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PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE

TUESDAY 15 JUNE 2021
1.30 PM

Sand Martin House, Bittern Way, Peterborough, PE2 8TY

This can be viewed on [Peterborough City Council Youtube Page](#)

SUPPLEMENTARY AGENDA

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Committee Members:

Councillors: C Harper (Chairman), P Hiller (Vice Chairman), R Brown, Warren, Iqbal, Jones, Hogg, Bond, Dowson, Hussain and Sharp

Substitutes: Councillors: B Rush, M Jamil, Bond and Yurgutene

Further information about this meeting can be obtained from Dan Kalley on telephone 01733 296334 or by email – daniel.kalley@peterborough.gov.uk

CASE OFFICERS:

Planning and Development Team: Nicholas Harding, Sylvia Bland, Janet MacLennan, David Jolley, Louise Simmonds,, Amanda McSherry, Matt Thomson, Asif Ali, Michael Freeman, Jack Gandy, Carry Murphy, Mike Roberts, Karen Ip, Shaheeda Montgomery and Susan Shenston

Minerals and Waste: Alan Jones

Compliance: Jason Grove, Amy Kelley and Alex Wood-Davis

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

15 JUNE 2021 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 – 15 JUNE 2021 AT 1:30 PM

LIST OF PERSONS WISHING TO SPEAK

Agenda Item	Application	Name	Ward Councillor / Parish Councillor / Objector / Applicant
5.1	21/00287/R3FUL - Land At Bishops Road Eastgate Peterborough	Manjeave Singh/Rob Riding/Murdoch Cameron/James McGavin	Applicant/Agents
5.2	21/00229/REM - Land East Of Aqua Drive Hampton Water Peterborough	Cllr John Howard Emma Everitt/Helen Bates/Kayleigh Dixon/Alex McGarell or Michael Crown	Ward Councillor Applicants/Agents
5.3	21/00150/HHFUL - Pond House The Park Wisbech Road Thorney	Asad Qayyum/Sajjad Panjwani	Applicant/Agent

ITEM NO	APPLICATION NO	SITE/DESCRIPTION
1.	21/00287/R3FUL	Land At Bishops Road Eastgate Peterborough , Full application for the erection of a three storey building, car parking and associated works, infrastructure and landscaping for use as a research and development building as part of the University of Peterborough. Outline application (with all matters other than access and scale reserved) for the erection of a car park with capacity of up to 180 additional spaces, creation of a new access off Bishop's Road including the creation of a new access to the Regional Pool car park and closure of the existing access off Bishop's Road, and associated works, infrastructure and landscaping.

Correction to main report

The main Committee Report contains an error in respect of the wording to condition C6 of the full planning permission, which requires provision of the car park within 6 months of first operation of the Phase 2 building. This should read 12 months and therefore the condition is amended as follows:

No later than 12 calendar months following first use of the building hereby permitted, a car park of no less than 128 additional spaces above and beyond the existing Regional Pool car park capacity, subject to the outline element of this permission, shall be constructed and made available for use in accordance with the reserved matters secured under condition C1 of the outline permission.

Reason: To ensure that adequate city centre parking capacity is available to meet the demands generated by the development and prevent undue harm to the safety of the surrounding public highway network, in accordance with Policy LP13 of the Peterborough Local Plan (2019).

Further consultee comments

During the further public consultation in regard to the amended description of development, comments have been received from: PCC Archaeology Services, PCC Drainage Engineer, PCC Tree Officer, Cambridgeshire Police Architectural Liaison Officer and PCC Open Space Officer. None have raised any new comments from those set out within the main Committee Report.

Peterborough Civic Society has submitted additional comments which replace only the second paragraph of their comments dated 10.05.21 only, all other comments remain unaltered.

The deletion of decked/multi storey car park on the area known as Bishop's Road Park is plainly welcomed as it addresses the Civic Society's principle objection to the application. The amendment to the application now makes it clear that the proposal involves an increase of 180 in the total number of spaces to be provided. In the initial submission this was not stated and our comment, that permission was not required was made in that context. This application seeks outline permission partly in decked form on the northern half of the Regional Pool car park. The outline includes a parameter plan which would allow at least four floors to be built to a maximum height of about 12 metres. We consider that the commitment of this site to built development of this magnitude to be prejudicial to the overall development of the campus and that the existing surface car park should be retained and the additional parking spaces deemed to be generated by the Phase 2 building be provided elsewhere until such time as a comprehensive plan to guide the campus development has been approved.

