

Application Ref: 13/00417/FUL

Proposal: Demolition of the existing building and erection of health centre (Use Class D1) with associated car parking

Site: Newark Court, 5-7 Newark Avenue, Dogsthorpe, Peterborough

Applicant: Allen Primary Care Premises Ltd

Agent: N/A

Referred by: Head of Planning, Transport and Engineering Services

Reason: Previous application determined by Members

Site visit: 08.02.2013

Case officer: Mr N J R Harding

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Recommendation: **GRANT** subject to relevant conditions and the entering into of a S106 legal agreement

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

Site and Surroundings

The application site is approximately 0.47 hectares in area and currently comprises a vacant single storey building and associated car parking and access road. The building was previously used by 'Best Deal 4 Baby' providing opportunity for the exchange of unwanted baby items albeit this use was never permitted and the lawful use of the building is for B1 offices. In addition, part of the site area is formed by garden land associated with No.5 Newark Avenue, a residential dwelling.

The site is located within a predominantly residential area, with residential dwellings enclosing the site to the north, south and east. There is variety of built form in the surrounding area, with a mix of size and style of dwellings along Newark Avenue, Eastfield Road and Derby Drive. To the north of the site is modern backland development comprising 4 no. flats. To the south-west of the site is an established children's day nursery (Class D1).

Proposal

The application seeks planning permission for the demolition of the existing building and bungalow (No.5 Newark Avenue) and construction of a new two storey medical centre (Class D1) comprising:

- 8 no. consulting rooms
- 3 no. treatment rooms
- 2 no. Healthcare Assistant/Phlebotomy rooms
- 4 no. rooms for District Nurses, Health Visitors and District Midwife
- Ancillary office and staff accommodation
- Pharmacy (100 square metres of floor area)

The total gross internal floor area of the proposed surgery extends to 992.7 square metres. In addition to the above, the proposal includes improvement to the existing vehicular access, provision of 55 car parking spaces (28 of which result from the change of use of part of the garden associated with a dwelling) and associated landscaping. The proposed new accommodation would provide replacement facilities for four GP practices located in the surrounding areas - Welland, Dogsthorpe, Parnwell, Burghley Road/Church Walk.

The proposal has been amended following refusal at Committee of application reference 12/01429/FUL. This application was refused for the following reason:

R1 *The proposal provides a level of car parking on site which is less than that which is considered necessary to serve the scale of development, even taking into account the anticipated mode of transport of staff and customers visiting the site. Whilst some overspill parking could take place on street, such is the level of the shortfall in on site parking, that highway safety and the free flow of traffic on Newark Avenue is likely to be compromised. The proposal is therefore contrary to the provisions of Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policies PP12 and PP13 of the Peterborough Planning Policies DPD (2012) which seek to ensure that new development does not have an unacceptable impact on the highway network and provides appropriate and deliverable parking provision.*

The current application has sought to address the above reason for refusal by increasing the level of parking proposed on site from 41 spaces to 55 (an increase of 14 spaces). In order to provide this increased parking provision, the demolition of the existing bungalow known as No.5 Newark Avenue is also included as part of the application proposal.

2 Planning History

Reference	Proposal	Decision	Date
12/01429/FUL	Demolition of the existing building and erection of health centre (Use Class D1) with associated car parking	Application Refused	22/02/2013

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 4 - Assessment of Transport Implications

Development which generates a significant amount of traffic should be supported by a Transport Statement/Transport Assessment. It should be located to minimise the need to travel/to maximise the opportunities for sustainable travel and be supported by a Travel Plan. Large scale developments should include a mix of uses. A safe and suitable access should be provided and the transport network improved to mitigate the impact of the development.

Section 7 - Good Design

Development should add to the overall quality of the area; establish a strong sense of place; optimise the site potential; create and sustain an appropriate mix of uses; support local facilities and transport networks; respond to local character and history while not discouraging appropriate innovation; create safe and accessible environments which are visually attractive as a result of good architecture and appropriate landscaping. Planning permission should be refused for development of poor design.

