
APPLICATION DETAILS

Application No:	20/0644/FUL
Location:	Land Off Stokesley Road Nunthorpe Middlesbrough
Proposal:	Erection of medical centre with associated car parking and landscaping
Applicant:	Assura Aspire Ltd
Agent:	Mr Steve Buckley
Ward:	Nunthorpe
Recommendation:	Approve with Conditions

SUMMARY

Planning permission is sought for the erection of a single storey medical centre with associated parking and access. Following the usual consultation process 18 No. comments were received from local residents along with comments from the Ward Councillor and Nunthorpe Parish Council. Following discussion with the applicant in respect of concerns raised by objectors in relation to highway safety, a revised scheme showing relocation of the vehicular access was submitted. As a result of publication of the revised scheme a further three comments from original objectors were received.

The main areas for consideration are: Principle of the development; design; access and highway safety and, impact on the amenity of nearby residents.

The site forms part of an allocated housing site under the Housing Local Plan(2014)and although not specifically identified as for use as a medical centre, it is in accordance with the adopted Nunthorpe Design Code (2018) which identifies a medical centre use. The site is considered to be in an appropriate location to serve the residents of Nunthorpe. The design of the proposal is considered to be of a high quality and will not result in undue impact on the amenity of local residents in accordance with the local policy and guidance and in keeping with the Nunthorpe Grange Design Statement. Concern relating to the suitability of the proposed access for both vehicles and pedestrians were assessed, the Councils Highway Engineer considered that the vehicular access and the pedestrian access access meet with the relative standards to ensure road safety is not compromised.

The officer recommendation is to approve subject to conditions.

SITE AND SURROUNDINGS AND PROPOSED WORKS

The application site is located to the south of edge of a residential area within Nunthorpe Middlesbrough. The site is currently used for agriculture but forms part of the Nunthorpe Grange site which is allocated for housing on the Development Plan.

The application site is bounded to north by a hedge row with mature trees and housing beyond. There is a hedgerow along the western boundary of the site which runs alongside Stokesley Road which is a bus route, with housing facing the site on the opposite side. The eastern and southern limits of the site are open fields that form part of the wider site allocated for housing. The site is generally flat and has an area of approximately 0.48ha

The proposal subject of this application is to construct a single storey medical centre with 30 vehicle parking spaces and motorcycle and cycle parking and associated landscaping to replace the existing health centre located on Guisborough Road. Access will be located to the southern boundary of the site from Stokesley Road. The building will have a gross external area of approximately 565 sq m. it has a t-shaped design intersecting pitch roof and will be constructed using a mix of brick and cedar cladding with slate roof tiles.

The applicant submitted the following documents in support of the application:

- Topographical Survey
- Drainage Strategy
- Design and Access Statement
- Foul and Surface Water Drainage Strategy
- Heritage Statement
- Planning Statement
- Preliminary Ecological Appraisal
- Transport Assessment

PLANNING HISTORY

There is no relevant planning history associated with this application.

PLANNING POLICY

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, Local Planning Authorities must determine applications for planning permission in accordance with the Development Plan for the area, unless material considerations indicate otherwise. Section 143 of the Localism Act requires the Local Planning Authority to take local finance considerations into account. Section 70(2) of the Town and Country Planning Act 1990 (as amended) requires Local Planning Authorities, in dealing with an application for planning permission, to have regard to:

- The provisions of the Development Plan, so far as material to the application
- Any local finance considerations, so far as material to the application, and
- Any other material considerations.

Middlesbrough Local Plan

The following documents comprise the *Middlesbrough Local Plan*, which is the Development Plan for Middlesbrough:

- Housing Local Plan (2014)
- Core Strategy DPD (2008, policies which have not been superseded/deleted only)
- Regeneration DPD (2009, policies which have not been superseded/deleted only)
- Tees Valley Joint Minerals and Waste Core Strategy DPD (2011)
- Tees Valley Joint Minerals and Waste Policies & Sites DPD (2011)
- Middlesbrough Local Plan (1999, Saved Policies only) and
- Marton West Neighbourhood Plan (2016, applicable in Marton West Ward only).

National Planning Policy Framework

National planning guidance, which is a material planning consideration, is largely detailed within the *National Planning Policy Framework* (NPPF). At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 11). The NPPF defines the role of planning in achieving economically, socially and environmentally sustainable development although recognises that they are not criteria against which every application can or should be judged and highlights the need for local circumstances to be taken into account to reflect the character, needs and opportunities of each area.

For decision making, the NPPF advises that local planning authorities should approach decisions on proposed development in a positive and creative way, working pro-actively with applicants to secure developments that will improve the economic, social and environmental conditions of the area and that at every level should seek to approve applications for sustainable development (paragraph 38). The NPPF gives further overarching guidance in relation to:

- The delivery of housing,
- Supporting economic growth,
- Ensuring the vitality of town centres,
- Promoting healthy and safe communities,
- Promoting sustainable transport,
- Supporting the expansion of electronic communications networks,
- Making effective use of land,
- Achieving well designed buildings and places,
- Protecting the essential characteristics of Green Belt land
- Dealing with climate change and flooding, and supporting the transition to a low carbon future,
- Conserving and enhancing the natural and historic environment, and
- Facilitating the sustainable use of minerals.

