

# Public Document Pack



## PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE

TUESDAY 4 SEPTEMBER 2018

1.30 PM

Bourges/Viersen Rooms - Town Hall

### AGENDA

Page No

#### Additional Information

#### Emergency Evacuation Procedure – Outside Normal Office Hours

*In the event of the fire alarm sounding all persons should vacate the building by way of the nearest escape route and proceed directly to the assembly point in front of the Cathedral. The duty Beadle will assume overall control during any evacuation, however in the unlikely event the Beadle is unavailable, this responsibility will be assumed by the Committee Chair. In the event of a continuous alarm sounding remain seated and await instruction from the duty Beadle.*

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<http://democracy.peterborough.gov.uk/ecSDDisplay.aspx?NAME=Protocol%20on%20the%20use%20of%20Recording&ID=690&RPID=2625610&sch=doc&cat=13385&path=13385>

#### Committee Members:

Councillors: A Iqbal, G Casey (Vice Chairman), L Serluca, C Harper (Chairman), P Hiller, J Stokes, S Martin, Bond, R Brown, Nawaz, B Rush

Substitutes: Councillors: Hogg, M Jamil and Warren

Further information about this meeting can be obtained from Karen Dunleavy on telephone 01733 296334 or by email – [daniel.kalley@peterborough.gov.uk](mailto:daniel.kalley@peterborough.gov.uk)



There is an induction hearing loop system available in all meeting rooms. Some of the systems are infra-red operated, if you wish to use this system then please contact Dan Kalley on 01733 296334 as soon as possible.

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## **CASE OFFICERS:**

Planning and Development Team: Nicholas Harding, Lee Collins, Mike Roberts, Janet Maclennan, David Jolley, Louise Simmonds, Vicky Hurrell, Sundas Shaban, Amanda McSherry, Matt Thomson, Michael Freeman, Jack Gandy, Carry Murphy and Joe Davis

Minerals and Waste: Alan Jones

Compliance: Nigel Barnes, Julie Robshaw, Glen More, Andrew Dudley

## **NOTES:**

1. Any queries on completeness or accuracy of reports should be raised with the Case Officer, Head of Planning and/or Development Management Manager as soon as possible.
2. The purpose of location plans is to assist Members in identifying the location of the site. Location plans may not be up-to-date, and may not always show the proposed development.
3. These reports take into account the Council's equal opportunities policy but have no implications for that policy, except where expressly stated.
4. The background papers for planning applications are the application file plus any documents specifically referred to in the report itself.
5. These reports may be updated orally at the meeting if additional relevant information is received after their preparation.

PLANNING & ENVIRONMENTAL PROTECTION COMMITTEE

TUESDAY 4 SEPTEMBER 2018 AT 1.30PM

1. Procedure for Speaking
2. List of Persons Wishing to Speak
3. Briefing Update

**UPDATE REPORT &  
ADDITIONAL INFORMATION**

## PETERBOROUGH CITY COUNCIL

### PUBLIC SPEAKING SCHEME - PLANNING APPLICATIONS

#### Procedural Notes

1. Planning Officer to introduce application.
2. Chairman to invite Ward Councillors, Parish Council, Town Council or Neighbourhood representatives to present their case.
3. Members' questions to Ward Councillors, Parish Council, Town Council or Neighbourhood representatives.
4. Chairman to invite objector(s) to present their case.
5. Members' questions to objectors.
6. Chairman to invite applicants, agent or any supporters to present their case.
7. Members' questions to applicants, agent or any supporters.
8. Officers to comment, if necessary, on any matters raised during stages 2 to 7 above.
9. Members to debate application and seek advice from Officers where appropriate.
10. Members to reach decision.

**The total time for speeches from Ward Councillors, Parish Council, Town Council or Neighbourhood representatives shall not exceed ten minutes or such period as the Chairman may allow with the consent of the Committee.**

**MPs will be permitted to address Committee when they have been asked to represent their constituents. The total time allowed for speeches for MPs will not be more than five minutes unless the Committee decide on the day of the meeting to extend the time allowed due to unusual or exceptional circumstances.**

**The total time for speeches in respect of each of the following groups of speakers shall not exceed five minutes or such period as the Chairman may allow with the consent of the Committee.**

1. Objectors.
2. Applicant or agent or supporters.

**PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE – 4 SEPTEMBER 2018 AT 1.30PM**  
**LIST OF PERSONS WISHING TO SPEAK**