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.

Section 11 - Re-use of Previously Developed Land

Should be encouraged provided that it is not of high environmental value.

Section 11 - Noise

New development giving rise to unacceptable adverse noise impacts should be resisted; development should mitigate and reduce to a minimum other adverse impacts on health and

quality of life arising. Development often creates some noise and existing businesses wanting to expand should not be unreasonably restricted because of changes in nearby land uses.

Peterborough Core Strategy DPD (2011)

CS06 - Neighbourhood Regeneration

Regeneration will focus on key areas with service delivery through Neighbourhood Management Areas.

CS10 - Environment Capital

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

CS12 - Infrastructure

Permission will only be granted where there is, or will be via mitigation measures, sufficient infrastructure capacity to support the impacts of the development.

CS13 - Development Contributions to Infrastructure Provision

Contributions should be secured in accordance with the Planning Obligations Implementation Scheme SPD (POIS).

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.

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.

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 & Engineering Services (11.04.2013)

No objections subject to the imposition of a number of conditions. Whilst the revised proposal still falls below the adopted parking standards, the standards are maximums and the measures proposed (including site traffic management and submitted Travel Plan) are considered to be acceptable and no objection is offered.

Pollution Team (11.04.2013)

No objections subject to securing a condition relating to details of plant/machinery to be installed prior to first use.

Archaeological Officer (10.04.13)

No objections subject to securing a scheme of archaeological investigation through a monitoring/recording brief of all groundwork and evaluation by trial trenching.

Waste Management

No comments received to date.

S106 Planning Obligations Officer (27.03.13)

D1 uses are negotiated on a case-by-case basis using the Planning Obligations Implementation Scheme SPD. As such, the comments received from S106 consultees will need to be reviewed to assess whether any contributions sought are directly and reasonably related in scale and kind to the proposed development.

Building Control Surveyor

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

Landscape Officer

No comments received to date.

Police Architectural Liaison Officer (02.04.13)

No objections however details relating to the closure of the site out of hours and measures to reduce the risk of crime need to be addressed, this can be secured by condition. Concern expressed regarding the use of bollard lighting to the car parking areas.

Travel Choice

No comments received to date.

Neighbourhood & Empowerment Section

No comments received to date.

Councillor A Miners

No comments received to date.

Victoria Park Residents Association

No comments received to date.

Peterborough Primary Care Trust

No comments received to date.

Local Residents/Interested Parties

Given that no Committees are held in May owing to election of Committee Members, this application is being brought before Members prior to the expiry of the deadline for comments (overall expiry of 30th April 2013). As such, Officers are seeking a resolution to grant permission which can be found in Section 7 below. To ensure that local residents are not disadvantaged by this early referral, Planning Services have written to all those originally notified of the application (as well as those who have submitted representations) to notify them of the Committee date and the process for speaking should they wish.

Initial consultations: 92
Total number of responses: 2
Total number of objections: 1
Total number in support: 1

At the time of preparation of this report, one letter of objection has been received on the following ground(s):

- The application appears to include for a retail shop (A1) and no mention of this is included in the title description or application form. You are aware of the requirements for the inclusion of new shops outside commercial areas and that the requirements for ancillary usage has also not been complied with. Suggest that these oversights are attended to.

One letter of support has been received from the owner of No.5 Newark Avenue.

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 and highway implications
- Impact upon neighbour amenity
- Security and crime risk
- Archaeology
- Landscape implications
- Developer contributions

a) Principle of development

The application proposal seeks to construct a new two storey purpose-built medical centre which would consolidate four existing GP practices within the wider PE1 locality. The facilities within Welland, Dogsthorpe, Parnwell, Burghley Road and Church Walk would be closed and relocated to the application site, providing one facility for all patients. The application has been supported by assessment detailing the catchment areas of the existing facilities and it is considered that the application site represents a suitable location to meet the needs of the population it would serve. The site is well served by public transport routes, is readily accessible on foot and by private car and on this basis, is considered an appropriate location in which to site the proposal.