The planning policies and key areas of guidance that are relevant to the consideration of the application are:

H1 - Spatial Strategy
H10 - Nunthorpe
H11 - Housing Strategy
CS17 - Transport Strategy
H29 - Land at Nunthorpe
H31 - Housing Allocations
CS4 - Sustainable Development
CS5 - Design
CS18 - Demand Management
DC1 - General Development
UDSPD - Urban Design SPD
NGDC - Nunthorpe Grange Design Code

The detailed policy context and guidance for each policy is viewable within the relevant Local Plan documents, which can be accessed at the following web address. <https://www.middlesbrough.gov.uk/planning-and-housing/planning/planning-policy>

CONSULTATION AND PUBLICITY RESPONSES

Cleveland Police Secure by Design

Recommend applicant actively seek to develop to accredited Secured By Design Standards

Middlesbrough Council Environmental Health

Proposed conditions relating to Provision of a noise assessment.

Middlesbrough Council Waste Policy

No comments.

Middlesbrough Council Highway Planning

Access

Access to the site is to be taken from a new junction onto Stokesley Road circa 30m south of the junction with Grey Towers Drive.

Sightlines of 2.4m x 43m are achievable at the proposed site access, which are in accordance with national guidance for the speed limit of Stokesley Road.

The internal access road is proposed to be 5.5m wide, lit and will be designed, constructed and offered for adoption to the Authorities standards and specifications. Vehicular swept path analysis for a number of vehicles including refuse vehicles, ambulances and cars has demonstrated that the proposed junction and internal layout are suitable to serve the proposed development.

Concerns have been raised with regards to the access arrangements by local residents. Sightlines would be restricted, at this point in time, by the adjacent hedge should no further works be undertaken. However the hedgeline does require maintenance and as such could be trimmed back. Officers are satisfied that the necessary sightlines can be achieved either through maintenance of the hedge or works within land owned by the authority. The sightlines and/or works can be secured through a suitably worded condition.

Sustainability

The design of the site has separated vehicular and non-vehicular access points, creating a traffic free pedestrian/cycle access direct to the entrance of the building. This facility will be supported by the provision of a crossing point on Stokesley Road consisting of dropped kerbs and tactile paving circa 50m South of the bend in Stokesley Road.

As set out above, sightlines in accordance with the relevant guidance can be achieved and as such the intervisibility between pedestrians and motorists ensures that sufficient reaction time is available.

The proposed crossing point is considered to be in the optimal position as it achieves the necessary sightlines but is also away from the adjacent junction with Grey Towers Drive and other private vehicle accesses.

Comments have been made regarding the width and provision of footways along Stokesley Road. It is acknowledged that the existing footway falls below what would be designed in a new environment however we are working with a historic layout with existing constraints;

- The footway already serves a large residential area and the proportion of additional footfall associated with the proposals would not justify the extensive works in widening the footway.

- Widening the footway is not viable due to land constraints
- The existing available width is greater than 1.2m which is the minimum width for those in a wheelchair or those with buggies/prams.

Given the above no mitigation nor funding can be secured and the proposed works provide a suitable arrangement, whilst working within the constraints of the local environment.

A walking distance of 400m or 800m is seen as providing high levels of accessibility, representing a 5 minute and 10 minute walk respectively. These distances place large parts of the local community within a 10minute walk, together with bus stops on Guisborough Road which will provide non-car access to wider parts of Middlesbrough. The site is therefore sustainably located and designed.

Traffic Generation

Traffic generation for the Medical Centre has been based upon the nationally recognised TRICS database. The database is a compilation of surveys of similar developments to provide a clear evidence base. As the Medical Centre already exists in the local area it is reasonable to take the approach that a certain level of traffic associated with the centre is already on the network and as such can be discounted from the assessment. These vehicle movements would exist whether the proposals are granted consent or not.

The table below demonstrates the potential increase in traffic arising from the provision of the new larger medical centre;

Peak Period	Current Trips	Proposed Trips	Difference
AM Highway (08:00-09:00)	14	26	+12
Medical Centre (10:00-11:00)	18	37	+19
PM Highway (17:00-18:00)	13	26	+13

It is worth noting that the peak period of the medical centre occurs at a different time to the peak period of the highway network. The peak period of the highway network is assessed as this is when the highway network is at its most sensitive.

As can be seen, the proposals will lead to an increase in circa 12 vehicles during the highway peak periods, which is in the region of an additional vehicle every 4 minutes.

This level of traffic will be imperceptible and will not affect the free flow of traffic or capacity of the adjacent network.

Safety

The accident records have been assessed for Stokesley Road between (and including) its junction with Guisborough Road and Poole roundabout. No accidents have been recorded on Stokesley Road and only a handful at the Poole roundabout. There are no clusters nor patterns and as such it is not considered that the development will increase the risk of accidents nor make any existing situation worse.