Further public comments

Following preparing of the main Committee Report, 8no. additional **objections** have been received, raising the following concerns:

- Thanks to Councillor Holdich, the Council and Planning for saving Bishops Park, the Green Space

- serving all of the Eastgate area.
- Confusion remains over the extent of the car park, with the revised consultation stating 180 additional spaces now.
 - Should a 380 space car park be created it would surely require a 3 decked car park on top of the existing 200 space one level car park. The application is being submitted despite Councillor Holdich's comments in the Peterborough Evening Telegraph stating:
 - Plans will be altered and car park will be relocated and on one level
 - Car park put in as safety measure as we don't need one that big
 - Withdrawn that part of the application and replace with a level car park
 - Won't be multi-storey and will revert to 180 space car park which won't affect local residents.
 - Feel strongly that the additional 180 spaces should be relocated to avoid further congestion on Bishops Road.
 - A 380 space decked park with one entrance on a chicane opposite South Street Junction, used by surrounding residents and parents collecting children from Bishops Creighton Academy, with all vehicles emerging on the already overused Bishops Road, will lead to traffic chaos.
 - Still no Masterplan is provided to show the full extent of the Embankment regeneration, but only piecemeal applications as each stage of the University project is advanced:
 - What of the Research Block on the site of the Indoor Pool?
 - What about the increase in the number of students to 12,500 by 2030?
 - What about the proposed slip road from Fletton Parkway to Bishops Road?
 - What about the effect on traffic once the new Football /Performance Stadium construction has been pushed through?
 - What about the effect on traffic from the regeneration of the Market area and Fletton Quays (more problems on Bishops Road/Vineyard Road roundabout)?
 - All the problems that applied to the siting of the decked car park on Bishops Road apply to this new proposal and the congestion, pollution and noise associated with the vast increase in traffic volume still exists.
 - Show us your endgame Masterplan, and let all concerned know how you propose to achieve an acceptable level of traffic volume in the Bishops Road area and at the same time, maintain safety for the residents, while keeping traffic flowing, thus avoiding a gridlocked city centre.
 - Bishops Road is already very busy and the proposed additional car movements resulting from the university will only make things worse.
 - There are already inadequate pedestrian crossings in the correct places. The crossing at the roundabout at the junction between Bishops Road and St John's Street (Vineyard Road) is a danger as coming from the Lido area and crossing to the east pavement of St John's Street you are crossing blind and relying that the oncoming traffic will stop, but they would not be able to see you.
 - A crossing is needed nearer to the old Wirrina carpark entrance to give both pedestrians and motorist a chance.
 - You have a wonderful chance to review the Bishops Road traffic problems before you commit to a dangerous junction.
 - Objection to 3 storeys high. This is a residential area and should be limited to 2 storeys in height for the buildings and car park.
 - When I visit my mother on Bishop's Rd, I struggle to get out of the driveway and with a small baby on board it can be precarious. The volume of traffic is fantastic at times, and it can take up to 20 minutes or so to pull away safely. Although Bishops Rd is a 30mph zone - some people drive twice the speed. Also, there are now a daily convoy of lorries and car transporters using Bishop's Rd even though it's a restricted area. I feel building yet another car park on Bishop's Rd would not only spoil the beautiful scenery but would be reckless and would cause an increase in traffic and more stress on the local residents.
 - Already have 3 car parks on Bishop's Rd which has become extremely busy over the years and sometimes, with its noise and environmental pollution, can often feel like a motorway. We're living at a time of great change; environmental pollution is the next pandemic according to many scientists - perhaps this is why many authorities across the UK are introducing a zero emissions zones. The proposal for another gigantic car park on our Road would undoubtedly create more traffic and more pollution.
 - Local Councillor J Holdich reassured us that there would be no new multi storey car park on Bishop's Road. We trust you will keep to your promise and therefore look after the health and wellbeing of the local residents and children.
 - The plans for the car park are too vague.