With regards to the proposed pharmacy (Class A1), whilst it is acknowledged that this lies outside of any identified Local Centre and no sequential test has been submitted, the use complements the proposed medical centre and would allow for shared trips by users. It is considered that the use is appropriate given the application proposal and will be of benefit to patients of the medical centre. Subject to securing no other change of use within Class A1 (retail) by way of condition, it is considered that the proposal is acceptable in its context.

On this basis, the principle of development is acceptable, in accordance with the National Planning Policy Framework (2012), Policy CS6 of the Peterborough Core Strategy DPD (2011) and Policy PP1 of the Peterborough Planning Policies DPD (2012).

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

The application proposal would result in the demolition of the existing single storey building on site and construction of a new two storey building. In addition, it would also result in the demolition of No.5 Newark Avenue and construction of a car park with associated landscaping. Whilst it is acknowledged that the new building would be much larger in size, scale and footprint to the surrounding built form, given its position centrally within the plot and the nature of the application site, it is not considered the proposal would result in any unacceptable harm to the character of the area.

The proposed building would stand at two storeys to a maximum height of 8.8 metres. The building has been designed to respect the context within which it is sited, by reducing the overall mass through varied roof heights, building form and cladding with a vertical emphasis. This will ensure that the overall appearance of the building would not appear unduly overbearing or dominant within the locality. The final proposed materials to be used within the finish of the building are subject to confirmation and this may be secured by condition to ensure that the final appearance of the building is of sufficient quality.

With regards to the demolition of No.5 Newark Avenue, this would result in a large gap in the streetscene. The proposal seeks to landscape the frontage along the edge of the footway to a depth of over 2 metres. It is not considered that this dwelling makes a significant contribution to the overall character of the area and accordingly, its loss will not result in any unacceptable harm to the visual amenity of the area. Security fencing will be required to ensure that the site is secure and crime risk is reduced, however given the level of landscaping proposed, this will not appear incongruous or at odds within the streetscene.

On this basis, it is considered that the proposal will not result in any unacceptable harm to the character, appearance or visual amenity of the surrounding area and is therefore in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012).

c) Parking and highway implications

Parking provision

The application scheme proposes to provide a total of 55 parking spaces for use by staff and patients of the medical centre and pharmacy. In total, the centre is proposed to have 16 staff present, thereby providing 39 parking spaces for patients. In accordance with the maximum parking standards set by Policy PP13 of the Peterborough Planning Policies DPD (2012), the proposed D1 use would require 25 spaces for staff and 34 spaces for patients, whilst the A1 retail pharmacy would require 5 parking spaces. This results in a total parking requirement of 64 spaces, which the proposal does not quite meet. Whilst the level of parking proposed falls below the adopted standards it should be noted that these are set as maximums. The Applicant has submitted an acceptable Travel Plan and subject to a condition relating to site traffic management, it is considered that the revised scheme with increased parking is sufficient to meet the needs of the proposal and will not result in any unacceptable impact upon the surrounding public highway.

Access

It is proposed to improve the existing access to the site from Newark Avenue through widening to 5.5 metres for the first 10 metres in to the site and then narrowing to 5 metres in width. This improvement would ensure that two vehicles can easily pass one another when entering/exiting the site, preventing any conflict between road users and ensuring that cars are not kept waiting on the adjacent public highway. With regards to pedestrian access, it is proposed to provide a separate 1.5 metre wide footpath running alongside the access road. Given the signalised junction of Newark Avenue and Eastfield Road is in close proximity to the application site, this allows those patients wishing to walk or use public transport to safely cross Newark Avenue to access the site. The application scheme also proposes to provide secure and covered cycle parking for staff and patients and a draft Travel Plan for the proposed medical centre has been submitted. It is considered that these measures, in combination with the improved vehicular and pedestrian access, ensure that the proposed

development would be readily accessible by a variety of transport other than the private car.