Parking

The development proposes to provide 30 car spaces, whilst this is below the maximum parking standards as set out in the Tees Valley Highway Design Guide, the level of provision is considered appropriate.

In order to ensure the parking provided is reasonable and robust a parking accumulation profile was derived using the arrival and departure trip rates. This approach demonstrated a maximum peak accumulation of 20 cars. The level of parking proposed is above this figure so will ensure parking is

not displaced out of the site but is also below the maximum level permitted by the standards so will not incentivise car use.

No objections are therefore raised subject to conditions relating to:

- Submission of details of roads
- Vehicular Sight lines
- Implementation of car and cycle parking layout
- Off site Highway works
- Method of work statement
- Travel Plan

Middlesbrough Council Strategic Policy

Although the adopted Housing Local Plan Policy H29 does not specifically identify a medical centre use at this allocated housing site, the subsequently adopted Nunthorpe Grange Design Code does make reference to a medical centre use at this location within site.

Given the above, in policy terms development proposals for a medical centre at this location would be acceptable, and as such accord with the Development Plan, subject to the high quality design requirements as set-down in the Nunthorpe Grange Design Code, which apply to the entire development site.

Lead Flood Authority

No comments received.

Northern Gas Network

No objection.

Northumbrian Water Ltd

No objection subject to

- A condition relating to development being implemented in line with the submitted drainage strategy.
- Foul and surface water discharge to specified manholes
- Surface water discharge not to exceed the available capacity of 3.1l per second and;
- Final surface water discharge rate to be agreed by Lead Flood Authority.

Northern Power Grid

No comments received.

Ward Councillors

Councillor Rathmell

I welcome the development of a GP surgery, I am concerned about the lack of car parking given this is to account for staff & service users. It's not sufficient to meet demand and it is likely to result in cars being parked along Stokesley Rd, this has been seen in Trimdon Ward where a GP surgery was recently built.

Stokesley Rd does not afford itself by its sweeping nature and narrow single footpath to cars being parked on the footpath or road.

Stokesley Rd has been a concern for speeding vehicles and a subject of meetings between the police, council officers and ward members but no solution has been found nor are any problems likely to be remedied by the increased vehicle use & parking on the road.

Another objection relates to the vehicle access because of the staggered junction and it causes safety concerns for local residents and road users. It is situated closely to the bend and the junction of Grey Towers drive opposite.

Councillor Smiles

Offered full support to this development and commented that Nunthorpe residents have long awaited a modern GP surgery that is suited to the needs of the whole community

Nunthorpe Parish Council

Proposal is welcomed but concerns raised regarding the following:

- Use of the access for wider development
- Road safety aspects of junction
- Alternative position for junction should be considered
- Pedestrian and cycle access to the site
- Inclusion of community garden in scheme suggested
- Provision of SUDS scheme would be preferable to proposed drainage scheme
- Provision of parking for indicated expansion of scheme

Alternative proposals for the junction and site layout were provided along with photographs and videos of the site.

Following submission of a revised scheme the further comments were submitted by the Parish Council relating to the following:

- expressed support for scheme and relocation of vehicular access
- concerns regarding pedestrian access from the east side of Stokesley Road
- lack of adequate footpaths on Stokesley Road
- suggested footpath be provided on the east section of Stokesley Road
- concerns regarding safety of proposed pedestrian access

Public comment

Nearby Neighbours were notified of the proposal, eighteen comments in relation to the application were received. Many of the comments supported the application in principle but raised concerns in relation to the position of the access and impacts on road safety. A list of objectors and a summary of comments is attached to this report at Appendix 1. The concerns related largely to road safety at the site but also included comments in relation to the layout of the site, principle of the location, access to public and sustainable forms of transport. Following submission of the revised plans a further 3 objection were submitted from residents who originally commented on the scheme.

Public Responses

Number of original neighbour consultations	56
Total numbers of comments received	18
Total number of objections	17
Total number of support	1
Total number of representations	3

PLANNING CONSIDERATION AND ASSESSMENT

Policy context

1. The National Planning Policy Framework (NPPF) was most recently revised and published by the Government in February 2019, and is a material consideration. The NPPF states that, where a planning application conflicts with an up-to-date development plan, permission should not usually be granted (para. 12). In determining planning applications, due weight should be given to local planning policies in accordance with their consistency with the revised Framework, with greater weight given to those policies which are closer to those in the Framework (para 213).

2. As a starting point, the proposal should be assessed against policies set out in the Middlesbrough Local Plan. Policies DC1, CS4 and CS5 of the Core Strategy (2008) in essence seek to ensure high quality sustainable development; ensure the amenity of nearby residents; character of the area and highway safety are not adversely affected by the development. Policies CS17, CS18 and CS19 seek to deliver a sustainable transport network which improves the choice of transport options available and to reduce the impact of traffic.
3. Policies H1, H10, H11 and H31 of the Housing Local Plan (2014) set out the spatial strategy and identifies sites for the delivery of housing across Middlesbrough including Nunthorpe. H29 identifies the Nunthorpe Grange site to deliver a maximum of 250 homes. It does not specifically identify a medical centre use however the Nunthorpe Grange Design Code which was subsequently adopted in 2018 does include use as a medical centre as a possible use within any future development proposals.
4. The site is within an area identified on the Proposals Map as being within the safeguarded area for salt and gypsum and as such the Tees valley Joint Minerals and Waste DPDs (2011) is also relevant. Policy MCW1 requires that new build developments contribute to the efficient use of resources, to increase the proportion of construction and demolition waste recycled. Policy MWC4 requires that a waste audit is submitted. Policy MWC4 allows non-mineral development where the need for development outweighs the need for mineral resources.
5. Supplementary Planning Document the Middlesbrough Urban Design Guide and Nunthorpe Design Statement which set out the principles by which high quality development can be achieved is also relevant.