- There's already enough parking available on the existing site, so why do we need an ugly multi-storey car park on there too?
- We need to preserve as much of the green space surrounding the university and residential areas as possible - in line with the Council's local plan.
- Bishops Road is already a dangerous road for pedestrians, excessively increasing the car parking capacity could make it worse.
More emphasis should be placed on cycling, walking, or the use of public transport, as the site is so close to the city centre, the train station, and alternative car parks.
- The original plan had several objections that included the increased build-up of traffic several times a day, the increased pollution and noise not sure how these issues have been solved by moving it a few yards up the road?
- The fudged planning application description created some confusion about the size of the proposed car park, with some of the official respondents under the impression that the car park had actually been scaled back. Not so. As we now know it's actually 380 spaces, which from the basic drawing would suggest up to 4 decks. I see no need to build a decked car park when the existing site has the required number of spaces already available.
- A decked car park would be an eyesore and not in keeping with its residential surroundings. Also, because the plan is only a basic outline, how do we know the maximum height won't be 'tweaked' in the future by raising the ground level around it? I don't think permission should be granted for the additional 180 spaces, as too many important details are missing.
- A 380 space multi-use car park will create immense problems for Bishops Road with traffic potentially grinding to a halt several times a day. The added congestion will create more pollution for the locals, with gridlocked traffic sitting idling outside our homes.
- The proposed junction is also sited at a dangerous part of the road - illustrated by the recent car crash at that exact location on 3/6/21.
- Due to the already high volume of traffic, it is already difficult leaving the driveway and we have already had the wing mirrors knocked of several times. We also have an increase in lorries and car transporters using Bishops since the road narrowing restriction has been removed.
- Expanding the existing car park to 380 spaces will have an impact on noise and environmental pollution, why are we encouraging more motorists into the city centre when many cities are introducing zero emissions and congestion free zones?
- We have several under used car parks in the city, the station car park and Wentworth Street car park are both close by.
- Many of the issues that applied to the original proposal of the decked car park on Bishops Road apply to this new proposal and the congestion, pollution and noise associated with the vast increase in traffic volume still exists, please use alternative existing car parks for your requirements, the level of traffic volume in the Bishops Road area needs lowering for the safety and wellbeing of the residents and visitors to the city.
- We are concerned with environmental pollution as well as an increase in noise and traffic levels on Bishops Rd, this also includes the many HGV/lorries which are now using Bishops Rd as a short cut through to Fengate Industrial estate - since the bollards have been removed from Bishops Rd/Fengate. Some days we can actually smell/taste the high levels of pollution being emitted by the vehicle's passing through Bishops Rd. Please note more people die from air pollution in the UK than from smoking, the data also shows an increase in asthma amongst young children. Your intention is to build this titanic carpark opposite not only a sheltered home for the elderly but also a primary school. We ask you to please reconsider for reasons of public health and safety.

Officer response: The majority of the comments raised above are dealt with within the main Committee Report. For clarity, neither the PUFc stadium nor the slip road from the Fletton Parkway have been submitted as planning applications. Therefore, they cannot be considered in the determination of the current application.

With regards to the parking proposed, 180 additional spaces are proposed above the existing 200 spaces within the Regional Pool car park. Therefore a total of 380 spaces would be provided on the site. It should however be noted that Phases 1 and 2 of the University development have resulted in the loss of the Wirrina car park, which had capacity for the parking of 400 cars. The proposed 180no. additional spaces, plus those immediately adjacent to the Phase 1 and 2 buildings, are still far fewer than this previous capacity.

2.	21/00229/REM	Land East Of Aqua Drive Hampton Water Peterborough, Reserved matters application for matters of access, appearance, landscaping, layout and scale, for the construction of a new primary school and nursery with associated outdoor-sports areas, infrastructure, access, parking and landscaping works, pursuant to outline planning permission 16/02017/OUT
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Further public comments

Following publication of the main committee report, 10no. additional **objections** have been received. The comments made on relevant planning considerations are considered to have already been addressed within the main Committee Report.

Objection 1

I remain concerned about the unconvincing numerics presented in support of the schools planning application with respect to road access and traffic congestion. The number of children arriving from and departing to homes outside Hampton Water will be far greater than those suggested.

My fear is the sole vehicle access route to the school via Aqua Drive (the clue is in the name - a narrow width dead-end 'Drive' with no speed or parking restrictions), will become unnecessarily dangerous and congested for all road users, not to mention very noisy and polluting, twice a day every term day.

Whilst I have no faith expression of my concern will make any difference to the school's planning permission outcome, I do believe the consequences will as I predict become apparent in terms of anger and frustration (hopefully not road accident and injury), for local residents and all road users once the school is at full capacity. As a minimum, I would urge a further review of this one aspect.

Objection 2

I live overlooking the planned build of a faith school and have previous objections to it. I'm not sure how 132 against and 2 in favour of resulted in an 'approved' status? Can someone please explain that to me?

The residents here chose to live on the estate because it's a 'country park' - you'd be hard pressed to find a country park with a school in it anywhere else!

The school itself isn't such a problem, the fact that a 'faith' school in this day and age can be corruptly pushed through despite the HUGE amount of objections is mind blowing!

I've contacted The Sun, The Daily Mail and the BBC to see if they'd be interested in just how your decisions are made. I can only assume it's a financial one as the 'need' and 'want' for a faith school in a quiet country park, where residents have objected time and time again doesn't make sense.

