

# Public Document Pack



## PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE

TUESDAY 23 NOVEMBER 2021

1.30 PM

Engine Shed, Sand Martin House, Bittern Way,

### SUPPLEMENTARY AGENDA

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Additional Information

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

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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](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, 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

23 November 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 – 23 November 2021 AT 1:30 PM**

**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>	21/01151/R4OUT - Former Peterborough Market And Car Park Site Northminster Peterborough	David Turnock/Bryan Martin  Jeremey Good Howard Bright Councillor Hiller	Objectors  Applicants/Agent
<b>5.2</b>	21/00913/FUL - 197 Crowland Road Eye Green Peterborough PE6 7TT	Cllr Simons  Tim Slater/Kelly Smith	Ward Councillor  Applicant/Agent
<b>5.3</b>	21/01418/HHFUL - 54 Tollgate Bretton Peterborough PE3 9XA.	Cllr Warren  Mr Singh	Ward Councillor  Applicant

## BRIEFING UPDATE

P & EP Committee 23 November 2021

ITEM NO	APPLICATION NO	SITE/DESCRIPTION
1.	21/01151/R4OUT	<b>Former Peterborough Market And Car Park Site Northminster Peterborough</b> , Outline planning application (with all matters other than access reserved) for a residential development of up to 315 units (build to rent) together with 2no. ground floor commercial units, the creation of car parking and substations, and landscaping/public realm and other associated works

### Update on Highway Matters

#### *Loss of public car parking:*

In response to concerns raised regarding the loss of the temporary car parking currently provided on site and demand for parking in the city centre, the applicant has provided a statement regarding parking provision. A review of car parking demand within the city centre after the closure of the MSCP established that overall weekday peak occupancy of public car parks totally 57%. Spare capacity exists in the Wellington Street, Brook Street and Dickens Street group of car parks that previous Market MSCP users are directed to use. Future forecasts of demand to 2036 suggest a 26% increase in parking is the likely maximum to be expected. This would result in peak occupancy of public car parks of 76%. Spare capacity would remain within the Wellington Street, Brook Street and Dickens Street group of car parks. Based on the above assessment, there is no evidence to show that there is a specific need for additional car parking capacity in the Northminster area.

#### *Revised plans:*

Revised drawings have been submitted providing details of the off-site highway works on Northminster and Cattle Market Road. The details include:

- An access width of 6.5m with 6m kerb radii and 2.4m x 43m visibility splays.
- A new footway to the north and south of the proposed access varying in width from 4.90m in the vicinity of the pedestrian crossing, to 4m to the east of the site.
- Dropped kerbs with tactile paving would be provided at the proposed new access
- New dropped kerb with tactile paving would be provided at the pedestrian crossing on Northminster and the lining improved.
- The Northminster carriageway reduced to 8m in width in the vicinity of the pedestrian crossing to facilitate the proposed new access and widening of the footway on the western side of Northminster.
- Closure of the existing access to the market site and kerbing and footway reinstated.
- A new loading bay adjacent to the eastern side of the site, and the existing loading bay located to the south-east of the site, would provide dropped kerbs for ease of loading and servicing of the bin stores located on the eastern side of the site.
- Access and servicing arrangements on Cattle Market Road requiring the removal of 2m of the disabled parking bay on the western side of Cattle Market Road reducing this to 12m – sufficient space would remain for 2 vehicles to park.
- The existing loading bay on the eastern side of Cattle Market Road in the vicinity of the proposed new vehicular access is removed. The existing disabled bays on the eastern side of Cattle Market Road will be retained in situ.
- In order to provide a loading facility in line with current provision on the eastern side of Cattle Market Road in the vicinity of the site, it is proposed that the existing build out on the eastern side of Cattle Market Road at the uncontrolled pedestrian crossing be reduced to 3m in length. This would facilitate the extension of the existing loading bay located to the north of the disabled bays on the eastern side of Cattle Market Road, to 19m in length.
- The uncontrolled pedestrian crossing would be retained, with paving and dropped kerbs reinstated to tie into the existing footway along the eastern side of Cattle Market Road, adjacent to the site.
- In order to service the bin store located on the north-west side of the site, the existing on-street car parking would be reduced to 30m in length to provide a loading bay 15m in length at the north-west side of the site. This arrangement would not impede the pedestrian access between Cattle Market Road and Northminster, located to the north of the site.

The above information has addressed the concerns raised by the Local Highway Authority and there is no objection to the proposal subject to conditions.

The following conditions are amended:

C30 Prior to first occupation of the development, the proposed vehicular accesses on Northminster and Cattle Market Road shall be laid in accordance with the approved plans and hard surfaced and drained in accordance with details to be submitted and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and in accordance with policy LP13 of the adopted Peterborough Local Plan (2019).

C33 Prior to first occupation of the development, the highway works along Northminster and Cattle Market Road shall be laid and constructed in accordance with drg. nos. PC1626-RHD-GE-SW-DR-R-1000 revision P04, PC1626-RHD-GE-SW-DR-R-1001Rev P01, PC1626-RHD-GE-SW-DR-R-0052 (PG-01/02) Rev P02 and PC1626-RHD-GE-SW-DR-R-0052 (PG - 02/02) Rev P02.

Reason: In the interest of highway safety and in accordance with policy LP13 of the adopted Peterborough Local Plan (2019).

The following additional conditions are added:

C41 Prior to first occupation, the existing accesses to Northminster and Cattle Market Road shall be permanently and effectively closed and the footway shall be reinstated in accordance with drg. nos. PC1626-RHD-GE-SW-DR-R-1001Rev P01 and PC1626-RHD-GE-SW-DR-R-0052 (PG - 02/02) Rev P02.

Reason: In the interests of highway safety and in accordance with policy LP13 of the adopted Peterborough Local Plan (2019).