Principle of development

6. The site is currently an open green space close to the edge of but within the limits to development. It is within an area allocated for housing on the development plan and as such the principle of development has already been established. Although the adopted housing policy H29 does not specifically identify a medical centre use at this allocated housing site, the subsequently adopted Nunthorpe Grange Design Code does identify the site for a medical centre.
7. The site is within the minerals safeguarding area for salt. Policy MWC4 advises that non-minerals development will only be permitted in minerals safeguarding areas where development would not sterilise or prejudice future extraction of the mineral resource. Salt is a deep mineral that could be extracted underground. As a result there is no conflict with Policy MWC4.
8. In view of the above the proposal is considered to be acceptable in principle.

Design

9. The proposed development has been designed to be sympathetic with its context and location at this urban/rural edge of Nunthorpe, it is a single storey building with a low pitched roof and will be constructed of a mix of multi-red brickwork and cedar cladding with slate roof tiles. It is considered that the scale of the proposal is commensurate with the size of the site and the purpose of the building, there is a good ratio of grassed open space around the building which helps to soften its appearance. The west facing elevation which is closest to the edge of the site and will be most visible from the wider area will be broken up by the intersecting gable and glazing features. Its low pitch roof will ensure that it does not dominate the street scene or be out of keeping with the scale of nearby dwellings. It is the Development Control view that its modern design with large glass window openings and cedar

cladding will create an attractive appearance that will sit well within the context of the site.

10. Parking is located to the east and north of the site where it will be afforded some screening from the wider area by the existing trees and hedgerows on the boundaries of the site. Its appearance will also be softened within the site by proposed shrub and tree planting.
11. In view of the above it is considered that the proposed development is of a high quality design that is in keeping with the character of the surrounding area and will contribute to increasing design standards within the Nunthorpe area in accordance with CS5 (test c) and DC1 (test b), the Nunthorpe Design Statement and Urban Design Guide.

Impact

12. Windows to dwellings to the west of the site on Stokesley Road will have an aspect towards the building where windows to the south west facing elevation are proposed. There is however an intervening highway and a distance of over 21m to the edge of the site, existing hedgerows will also afford some level of screening. Dwellings to the north of the site are also located more than 21m away and will be afforded significant screening by the intervening hedgerow and mature trees. There is therefore little prospect of loss of amenity in terms of overshadowing, appearance or loss of privacy to these properties.
13. Land beyond the site to the east and south is allocated as housing and as such there are no details of the design and layout of properties. There is any event a minimum distance of over 21m between the building and the edge of the site and as such the minimum privacy distance set out in the Urban Design Guide can be achieved.
14. In terms of acoustic impact or general disturbance, the applicant has advised that the medical centre will operate outside of the hours where the World Health Organisation indicate there will be potential for people to be sleeping. It was also indicated that there will be no large scale air conditioning units at the site and that the level of traffic at the site is not expected to be significant to the degree it will result in unacceptable disturbance. The Councils Environmental Health Officer considered the application and advised that a noise assessment which identifies noise from deliveries, plant and machinery and use of the car park should be submitted and any measures identified implemented before the development is occupied. A suitable condition can be imposed on any approval.
15. In light of the above, and providing any measures identified in the noise assessment a being necessary are implemented it is considered that the proposed development will not have a significant impact on the amenity of nearby residents in accordance with policy DC1 (test c).

Ecology

16. A preliminary Ecological Survey concluded that the site is considered to be of low ecological value overall. The boundary hedgerows and woodland offsite to the north offer some suitable habitat for nesting birds and foraging commuting bats. Two trees off site to the north were considered to have moderate suitability for bats, with the rest of the mature trees to the north considered to have low suitability. Recommendations were made in relation to provision of further surveys to be carried out if hedging is to be removed during the breeding season and a bat survey if trees are to be removed. It was also suggested that a sensitive lighting scheme be provided both during and after construction. Further recommendation in relation to working practices during construction and features to protect wildlife were also made.