Relationship to the junction of Newark Avenue/Eastern Avenue/Eastfield Road

It is noted that concern has been raised by local residents, Ward Councillors and the Neighbourhood Committee in relation to the impact of the proposal upon the junction of Newark Avenue, Eastern Avenue and Eastfield Road. The Local Highway Authority has confirmed that there are no improvements that can be made to this junction. Notwithstanding this, it is not considered that the proposal will result in a significant detriment to the free flow of traffic using this junction. It is acknowledged that the arrangement is not ideal however traffic moving along Newark Avenue would have the right of way and as such, vehicles wishing to exit the application site would have to wait.

On the basis of the above, the proposal is considered to be in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policies PP12 and PP13 of the Peterborough Planning Policies DPD (2012).

d) Impact upon neighbour amenity

Overlooking, overshadowing and overbearing impact

The proposed replacement building would stand taller than the existing building to a maximum height of 8.8 metres. The building has been designed with a mono-pitched roof and therefore the highest elevation would face towards the block of four flats behind the residential dwellings fronting Newark Avenue. To the rear, the building is proposed to reach a maximum height of 6.3 metres with a variety of single and two storey elements. The proposed building would be sited more centrally within the wider infill area, set back from the position of the existing building on site.

The proposed principal elevation (at first floor) of the new building would be set approximately 22 metres from the residential flats located to the north of the application site. Whilst it is acknowledged that these residential units have windows to primary habitable rooms (i.e. living and bedrooms) facing the proposed medical centre, it is not considered that any unacceptable loss of privacy will result as the proposal is to have only high level (above 1.7 metres from floor level) or obscure glazed windows to this elevation. In addition, it is not considered that any overbearing impact would result owing to the level of separation.

With regards to other neighbouring residential dwellings to the east and west of the application site, it is considered that sufficient separation distance is maintained to prevent any unacceptably overbearing impact upon occupants. The proposed separation distances (17 metres to the west and 22 metres to the east) may result in some opportunities for overlooking to neighbouring dwellings and therefore a loss of privacy for occupants. This may be overcome through ensuring those side windows facing neighbouring dwellings are obscure glazed and non-opening, unless above a height of 1.7 metres above floor level. It is proposed to secure this by way of condition.

Noise and general disturbance

The application scheme seeks to widen the existing vehicular access to 5.5 metres at the junction with Newark Avenue, reducing to 5 metres further in to the site. It is proposed to include a 1.8 metre wide landscaping strip along the shared boundary with No.6 Newark Avenue to provide separation to the neighbouring dwelling. It is considered that this separation would reduce the level of potential noise disturbance to occupants and prevent any unacceptably harmful loss to amenity. In addition, it is also proposed to introduce a landscape buffer to the eastern and southern boundaries of the proposed car park (to the rear of Nos. 342, 342A and 344 Eastfield Road). At present this area is used as garden land associated with No.5 Newark Avenue and accordingly, the neighbouring residents benefit from an intrinsically quiet area. The application proposal would result in vehicular movements adjacent to the garden areas of these nearby dwellings and it is acknowledged that some disturbance will result. However, subject to the strengthening of the boundary treatment through the

landscaping proposed, it is considered that the proposal will not result in any unacceptable loss to occupant amenity. It is also recognised that when the medical facility is closed if the grounds are accessible there is a potential for the car parking area to be used for unintended purposes (e.g. as a play area) which would cause disturbance to neighbouring residents. It is therefore considered that the access to the site must be gated off and kept secure when the centre is not open. This can be secured by the imposition of a condition requiring that gates be provided as part of the overall security and crime prevention measures.

