates (including any changes to existing boundary treatments); and
- Surfacing of vehicular parking, circulation routes and pedestrian paths (including means of parking space demarcation).

Reason: In the interests of the visual amenity of the development and to encourage biodiversity, in accordance with Policies CS16 and CS21 of the Peterborough Core Strategy DPD (2011) and Policies PP2 and PP16 of the Peterborough Planning Policies DPD (2012).

- C 5 Prior to first occupation of the extensions hereby approved, the car parking spaces and circulation areas shown on Drawing Number 4866/P) 08 shall be laid out and those areas shall not thereafter be used for any purpose other than the parking and turning of vehicles.

Reason: In the interests of highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policies PP12 and PP13 of the Peterborough Planning Policies DPD (2012).

- C 6 Prior to first occupation of the extensions hereby approved, the access road/driveway to the surgery shall be widened and the pedestrian footway provided in accordance with Drawing Number 4866/P) 08.

Reason: In the interests of highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP12 of the Peterborough Planning Policies DPD (2012).

- C 7 The extensions shall not be occupied until space has been laid out for cycles to park in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The details shall include the provision of two secure and covered cycle stands for staff and 7 covered cycle stands for visitors.

Reason: In the interest of encouraging the use of sustainable modes of transport to visit the site, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP13 of the Peterborough Planning Policies DPD (2012).

- C 8 Prior to commencement of development, a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. The CMP shall include the following:

- Hours of construction and operational procedures detailing the movement of site traffic and arrival of deliveries;
- Temporary facilities for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction;
- Facilities for contractor parking;
- Details of material storage;
- Details of all site welfare buildings/cabins;
- Pedestrian routes; and
- Details of vehicle-cleaning equipment (including specification and position).

Development shall be carried out in accordance with the agreed scheme and all vehicles leaving the site shall pass through the approved cleaning equipment before entering the

public highway. In the event that the approved vehicle-cleaning equipment is inoperative, development operations reliant upon compliance with this condition shall be suspended unless and until an alternative equally effective method of cleaning vehicles has been approved by the Local Planning Authority and is operational on site.

Reason: To prevent mud and debris being brought onto the public highway and in the interests of highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP12 of the Peterborough Planning Policies DPD (2012).

- C 9 Prior to first occupation of the extensions hereby permitted, measures to minimise the risk of crime to meet the specific security needs of the application site (including lighting to the new car park area and physical measures to the building) shall be implemented in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of community safety and amenity, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).

- C10 The external lighting to the parking area (as detailed in Condition C9 above), shall not exceed the obtrusive light limitations for sky glow, light into windows, source intensity and building luminance specified in environmental zone E3 in the Institution of Lighting Engineers document 'Guidance Notes for the Reduction of Light Pollution (Revised) (2005)'.

Reason: In order to protect the amenity of the area and local residents, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).

- C11 Prior to first occupation of the extensions hereby approved a scheme for the provision of bird boxes, to include details of their siting and specifications to accommodate a range of different species, shall be submitted to and agreed in writing by the Local Planning Authority. This scheme shall thereafter be fully implemented prior to first occupation.

Reason: In order to preserve and enhance the biological diversity of the woodland and surrounding area, in accordance with Policy CS21 of the Peterborough Core Strategy DPD (2011) and Policy PP16 of the Peterborough Planning Policies DPD (2012).

- C12 No construction/demolition/excavation works or removal of planting/site clearance works shall be carried out on site between the 1 March and 31 August inclusive in any year, unless a suitable scheme of monitoring and mitigation has been submitted to and approved in writing by the Local Planning Authority.

Reason: To protect features of nature conservation importance, in accordance with Policy CS21 of the Peterborough Core Strategy DPD (2011) and Policies PP16 and PP19 of the Peterborough Planning Policies DPD (2012).

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