17. The scheme does not propose the removal of any of the trees to the north of the site. The revised scheme shows removal of part of the hedge towards the south of the site to enable the vehicle access point, part of the hedge in this location and around the pedestrian access will also need to be managed to maintain the required sight lines for vehicles and pedestrians. As the hedge is considered to be of low ecological value and providing any works are carried out outside of the nesting season, it is the Development Control view that the proposal will not result in any significant adverse impact on the ecology of the area. A suitable condition relating to the timing of works to the hedge can be imposed if Members are minded to approve the application

Highways

18. A large portion of comments from local residents related to various aspects of road safety. A Transport Statement was submitted in support of the application setting out consideration relating to the design of the development, parking and cycling provision, traffic generation and highway safety. It concluded that the traffic impact of the proposed development is likely to be minimal during the morning and evening peak hours; that the site is in a sustainable location with infrastructure in place to support trips by walking cycling and public transport. The Council's Highway Engineer has provided detailed comments set out above in the Consultation and Publicity Responses section of this report which are considered to address issues raised in respect of these concerns. In summary, the proposed access arrangements for both vehicles and pedestrians meet the relevant criteria in terms of highway design. A pedestrian crossing point is provided at the access point and while footpath provision falls short of what would be expected in a new environment, the existing footpath meets the minimum standard and the proposed works provide a suitable arrangement while working within the constraints of an existing environment. The site is located within a 5 to 10 minute walking distance of large parts of the local community and is close to a bus route and as such the site is considered to be sustainably located and designed. The level of traffic associated with the site will result in approximately 12 additional vehicle movements in the highway peak periods which is not considered to be significant. Accident records at the site do not indicate an issue with road safety and it is considered that the proposal will not increase the risk of accidents. The level of parking provided within the site is considered to be appropriate.
19. In response to the further concerns raised by the Parish Council, the Highway Engineers response was as follows:

Access from east of Stokesley Road and lack of adequate footpaths on Stokesley Road

20. There are only 22 properties on the East side of Stokesley Road, with the vast majority of residential dwellings lying to the West of Stokesley Road or to the North side of Guisborough Road. Whilst not diminishing the importance of these residents, in planning terms one of the tests for the provision of mitigation/funding is that it must be proportionate to the scale of development. The potential demand for use of the Medical Centre and frequency of use would not justify the scheme providing a footway from the site to the junction of Stokesley Road/Guisborough Road for such a limited number of properties.
21. In addition to this consideration, we also need to assess the available land under the control of either the Highway Authority or the developer. There are two extensive sections of verge to the East side of Stokesley Road which are constrained by private land ownership and would restrict the available width to deliver a footway to circa 1.4m. Between the junctions of Stokesley Road/Moor Green and Stokesley Road/Guisborough Road this width reduces again to that where it would not be possible to provide a footway.

- Suggested footpath be provided on the east section of Stokesley Road
22. The scheme, as presented, is considered to be acceptable in planning and highways terms and as such has a recommendation to approve. If the Parish Council or other interested parties wish to make representation to the authority regarding the provision of infrastructure within Nunthorpe they can do so outside of the planning process with consideration given to other funding streams for delivery. It is worth noting that the authority is currently working with the Parish Council to establish what infrastructure is considered as being necessary for the area.

-concerns regarding safety of proposed pedestrian access

23. Stokesley Road has a speed limit of 30mph. The achievable sightlines as shown on the proposed plan meet national guidance for the speed limit of Stokesley Road. These sightlines are based upon scientifically derived measurements and factors including driver reaction time, deceleration rates etc. and demonstrate that the intervisibility between pedestrians and motorists is sufficient to ensure that the highway users have time to see each other and react as necessary to avoid conflict. A suitably worded condition has been proposed to protect/guarantee that these sightlines are achievable and available.
24. Concerns were raised regarding the provision of cycle access to the site and connection with a wider cycling route. The proposed ped/cycle link will enable future connection into the wider Nunthorpe Grange allocation. Access to and development of the wider cycling network is the responsibility of Council and cannot be addressed under the current application.
25. In light of the above and providing the suggested conditions are imposed it is considered that the proposed development will not result in excessive demand in terms of vehicle trips, is in a sustainable location, provides adequate parking and access and will not impact the safe operation of the highway in accordance with policies CS4, CS18, CS19 and DC1(test d).

Drainage

26. A foul and surface water drainage strategy report was submitted along with the application it sets out the methods by which foul and surface water runoff from the site will be sustainably managed. It concludes that discharge of surface water runoff to the existing sewers is the most appropriate option. Surface water from the roof of the building will be managed by swales where feasible and the remaining will be managed by permeable paving to discharge into swales before outlet. The proposed road will be given for adoption by the Highway Authority with a recommendation for separate attenuation and merging with a private sewer before discharging to the main sewer on Stokesley Road. Sufficient storage will be provided on site to manage surface water up to the 1 in 100 year plus climate change event before discharging into the public sewer. Appropriate measures to protect downstream water quality have been incorporated in the scheme. Subject to agreement with the Regulatory Authorities, foul drainage will be routed to the foul public sewer located to the western corner of the site.
27. Providing the measures outlined in the report are implemented on site, it is considered that the proposed development will provide suitable, sustainable drainage in accordance with the principles of policies CS4 and DC1.

Other matters

28. Concerns were raised regarding the loss of green space, the site is however already allocated for development under the Housing Local Plan and so the loss of green space has already been established.

29. Comment was made that the proposal would be better located in one of the nearby housing developments. The application must however be considered as submitted, even if there was a preferable location, planning permission cannot be refused on that basis.