It is noted that some concern had previously been raised by local residents with regards to the intended hours of use and the impact that may result in terms of noise and general disturbance. The Applicant has not provided any proposed hours of use however it is anticipated that the centre would be open out of hours in some instances where local demand requires it. At these times, it is not anticipated there will be a significant level of vehicular movements to and from the site and the impact upon neighbour amenity would be minimal. During an average week, it is anticipated that the centre would be open throughout the day and in some evenings. This does not represent a significant change from the existing lawful use of the site (B1 offices) and as such, it is not considered that the proposal would give rise to an unacceptable increase in the level of disturbance to neighbours.

With regards to the proposed plant and machinery on the site, it is noted that the proposed plant room is located only 30 metres from neighbouring residential properties. In order to prevent any unacceptable disturbance to occupants, it is considered necessary to condition that details of all plant and machinery, and where appropriate noise mitigation measures, be submitted to the Local Planning Authority prior to first use.

Impact upon adjacent Children's Nursery

It is acknowledged that the proposed medical centre building would be sited in very close proximity to the existing children's nursery 'The Manor'. However, it is considered that the scheme has been designed to respect this relationship with the south-western corner of the building (nearest to the neighbouring building) reduced in size to only single storey. As such, this relationship is no worse than the arrangement to the existing building on site. Furthermore, the proposal has been designed to ensure that no direct overlooking results to the outdoor play area of the nursery by use of obscure glazing. This will ensure that the safety of children at the adjacent site is maintained.

On the basis of the above, it is considered that the proposal would not result in any unacceptable impact upon the amenities of neighbouring residents and is therefore in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).

e) Security and crime risk

Medical centres such as that proposed, are known to attract crime and anti-social behaviour and given the location of the proposed building, set behind existing development and with little or no natural surveillance, measures to reduce crime risk will be key. As such, it is considered necessary to secure a scheme of crime prevention measures including external lighting, CCTV cameras and physical security of the building and its grounds. It is noted that the Police Architectural Liaison Officer has expressed some concern regarding the use of bollard lighting to the car parking areas. However, Officers consider this to be the most appropriate form of lighting to prevent any unacceptable light pollution to neighbouring residents and on balance, is the most appropriate method of lighting. On this basis, the proposal is considered to be 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).

f) Archaeology

The application site is located within an area of known archaeological interest. Given that the proposal would result in development on previously undeveloped land, there is potential for

disturbance to unknown archaeological assets. To ensure that no harm results to any unidentified assets, the City Council's Archaeological Officer has requested that a scheme of archaeological investigation be secured by condition. On this basis, the proposal is in accordance with the National Planning Policy Framework (2012), Policy CS17 of the Peterborough Core Strategy DPD (2011) and Policy PP17 of the Peterborough Planning Policies DPD (2012).

g) Landscape implications

As a result of the proposed development, it would be necessary to remove one of the existing trees on site. Whilst this tree is of good quality, it makes no contribution to the overall visual amenity of the surrounding area and as such, the loss in this instance is accepted. The application scheme proposes areas of landscaping to soften the appearance of the development and a detailed landscaping scheme can be secured by condition. On this basis, the proposal is in accordance with Policy PP16 of the Peterborough Planning Policies DPD (2012).

h) Developer contributions

In accordance with Policies CS12 and CS13 of the Peterborough Core Strategy DPD (2011), all new development is required to make a financial contribution to the infrastructure demands it generates. The City Council has adopted a formulaic approach to these contributions, set out in the Planning Obligations Implementation Scheme SPD (2010). Contributions relating to Class D1 development are negotiated on a case-by-case basis. The Travelchoice Team had previously requested a contribution towards improvements of the two nearest bus stops to the application site (on Eastern Avenue) owing to the additional demand for bus transport as a result of the development. The Applicant has agreed to provide a contribution of £5,000 (plus 2% monitoring fee) to go towards Travel Plan monitoring and bus stop improvements. It is considered that this contribution is sufficient and accordingly, no further financial contribution is being sought.

i) Other matters

The submitted application drawings identify some areas for the storage of refuse on the site. However, the area of refuse storage for the proposed medical centre appears to be accessed through an area which may be confused for car parking and no refuse collection point has been proposed near to the public highway. As such, it is necessary to condition these elements and on this basis, the proposal is in accordance with the RECAP Waste Management Design Guide SPD (2012).