Objection 3

Along with many other residents I oppose the building of this faith school. My opposition is on the following grounds:

1. School is not the place for promulgation of a religion. Education should encourage critical engagement with, and non-dogmatic exposure to, diverse, sometimes competing, worldviews and beliefs on equal terms - it should not be used for the systematic and institutionalized dissemination or promotion of one particular faith over all others. The place for fostering faith in one particular religion is a church, temple, mosque or synagogue not a school.

2. It is discriminatory - Although the Diocese of East Anglia claim that this is not the case because they say that 1/5 of places at the school will be allocated on the basis of distance rather than faith, clearly 4/5 of places will be given on the basis of faith. This school is clearly not being proposed for the benefit of the local community.

3. It will bring traffic into Hampton. Because the vast majority of the nearly 700 pupils at the schools will not live in Hampton, they will almost all arrive and leave the school by car. This will cause increased air-pollution, congest our streets, exacerbate existing parking problems and carry an increased risk of road

traffic accidents.

4. Because it does not benefit the local community, it will have a negative effect on property prices. Because of the above mentioned problems it is likely that this school would have a deleterious effect on the investment residents have made in this area which was not possible to predict when we bought property here.

Objection 4

I recently moved to Hampton Water and submitted an objection to the proposals on the grounds that as this school does not prioritise proximity as its selection criteria the huge increase in traffic will be detrimental to the local area, whilst not benefitting the local community.

I am shocked to see that after overwhelming objection from the local community on valid grounds the council still appears to be recommending the plans be passed. Does this mean if I make a planning application that receives a huge number of legitimately constructed objections you will also ignore these and let me build whatever I like on my property? Or do different rules apply when the council/church wants to build something?

I am also shocked to see the traffic officer rejecting out of hand traffic concerns on the grounds that 'all residential areas have school traffic'. This is clearly untrue where a school serves its closest residents first, who could therefore walk to school, which is not the case here. There also seems to be a view that yes traffic will be terrible, but we should just accept that as the council **may** do something about it in the future and that there is no point in updating the traffic survey based on actual conditions now. How can the traffic officer not be bothered about traffic?

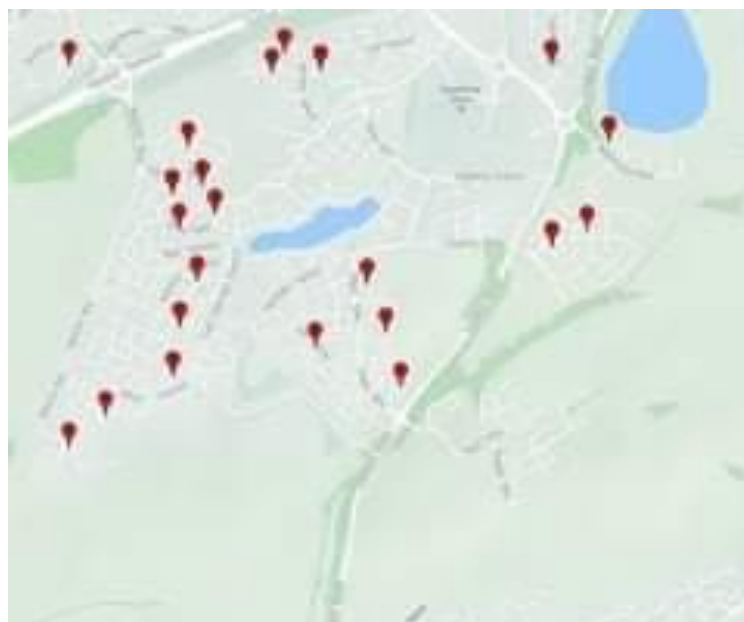
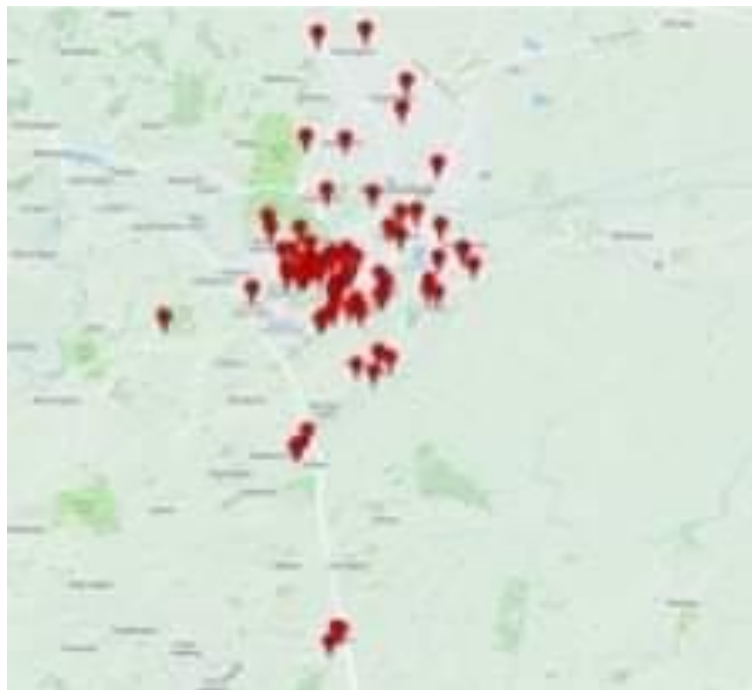
Mapping has been done of the postcodes supplied in letters of support and those postcodes are almost completely outside of walking distance for a primary school child. The school has 75 staff and over 600 pupils. We are being asked to accept that all the pupils and most of the staff will walk to school/work, which is clearly nonsense.