Summary

30. The proposal has been assessed against local policy and guidance and is considered to be an acceptable form of development that will not have an adverse impact on the character of the area. Given its design and relationship to surrounding properties it will not have any significant impact on the amenity of nearby residents or on the safe operation of the highway. All other issues raised have been considered but do not justify refusal of planning permission.

Conclusion

31. In view of the above, the proposal is considered to be an acceptable form of development fully in accordance with National and Local policy and is therefore recommended for approval subject to relevant conditions.

RECOMMENDATIONS AND CONDITIONS

Approve with Conditions

1. Time Limit
The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.

Reason: In order to comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

2. Approved Plans
The development hereby approved shall be carried out in complete accordance with the plans and specifications detailed below and shall relate to no other plans:
- a) Location Plan Drawing No. 01-2021 REV B received 28th January 2021 and,
 - b) Site Plan Drawing No. 11/1 REV C received 28th January 2021
 - c) Floor Plan Drawing No. P1/2 A received 26th October 2020
 - d) Elevations and Sections Drawing No. P1/3 A received 26th October 2020
 - e) Foul and Surface Water Drainage Strategy No. 2102/05r1 Revision A received 28th January 2021
 - f) Preliminary Ecological Appraisal received 28th January 2020
 - g) Transport Statement No. SRN-BWB-GEN-XX-RP-TR 001 received 26th October 2020
 - h) Transport Statement Addendum No. SRN-BWB-GEN-XX-RP-TR-002 received 28th January 2021

Reason: For the avoidance of doubt and to ensure that the development is carried out as approved.

3. Details of Roads, Footpaths and Open Spaces Required
Fully detailed drawings illustrating the design and materials of roads, footpaths and other adoptable open spaces shall be submitted to and approved in writing by the Local Planning Authority prior to the start of construction on site. The development shall be carried out in accordance with the approved details.

Reason; To ensure a satisfactory form of development and in the interests of highway safety having regard for policies CS5 and DC1 of the Local Plan and sections 9 and 12 of the NPPF.

4. Vehicular Sightlines
The development hereby approved shall not be brought into use until sightlines of 2.4mx43m have been provided at both the site access junction and pedestrian/cycle crossing point. Such sightlines shall be retained thereafter in perpetuity, free of all obstructions over (600/1000mm) in height above the level of the adjacent highway. If removal of the hedge is required then a scheme for replacement shall be agreed in writing with the Local Planning Authority.

Reason: To ensure an adequate level of visibility is provided in accordance with the relevant criteria so that the use of said highway/junction does not prejudice the free flow of traffic or safety of highway users having regard for policies DC1 and CS5 and sections 9 and 12 of the NPPF.

5. Car and Cycle Parking Laid Out
No part of the development hereby approved shall be occupied until the areas shown on the approved plans for parking and manoeuvring of vehicles and cycles have been constructed and laid out in accordance with the approved plans, and thereafter such areas shall be retained solely for such purposes.
Reason; To ensure a satisfactory form of development and in the interests of highway safety having regard for policies CS5 and DC1 of the Local Plan and sections 9 and 12 of the NPPF.

6. Off-Site Highway Works
The development hereby permitted shall not come into use until the highway works detailed below have been carried out in accordance with the submitted drawing SRN-BWB-GEN-XX-DR-TR-100 S2 Rev P3 in the approved Transport Statement Addendum or such plans which are subsequently submitted to and approved in writing by the Local Planning Authority:
- a) Provision of a pedestrian crossing point on Stokesley Road consisting of dropped kerbs and tactile paving together with associated hardstanding and resurfacing

Reason: In the interests of providing a safe means of access to the site by all modes of transport and to, minimise disruptions to the free flow of traffic having regard for policies DC1 and CS5 of the Local plan and sections 9 and 12 of the NPPF.

7. Method of Works Statement
The development hereby approved shall not be commenced until a detailed method of works statement has been submitted to and approved in writing by the Local Planning Authority. Such statement shall include at least the following details;
- a) Routing of construction traffic, including signage where appropriate;
 - b) Arrangements for site compound and contractor parking;
 - c) Measures to prevent the egress of mud and other detritus onto the public highway;
 - d) A jointly undertaken dilapidation survey of the adjacent highway;
 - e) Program of works; and,
 - f) Details of any road/footpath closures as may be required.

8. Travel Plan
Within 3 months of the commencement of development hereby approved a full Travel Plan must be submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented prior to first occupation with the development thereafter being occupied in accordance with the approved Travel Plan unless agreed otherwise in writing by the Local Planning Authority.
Reason: To promote sustainable transport measures for visitors/staff/residents having regard for policy CS4 of the Local Plan and section 9 of the NPPF.

9. Works to the hedges on site should be carried out outside of the breeding season (March to August inclusive). If works are carried out during the breeding season then a bird risk assessment carried out by a competent ecologist should undertake a breeding bird risk assessment to check for nesting birds. If an active nest is discovered a 5m buffer zone must be implemented in which no vegetation removal may occur until the end of the breeding bird season or the nest is confirmed as no longer active.