<b>Agenda Item</b>	<b>Application</b>	<b>Name</b>	<b>Ward Councillor / Parish Councillor / Objector / Applicant</b>
<b>5.1</b>	<b>18/00527/FUL - Madina Madrassa And Spiritual Centre 116 Midland Road West Town Peterborough</b>	Gordon/Smith/Mohammad Yunas	Agent/Applicant
<b>5.2</b>	<b>18/00410/R3FUL - Ken Stimpson Community School Staniland Way Werrington Peterborough</b>	Vince Moon, Werrington Neighbourhood Council  Brian Howard/Bryan Erwin	Objector  Applicant
<b>5.3</b>	<b>18/00894/FUL - Bridge Street Police Station Bridge Street Peterborough PE1 1EQ</b>	Mr Mehmed, on behalf of Civic Society  John Dadge	Objector  Agent
<b>5.4</b>	<b>18/00491/R3FUL - Bretton Court Rightwell East Bretton Peterborough.</b>	Craig Rudd	Parish Councillor
<b>5.5</b>	<b>18/00667/FUL - Land Adjacent To Werrington Police Station 6A Skaters Way Werrington.</b>	Cllr John Fox  Sally Weald, Secretary Werrington Neighbourhood Council  Andy Simmons  Leon Delegate	Ward Councillor  Objector  Objector  Agent
<b>5.6</b>	<b>17/02205/FUL - The Eldern Eldern Orton Malborne Peterborough</b>	Cllr Graham Casey	Ward Councillor

## BRIEFING UPDATE

**P & EP Committee 4 September 2018**

ITEM NO	APPLICATION NO	SITE/DESCRIPTION
1 .	18/00527/FUL	<b>Madina Madrassa And Spiritual Centre 116 Midland Road West Town Peterborough</b> , Continuation of use as an Education and Spiritual Centre - permanent

An email was received from the Planning Agent querying why the Local Planning Authority has allowed piecemeal development along Midland Road, and that this was not covered within the Committee Report.

Officer response - These schemes are located at;

- Rathbones, Midland Road, App Ref: 12/01556/FUL (Demolition of existing buildings and construction of 90 new dwellings (comprising 62 x 2 bed, 26 x 3 bed, 2 x 4 bed) including new access, car parking and public open space); and

- Mega Car Centre App Ref: 13/00539/FUL (Demolition of existing garage buildings and construction of 29 dwellings comprising 12 x 1 bed, 7 x 2 bed, 10 x 3 bed houses).

Each application is considered on its individual merit, and the justification for these developments (Rathbones and Mega Car Centre) are set out within the respective Case Officer reports.

It should also be highlighted that this site is only 0.13ha in site area, whereas the sites referred to are 1.72ha and 0.5ha respectively, have resulted in the clearance of former industrial buildings and have resulted in substantial comprehensive residential schemes.

As set out within the Case Officer report for this application, this proposal seeks to secure a permanent permission for the use of the existing modular and brick built building only, and would not 'deliver a range of high quality, mixed used and modern development' as required by Policy CC4 of the Peterborough City Centre plan (2014). This is discussed in more detail under Section 5 of the Case Officer report.

2 .	18/00410/R3FUL	<b>Ken Stimpson Community School Staniland Way Werrington Peterborough</b> Two form entry expansion to the existing Ken Stimpson Community School, to include change of use of land from Open Space to educational purposes to support a two storey extension providing teaching accommodation. Relocation of Substation. Single storey extension to the existing dining room. Internal remodeling to existing Block 1 to provide Science teaching facilities and internal remodeling to existing Block 5, converting the existing school shop to provide two Music Practice rooms along with associated off site highway works along Staniland Way and St David's Lane
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An email has been received from Cllr Fower, asking the following questions;

I have the following questions that I would like to be asked on my behalf at the forthcoming meeting of planning relating to the aforementioned planning application. I am aiming to be there in person, but might not be able to attend due to work commitments. I would also request that a written response to my questions is emailed to me afterwards, thank you.

1. What additional highways/roads enforcement action will be taken to reduce any detrimental impact on nearby roads like Foxcover?
2. How many extra children with additional needs will be incorporated in the growth numbers?

3. Where will the new cycle lanes be situated?
4. Will the trees lost along Staniland Way, be replaced by the same sort?
5. Will there be any detrimental impact on the roundabout at the junction of David's Lane and Staniland Way, that cost £513,000?

Officer Response - Responses will be given orally at Planning Committee.

A letter has also been received from 48 Crowhurst, on behalf of the Crowhurst residents, which has been appended in full at the end of this report.

Officer Response - The issues raised within this letter have been addressed with in the Case Officer report and do not alter the Officer recommendation to Planning Committee.