I am currently in dialogue with a national newspaper about this application. I eagerly await the council decision as if these plans are passed this will make for a very interesting review of how this came to be and who exactly waved this through by wilfully ignoring due process.

Objections 5 - 10

6 individual written objections from local residents have included same set of comments. A copy of these has been re-produced below.

- I would like to maintain my objection based on the Clancy Consulting Traffic Plan being factually inaccurate on their representation of the anticipated traffic levels generated by the proposed School.
- The report suggests that only 10% of the traffic to the School will be from outside of the Hampton Water area. This is a vast underestimation, not only due to the number of children of this age currently residing in Hampton Water but more importantly, the selection criteria of the School places religion ahead of the catchment area, dictating that the majority of pupils are likely to attend the School from out of the area. Evidence of this can be found in the uploaded documents, where a number of people signed a combined letter supporting the application. The postcodes identified within this supporting document shows the potential geographical area of school attendees. I attach a mapping of the postcodes submitted by the Diocese.



- While I'm pleased, it has been counted as "one support "due to not meeting the standards. I want to commend you for rejecting their weak and insulting excuse that they fear hostility. It ridiculous when no hostility has been coming from our lovely community. The community has been using our right to object to this critical issue vocally, frustrated more and more by lack of support or acknowledgement to carry our voice from our Councillors.
- We have ironically heard from objectors in the community unable to publicly share their opposition due to reprisal from the church/family members—pot, Kettle, black. We've also asked John and Farooq to broker a meeting with the Diocese to build bridges, but alas employ promises and derogatory propaganda in diocese newsletters forces a further wedge between the local community and the Diocese. I acknowledge the fact that this is a very selective religious school is outside of the remit. Still, I feel the nature of the School add to the Traffic objections, the mistrust that has been fostered due to their actions means it becomes relevant. I think this further adds to our objections based upon traffic and a wider catchment meaning many, many more journeys than an open and non-selective school. Importantly and urgently, I'd like the Council to consider restrictions on other uses for the School. We strongly object to using the Chapel at the School (Its existence/plan confirmed by the Diocese) and adding to traffic and disturbance to the local community outside of school hours.
- Never the less the document submitted gives some fantastic data to prove school support does

not come from our local community, and I'd argue all outside of walking distance with primary and nursery aged children in fair weather, let alone winter/rain.

- Out of 125 postcodes, 14 are within 1 mile, 111 outside of the mile radius and not many at all in Hampton East! In contrast with the objections from the actual local community, over a third of the occupied houses objected!
- In addition to the above. Table 7.1 in the report suggests that only 66 additional trips will be generated by the School at a peak time with little or no calculation to show how this is derived. Even if the statement that 10% of the pupils will attend from out of the area was correct, 10% of 92.5% of 636 represents 59 trips, not the 27.
- There is evidence that the highways network is currently struggling with the traffic demand generated by the existing Hampton schools, and these prioritise catchment area as their selection criteria. The Clancy Consulting report provides misleading information on the impact of the proposed School on the local highways. The School, in its current format, will have a negative impact on the local area without guaranteeing the school places for the local community.

3.	21/00150/HHFUL	Pond House The Park Wisbech Road Thorney , Ground and first floor extension to front, sides and rear of the property
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The Applicant has requested that the following photographs be provided to Members.



View of Pond House from the private road approaching the park and Pond House in Feb 2021 and June 2021



View of Pond House from the Park in Feb 2021 (1st picture) and June 2021(2nd and 3rd Picture)



Current elevations of the house

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