Reason: To protect and enhance the ecology and biodiversity of the site having regard to policy CS4 of the Local Plan and section 15 of the NPPF.

10. Commercial Premises Noise Assessment
Before any fixed plant or machinery is installed at the site a scheme showing the details of the installation and a BS: 4142 noise assessment shall be submitted to and approved in writing by the Local Planning Authority before the plant is installed. The assessment shall identify noise levels which will be generated at the development and its impact upon neighbouring premises. The assessment should include details of any measures identified to protect neighbouring premises from noise. Any measures identified in the assessment to protect residents from noise generated due to the fixed plant or machinery should be implemented before it is installed and must be retained on site in an operational state for the lifetime of the development.

Reason: To ensure a satisfactory form of development in the interests of the amenities of residents having regard for policies DC1, CS5 of the Local Plan and section 12 of the NPPF.

11. Surface Water Drainage Scheme
Prior to the commencement of the development on site a detailed surface water drainage scheme (design and strategy) shall be submitted to and approved in writing by the Local Planning Authority. The scheme should be designed, following the principles as outlined in the Foul and Surface Water Drainage Strategy No. 2102/05r1 Revision A received 28th January 2021 and the development shall be completed in accordance with the approved scheme.

The design of the drainage scheme shall include but is not be limited to;

- (i) The surface water discharge from the development must be limited to a Greenfield run off rate (Q_{bar} value) with sufficient storage within the system to accommodate a 1 in 30 year storm.
- (ii) The method used for calculation of the existing greenfield run-off rate shall be the ICP SUDS method.
- (iii) The design shall ensure that storm water resulting from a 1 in 100 year event, plus climate change surcharging the system, can be stored on site with minimal risk to persons or property and without overflowing into drains, local highways or watercourses.
- (iv) Provide an outline assessment of existing geology, ground conditions and permeability.
- (v) The design shall take into account potential urban creep.
- (vi) The flow path of flood waters for the site as a result on a 1 in 100 year event plus climate change (Conveyance and exceedance routes)

This should be accomplished by the use of SuDs techniques, if it is not possible to include a sustainable drainage system, details as to the reason why must be submitted.

Reason: To ensure the site is developed in a manner that will not increase the risk of surface water flooding to site or surrounding area having regard for policy CS4 of the Local Plan and section 14 of the NPPF.

12. Foul water drainage

Development shall be implemented in line with the drainage scheme contained within the approved document Foul and Surface Water Drainage Strategy No. 2102/05r1 Revision A received 28th January 2021. The drainage scheme shall ensure that foul flows discharge to the foul sewer at manhole 5205 and ensure that surface water discharges to the surface water sewer at manhole 5201. The surface water discharge rate shall not exceed the available capacity of 3.1l/sec that has been identified in this sewer. The final surface water discharge rate shall be agreed by the Lead Local Flood Authority.

REASON: To ensure the site is developed in a manner that will not increase the risk of surface water flooding to site or surrounding area having regard for policy CS4 of the Local Plan and section 14 of the NPPF.

REASON FOR APPROVAL

This application is satisfactory in that the design of the proposed medical centre accords with the principles of the National Planning Policy Framework (NPPF) and, where appropriate, the Council has worked with the applicant in a positive and proactive way in line with paragraph 38 of the NPPF (2018). In addition the medical centre accords with the local policy requirements (Policies H1, H10, CS17, CS18, H29, CS5, CS4 and DC1 of the Council's Local Development Framework).

In particular the medical centre is designed so that its appearance is of an appropriate scale and design and so that it will not have a detrimental impact on the amenity of any adjoining or nearby resident. The medical centre will not prejudice the appearance of the area and does not significantly affect any landscaping nor prevent adequate and safe operation of the highway.

The application is therefore considered to be an acceptable form of development, fully in accordance with the relevant policy guidance and there are no material considerations which would indicate that the development should be refused.

INFORMATIVES

1. Statutory Undertakers

The applicant is reminded that they are responsible for contacting the Statutory Undertakers in respect of both the new service to their development and the requirements of the undertakers in respect of their existing apparatus and any protection/ diversion work that may be required. The applicant is advised to contact all the utilities prior to works commencing.

2. Adoption of Highway - S38

The applicant is advised that prior to the commencement of works on site they should contact the Highway Authority (01642 728156), with a view to preparing the necessary drawings and legal work required for the formal adoption of the new

highway layout. The S38 Agreement should be in place prior to the commencement of works on site.

3. Building materials on highway

The applicant is reminded that building materials shall not be deposited on the highway without the specific consent of the Highway Authority.