C42 Prior to first occupation of the development hereby approved, visibility splays shall be provided as shown on submitted plan PC1626-RHD-GE-SW-DR-R-1000 revision P04 and shall be maintained thereafter free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety and in accordance with policy LP13 of the adopted Peterborough Local Plan (2019).

#### Height of the Cathedral

Comments received on the proposed scheme questioned why the height of the Cathedral was shown differently in the Design and Access Statement (DAS). In the initial DAS submitted (rev C) on page 49 the Cathedral is shown at a height of 38.2m (top of tower) and 48.7m (top of spire) whereas in the revised DAS (rev E) it is shown at a height of 40m (top of tower) and 50.5m (top of spire).

The applicant has responded advising that during discussions between the application team, Planning Department and Historic England, the relative heights of the proposals in relation to the Cathedral were very important. The annotated sections were updated to show all heights relative to the proposed ground floor level of the development in order for an objective comparison to be made between the proposed design, its surroundings and in particular, the Cathedral.

The previous July DAS had shown the height of the Cathedral relative to local ground levels adjacent to the Cathedral which are 1.8 metres higher than the proposed ground floor level of the development which is why there is a difference of 1.8 metres between current and earlier sections.

The current DAS on page 48 first bullet point advises that 'For ease of comparison, all heights on the section drawings are taken from the principal Ground Floor FFL of the proposals.' There is also a note advising 'Cathedral Height Levels shown relative to Ground Floor FFL of proposal' underneath the Cathedral on each of the sections on page 49.

#### Heads of Terms

The following will be included within the Heads of Terms:-

##### **Build to Rent**

1. To be in single management and ownership for at least 15 years
2. Residential management plan to be approved by the Council (parameters of which to be set out in the legal agreement)

##### **Affordable Housing**

3. 100% affordable housing
  - a. 30% affordable housing to be secured in perpetuity subject to a clawback mechanism as per national policy guidance
  - b. 70% affordable housing to be secured for a period of 40 years subject to a clawback mechanism either as

per national policy guidance or as otherwise agreed with the Council

4. Rent set at a minimum discount of 20% relevant to local market rents, including any service charge:
  - a. Market review to be undertaken on a periodic basis by a qualified independent local agent to assess the equivalent market rents for the scheme.
  - b. Rents will be set at 80% of the comparable market rents set by the independent assessor.
  - c. Tenancies will be offered of at least three years (although tenants will have the option of taking shorter tenancies if they wish) and will contain a break clause at 6 months.
  - d. Rents will inflate by CPI+1% each year of a lease, until renewed.
  - e. Market rents will be reassessed on a periodic basis and any leases granted or renewed during each year period will reflect the most recently assessed baseline.

### Public Open Space

5. On-site public open space to be provided and secured for the lifetime of the development
6. Off-site public open space contributions:
  - a. Neighbourhood Parks - £121,005.42 + 5 years land maintenance for the enhancement of Stanley Park
  - b. Childrens Play - £60,209.67 + 5 years land maintenance for play facilities at Stanley Park
  - c. Allotments - £13,092.46 + 5 years maintenance for enhancement of Burton Street Allotments
  - d. Natural Green Space - £29,570.89 + 5 years maintenance for enhancement of Stanley Park

Householder Travel Packs will now be secured by condition and will not form part of the S106 agreement. The following condition would be appended to the decision:

C43 No development above damp proof course level shall take place, until details of the Travel Information/Welcome Packs have been submitted to and approved in writing by the Local Planning Authority. The approved Travel Information/Welcome Packs shall include either one bus taster ticket from Stagecoach (the main bus provider in Peterborough) or a £50 cycle voucher.

The Travel Information/Welcome Packs shall be made available for each unit of the residential development on first occupation of the respective dwelling.

Reason: In the interests of promoting the use of non car modes to visit the site in accordance with policy LP13 of the Adopted Peterborough Local Plan (2019).

2.	21/00913/FUL	<b>197 Crowland Road Eye Green Peterborough PE6 7TT</b> , Proposed 4 bed dwelling
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No Further Comments

3.	21/01418/HHFUL	<b>54 Tollgate Bretton Peterborough PE3 9XA</b> , Proposed two storey side and front and single storey rear extensions and garage
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### Additional consultee comments

The Local Highway Authority has submitted their formal comments regarding the application and has objected to the siting of the gates and position of the boundary treatment hard up to the highway boundary.

They have advised that the new gates should be set back a distance of at least 5m from the back edge of the footway. In their proposed position, the gates abut the back edge of the public footway which would result in vehicles waiting on the adjacent footway/carriageway whilst the gates are in operation. This shall impede the free flow and safe passage of pedestrians who shall then be forced to walk in the carriageway which is detrimental to highway safety.

In addition, the proposed new wall abuts the existing footway. So as not to interfere with the footway, the LHA requires that foundations be constructed at a distance of no less than 1m from the back edge of the highway boundary. This shall also ensure that construction and future maintenance of the footway etc can be carried out without damage to the highway or the wall etc (this also includes the existing street lighting column which is a PCC asset).

**Officer response:** The issue of the gates is addressed within the main Committee Report. With regards to the position of the wall, this is noted however a wall of this height would not require the benefit of planning permission and could be constructed irrespective of this application. Any works affecting the highway would require the benefit of consent under the Highway Act and therefore can be managed under this separate legislation which planning should not seek to duplicate.



**Revised Plans:**

The Applicant has submitted revised plans to rectify a discrepancy in the height of the proposed single storey rear extension as shown on the initial submission of the side elevation, as well as to show the elevation of the proposed boundary wall and gate as it would appear on the south elevation.

These are the Proposed Plans as included on the presentation to the Planning and Environment Committee.

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