3.	18/00894/FUL	<b>Bridge Street Police Station Bridge Street Peterborough PE1 1EQ</b> , Demolition of Police Station (Sui Generis) and erection of 126 bedroomed Hotel (C1) with associated parking and circulation space
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Revised conditions with updated plan

C12 Prior to the first occupation of the development the area shown for the purposes of parking/turning on drawing number DR-A-0001 P3 shall be provided. Such provision shall thereafter be retained for this purpose and not put to any other use.

Reason: In the interests of highway safety in accordance with policy PP13 adopted Planning Policies DPD.

C17 Prior to the first occupation of the development hereby approved the cycle parking shall be implemented in accordance with drg. no. DR-A -0001 Rev P3. The cycle stands shall be covered. The cycle parking area shall thereafter be retained for the purposes of cycle parking in connection with the development in perpetuity.

Reason: In the interests of highway safety and to encourage travel by sustainable modes in accordance with policy CS14 of the adopted Core Strategy.

Travel Plan added to condition 24

C24 The development shall be implemented in accordance with the following approved Plans:

- Site Location Plan
- Proposed elevations 01 drg. no. –SBA -XX-ZZ -DR-A -201 rev P2
- Proposed elevations 02 drg. no. SBA-XX-ZZ-DR-A 202 rev P2
- Proposed elevations 03 drg. no. SBA-XX-ZZ -DR-A -203 rev P3
- Visualisation 01 drg. no. SBA-DR-A-401 rev P3
- Proposed ground floor Plan drg. no. SBA -XX-00 -DR-A -0001 Rev P3
- Proposed first floor plan drg. no. –SBA -XX-01 -DR-A -0002 Rev P2
- Proposed second floor plan drg. no. - SBA -XX-02 -DR-A -0003 Rev P2
- Proposed roof plan drg. no. –SBA- XX-XX-DR-A -0005 Rev P2
- Proposed pedestrian route drg. no. –SBA -XX-XX-DR-A -0004 Rev P2
- Section AA drg. no. SBA-XX-ZZ-DR-A-0101 Rev P2
- Section BB and CC drg. no. SBA-XX-ZZ-DR- A-0102 Rev P2
- Topographical Survey drg. no. 16387 ea-01 Rev A
- Swept Path Analysis drg. no. TR01
- Flood risk and drainage strategy
- Noise Impact Assessment
- Travel Plan

Reason: For the avoidance of doubt and in the interests of proper planning.

Additional condition

Notwithstanding the details shown on drg. no. DR-A-201 Rev P2 details of the position of the boundary wall to the west elevation shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the development being brought into use.

Reason: To ensure consistency with the ground floor plan and in the interests of visual amenity in accordance with policy CS16 of the Adopted Peterborough Core Strategy DPD and policy PP2 of the Adopted Peterborough Planning Policies DPD.

4.	18/00491/R3FUL	<b>Bretton Court Rightwell East Bretton Peterborough</b> , Conversion of B1 office block (excluding ground and first floor of Public House) to 43 residential flats, including roof top extension; and alterations to existing elevations through insertion/amendment of windows and cladding
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No further comments

5.	18/00667/FUL	<b>Land Adjacent To Werrington Police Station 6A Skaters Way Werrington</b> , Erection of two single storey shop units with new access and landscaping
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No further comments

6.	17/02205/FUL	<b>The Eldern Eldern Orton Malborne Peterborough</b> , Conversion of first floor from 1 to 3 flats and construction of dormer window
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No further comments



48 Crowhurst  
Werrington  
Peterborough  
PE4 6JY

Attention Daniel Kalley  
Chief Executive's Department  
Democratic Services  
Town Hall  
Peterborough  
PE1 1HG

25<sup>th</sup> August 2018.

Dear Mrs Kalley,

Re: City Council Application Ref 18/00410/R3FUL  
Ken Stimpson Community School

In response to letter dated 22<sup>nd</sup> August in respect of the above planning application. We the residents of Crowhurst Werrington should like to reinforce our strong objections to this planning application for a number of reasons.

Environmental Health:

As previously stated in our original objection, it is clear from the planning details that there is an acceptance that as a result of this application there will be a higher volume of traffic on Staniland Way at certain times of the day. A fundamental element of this application requires the removal of trees and the widening of Staniland Way. Collectively, we, residents of Crowhurst strongly oppose the removal of shrubs and trees on Staniland Way and enlarging of the road to two lanes. Trees not only act as a noise barrier but consume CO2 gasses and so help reduce pollution. Not with-standing the widening of Staniland Way to two lanes brings the edge of the road closer to existing properties with the result of increased vehicle noise and pollution which in itself is unacceptable as it reduces quality of life.