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 medical centre would replace existing facilities which are no longer fit for purpose in an area centrally located to the catchment that would be served and the principle of development is therefore acceptable, in accordance with the National Planning Policy Framework (2012) and Policy CS6 of the Peterborough Core Strategy DPD (2012);
- whilst the proposed pharmacy is located outside any identified local or district centre, the use complements the proposed medical centre and would allow for shared trips by users, in accordance with the National Planning Policy Framework (2012);
- the proposed building would not appear unduly incongruous or result in 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 proposal would not result in any danger to highway safety and is accessible by a range of modes of transport, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP12 of the Peterborough Planning Policies DPD (2012);
- sufficient car parking is proposed to meet the demands generated by the development, in

- accordance with Policy PP13 of the Peterborough Planning Policies DPD (2012);
- no unacceptable harm to the amenity of neighbouring residents will result from the proposed development, 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 harm to or loss of unidentified archaeological assets, in accordance with the National Planning Policy Framework (2012), Policy CS17 of the Peterborough Core Strategy DPD (2011) and Policy PP17 of the Peterborough Planning Policies DPD (2012);
- the proposal will not result in any unacceptable loss of existing landscape features, in accordance with Policy PP16 of the Peterborough Planning Policies DPD (2012); and
- the development makes adequate contribution towards the infrastructure demands it will generate, in accordance with Policies CS12 and CS13 of the Peterborough Core Strategy DPD (2011).

7 Recommendation

The Head of Planning, Transport and Engineering Services recommends a resolution to **GRANT** planning permission, subject to the following conditions and the entering into a S106 planning obligation and subject to no substantive further objections being received within the consultation period (to 30th April 2013) which are not already discussed within this Committee report:

- 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:
- Site Survey as Existing (Drawing Number 06/11/P/01)
 - Proposed Site Layout Plan (Drawing Number 06/11/P/02 Revision F)
 - Proposed Ground Floor Plan (Drawing Number 06/11/P/03 Revision E)
 - Proposed First Floor Plan (Drawing Number 06/11/P/04 Revision G)
 - Proposed Roof Plan (Drawing Number 06/11/P/05 Revision D)
 - Proposed North and West Elevations (Drawing Number 06/11/P/06 Revision D)
 - Proposed South and East Elevations (Drawing Number 06/11/P/07 Revision C)
 - Proposed Sections A-A and B-B (Drawing Number 06/11/P/08 Revision D)
 - Proposed Landscaping Plan (Drawing Number 06/11/P/10 Revision C)

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 No development shall take place until samples and details of the following materials have been submitted to and approved in writing by the Local Planning Authority:
- External walling and roofing
 - Windows and doors
 - Rainwater goods
 - Obscure glazing
 - Boundary treatments

The details submitted for approval shall include the name of the manufacturer, the product type, colour (using BS4800) and reference number. The development shall not be carried out except in accordance with the approved details.

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 the first occupation of the building, 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 building, with the exception of the planting which shall be installed no later than the first planting season following the occupation of any building.

The scheme shall include the following details:

- Proposed finished ground and building slab levels;
- Planting plans including retained trees, species, numbers, size and density of planting;
- Boundary treatments (including any changes to existing boundary treatments);
- Surfacing of vehicular parking, circulation routes and pedestrian paths (including means of parking space demarcation); and
- Permeable or porous surfacing to the footpath serving the pharmacy.