3. Deliveries to site

It should be ensured that, during construction, deliveries to the site do not obstruct the highway. If deliveries are to be made which may cause an obstruction then early discussion should be had with the Highway Authority on the timing of these deliveries and measures that may be required so as to mitigate the effect of the obstruction to the general public

Case Officer: Maria Froggatt

Committee Date: 5th March 2021

20/0644/FUL - Erection of medical centre with associated car parking and landscaping

APPENDIX 1

SUMMARY OF COMMENTS

Summary of issues raised

Position of building on site

Position of parking on site

Road safety

Lack of crossing

Lack of footpath

Footpath width

Car parking should be reduced

Cycle access provision

Safety at Junction cross road suggested

Building on Green Space

Preferred location Grey Towers Village Estate

Needs to conform with Local Plan in relation to in relation to accessibility to public transport, walking and cycling routes

Reliance on access by car

Needs wheel chair friendly segregated footpath and table top crossing

Transport plan required

Inadequate footpath provision

Car parking inadequate

Left turn on exit from site should be imposed

Site lines shown on plan do not measure up on site

COMMENTS

Nunthorpe Parish Council

Welcomes scheme subject to:

Junction relocated 50 south to form cross roads with Grey Towers Drive

Junction unsuitable for primary access to housing estate

Increased use of existing substandard footpath

Pedestrian safety

Provision for cyclists

Alternative plan showing provision of community garden provided

Provision of future parking, cycle parking and bins storage needs to be clarified

Proximity of future extension to trees and drainage

Ward Councillor

Cllr Rathmell

Development of a GP surgery is welcomed concern in relation to the following:

Adequacy of parking provision

Impact on road safety if vehicle park on the highway

Increase in vehicle use and possible parking on highway will exacerbate existing issues with speeding vehicles

Position of junction in relation to bend in the highway and to the existing junction of Grey Towers Drive with Stokesley Road.

Councillor Smiles

Fully supports the development. Commented that Nunthorpe residents have long awaited a modern GP surgery that is suited to the needs of the whole community.

Support

Mr Chris Gent 10 Crookers Hill Close

1. Dr GH Whitfield, Mrs B Whitfield and Mrs B Whitfield 20 Stokesley Road

Medical centre and parking should be set back by 30ft from Stokesley Road

Concerns regarding road safety

2. Mr M Scott 5 Stokesley Road

Lack of safe crossing

Lack of footpath

Width of footpath incorrect

Car parking should be reduced

Cycle access provision

Safety at Junction cross road suggested

Additional comment

Safety of pedestrian access, zebra or puffin crossing suggested

No of parking spaces excessive.

Lack of cycle facility between development and Poole roundabout

3. Peter and Ann Sonley

Support scheme in principle

Road Safety – junction, lack of footpath, roundabout required

4. Mrs E Inch 4 The Woodlands

Building on Green Space

Preferred location Grey Towers Village Estate

Poor location for access

Pedestrian safety

Increased traffic on Stokesley Road

5. Mr Merrick B Brown 23 Stokesley Road

Road safety

Lack of footpath

Additional comment

Concerns re safety of pedestrian crossing close to blind bend.

6. Jean Cotterill 24 Stokesley Road

Position of junction

Additional comment

Supports revised vehicular access but concerns regarding safety for cycles

7. Andy Edwards 30 Moor Park

Needs to conform with Local Plan in relation to in relation to accessibility to public transport, walking and cyclin routes

Reliance on access by car

Needs wheel chair friendly segregated footpath and table top crossing

Transport plan required

Additional comment:

Scheme supported but assumption of access by car

Road safety and access audit should be carried out by the Council to consider pedestrian and cycle access.

Annual Transport Plan to be produced.

Request for Committee or officers to carry out a walk including a wheelchair user or with a children's buggy to assess pedestrian access.

8. Bryan Sloper 17 Crookers Hill Close

Supports principle subject to following concerns:

Lack of footpaths

Car parking may be inadequate, no parking to be allowed on Grey Towers Drive or Crookersill Close

Users should be forced to turn left out of site

9. Mr D Leyland, 1 The Resolution

Supports design and parking arrangement. Concerns re-

Pedestrian and vehicle safety

Site lines shown on plan do not measure up on site

Relationship of access point with Grey Towers Drive

Proposal does not conform with Manual for Streets

Other alternative has been drawn up

Proposal to make access subject of condition

10. Laza Krstin 5 Moor Green objects;

Access- highway safety

Pedestrian safety

Lack of footpath to the south of site

Traffic assessment does not take into account wider development

Proposes alternative location in the Grey Towers Village site.

11. D Swales and R Sullivan 1 The Woodlands

Speeding traffic, blind bend and additional trips.

12. Angela Livingstone – see Nunthorpe Parish Council comment

13. S Hinchley 12 Stokesley Road-

Road safety - position of access

14. A Bage 8 Stokesley Road

Road safety – visibility splay does not take into account speeding vehicles

Existing footway is inadequate for existing users

Central pedestrian island needed

15. Helen Massie 2 Moor Green

Support for principle of development concerns re

Position of access

Footway provision

16. Mr D McCleod 21 Stokesley Road

No consideration of traffic calming measures on Stokesley Road

Position of access

Calculation of vehicle trip does not account future development of wider site

Transport assessment does not take account of the future pharmacy or expansion of medical centre

Suggests significant traffic calming measures along Stokesley Road

Additional Comment

Safety of pedestrian crossing

17. Anne Edwards 19 Stokesley Road

Traffic calming measures required

Speeding