Population Problems:

One can quite easily see from this application that an increase in classrooms equals an increase in students and teachers for which there is inadequate parking facilities even for the teachers. One therefore asks how would the parking facilities of Ken Stimpson Community School cope with 90 – 100 students driving to school in their own cars. Sounds far-fetched can assure you its not. The country as a whole is a car-economy. Over the last couple of years there has been an increase of 17 – 18 year olds passing the driving test, acquiring vehicles and using them to drive to school and this will continue. My occupation being a Driving Instructor, since September last have contributed to an increase in 17 – 18 year olds driving to various schools both in Peterborough and Lincolnshire.

Use of more sustainable transport such as bus access:

Question – who is going to pay for this service?

Expectations: that parents will pay, well having use of a car, that's not going to happen.

The Education Authority to pay.

According to information by the Werrington Neighbourhood Council, only 8% of students make use of buses as an alternative mode of transport.

Werrington Centre does not possess a direct bus service to either Bretton or Eye and pupils using a bus service from these areas would have to go via Peterborough itself. Supplying a school bus to these destinations or further a field would require the school letting the pupils out in adequate time, not keeping them back for any reason, resulting in missing the bus.

Parents having cars have freedom of movement and not tied down to bus time schedules. Students living in Bretton, Eye or further a field will once passing their driving test use their cars to travel to Ken Stimpson Community School, both of which will result in increased traffic.

Werrington Infrastructure:

According to the Transport Assessment survey, it is reported that this does not adequately reflect the current problems encountered by residents in the Foxcovert / Fenbridge Road / Hall Lane area. One of the problems relative to this application is the difficulties concerning the sole access part of Hall Lane / Church Street and the increased volume of traffic that will use these roads for pick up / drop off points.

One should not however give preferential treatment to the residents of the Hall Lane area over the residents of Crowhurst. As residents of Crowhurst, there are currently times during the day whereby because of the volume of traffic on Staniland Way coming from the direction of Ken Stimpson Community School, turning out of Crowhurst becomes both difficult and dangerous. One cannot expect Staniland Way to take all Ken Stimpson Community School traffic. Increasing the volume of traffic in the context of this application will only exasperate the present problems and dangers.

Concerns are raised concerning the additional pressure put on the David's Lane roundabout and A15 carriageway due to the back-up of traffic along Staniland Way. One can envisage a problem arising from traffic building up at the A15 carriageway roundabout, not only back along David's Lane / Staniland Way, but along the single track carriageway of the A15. Having a back-up of traffic along this section of carriageway will no doubt result eventually to rat-runs along The Werrington Parkway, traffic turning left onto David's Lane exasperating the congestion at the David's Lane and A15 roundabouts.

Having all the traffic for Ken Stimpson Community School diverted along Staniland Way would impact on this road from queuing traffic coming from the direction of Ken Stimpson Community School which would not only impact on the David's Lane roundabout by entering and queuing on the roundabout itself, but from traffic turning right onto Goodwin Walk to the traffic lights at Skaters Way, whereby turning left proceed to the end from which they turn onto Fulbridge Road. This form of rat-run during school times already exists and to increase the traffic volume will only increase this problem.

Ken Stimpson Community School should not be allowed to expand at the detriment of residents in Crowhurst, the Hall Lane area, Werrington and its surrounding areas. One should take into account the bigger picture of the infrastructure of Werrington and its surrounding areas. In the past residents on the Fulbridge and Gunthorpe Road areas have objected to the volume of traffic on these roads. It would appear that the Transport Assessment survey has not adequately addressed this issue as expanding Ken Stimpson Community School is no doubt going to impact on these areas with increased traffic as well.

Bio-Diversity Issues:

The removal of trees and shrubs on Staniland Way in order to make way for two lanes of traffic will have disastrous effects on the bio-diversity of this area and its micro-eco habitat affecting both birds and other creatures. Peterborough City Council with its bio-diversity department constantly strives to portray Peterborough as an eco-green environment and to accept removal of these trees and shrubs would be hypocritical.

Conclusion:

When considering this planning application we, the residents of Crowhurst would be obliged if you would take into account our strong objections and concerns relating thereto. It's our strong belief that this planning application in the long term will cause more problems than it solves and as such should be rejected.

Thanking you

On behalf of Residents of Crowhurst, Werrington

R G Waterhouse

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