Reason: In the interests of the visual appearance of the development and the amenity of neighbouring residents, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policies PP2 and PP3 of the Peterborough Planning Policies DPD (2012).

- C 5 Prior to the first occupation of the building, the areas shown on drawing number 06/11/P/02 Revision F for the parking and turning of vehicles shall be drained and hard surfaced. Those areas shall not thereafter be used for any purpose other than the parking and turning of vehicles in connection with the use of the building.

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 the first occupation of the building, the vehicular and pedestrian access shall be improved and the existing vehicular access to No.5 Newark Avenue removed, in accordance with drawing number 06/11/P/02 Revision F.

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 Prior to the first occupation of the building, a Site Management Plan, including details of how parking will be restricted within the access road, shall be implemented in accordance with details submitted to and approved in writing by the Local Planning Authority. Thereafter the approved SMP shall continue to be implemented in perpetuity.

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 8 Prior to first occupation of the development, secure and covered cycle parking shall be provided for staff in accordance with the details shown on drawing number 06/11/P/02 Revision F.

Reason: To encourage users of the site to travel by sustainable means, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011) and Policy PP13 of the Peterborough Planning Policies DPD (2012).

C 9 Prior to the 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;
- Haulage routes to and from the site;
- Temporary facilities for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction/demolition;
- Facilities for contractor parking;
- Details of material storage;
- Details of all site welfare buildings/cabins; 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).

C10 Prior to first occupation of the development hereby permitted, measures to minimise the risk of crime to meet the specific security needs of the application site including lighting to the car park areas (which shall not be high level), CCTV cameras and physical measures to secure the building and grounds (including details of lockable gates to the access which must be set back at least 6 metres from the back edge of the public highway and how these shall be managed), shall be implemented in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be retained on site in perpetuity and maintained in full working order.

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).

C11 Prior to the first occupation of the building, a scheme for the storage of refuse bins (including a refuse collection point) shall be implemented in accordance with details to be submitted to and approved in writing by the Local Planning Authority and retained as such thereafter.

Reason: In order to ensure that adequate bin storage space is available and to protect the visual appearance of the streetscene, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011).

C12 No development shall take place until a programme of archaeological work, including a Written Scheme of Investigation, has been submitted to and approved in writing by the Local Planning Authority. No development shall take place unless in complete accordance with the approved scheme. The approved scheme shall be implemented in full including any post development requirements e.g. archiving and submission of final reports.

Reason: To secure the obligation on the planning applicant or developer to mitigate the impact of their scheme on the historic environment when preservation in situ is not possible, in accordance with Policy CS17 of the Peterborough Core Strategy DPD (2011), Policy PP17 of the Peterborough Planning Policies DPD (2012) and the National Planning Policy Framework, particularly paragraphs 128 and 141.

C13 Prior to the first occupation of the building, details of the plant and machinery to be installed within the plant room shall be submitted to and approved in writing by the Local Planning Authority. The details submitted shall include the hours of operation of the plant and noise levels to be emitted. Where necessary, details relating to noise mitigation measures to prevent disturbance to neighbouring properties shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details/scheme prior to first use of any plant/machinery.

Reason: In order to protect and safeguard the amenities of the adjoining occupiers, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).

C14 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order (as amended), the Pharmacy hereby approved shall not be used for any other purpose within Use Class A1.

Reason: The site is unsuitable for other retail uses owing to its location outside of any identified District or Local Centre, in accordance with the National Planning Policy Framework (2012) and Policy CS15 of the Peterborough Core Strategy DPD (2011).

C15 Notwithstanding the submitted drawings and prior to first occupation, all windows at first floor shall be obscure glazed to a minimum of Level 3 obscurity, and non opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed. Those windows shall subsequently be retained as such.

Reason: In order to protect and safeguard the amenities of the adjoining occupiers, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).

Copy to Councillors Kreling P M, Shearman J, Peach J P

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