

**RECORD OF OUTCOMES OF THE PLANNING AND ENVIRONMENTAL PROTECTION
COMMITTEE
HELD AT THE TOWN HALL, PETERBOROUGH ON 4 SEPTEMBER 2018**

**5.1 18/00527/FUL – MADINA MADRASSA AND SPIRITUAL CENTRE 116 MIDLAND
ROAD WEST TOWN PETERBOROUGH**

RESOLVED:

The Planning Environment Protection Committee considered the report and representations. A motion was proposed and seconded to **REFUSE** the application. The Committee **RESOLVED** (7 for, 2 abstain) to **REFUSE** the planning permission subject to relevant conditions delegated to officers.

REASONS FOR THE DECISION:

R 1 The permanent use of this 0.13ha site as a spiritual and education centre, and the retention of the modular building, does not provide a comprehensive redevelopment of the Railway Station Opportunity Area (West) and would result in a piecemeal form of development which would prejudice the future delivery of this Opportunity Area. As such the proposal is contrary to Policy CC4 of the Peterborough City Centre Plan (2014).

R 2 The modular building is not of high quality or modern design, and would only deteriorate in quality and appearance in the fullness of time, thereby detracting further from the character and appearance of the street scene. As such the proposal would be contrary to Policies CS16 of the Peterborough Core Strategy DPD (2011), PP2 of the Peterborough Policies DPD (2012) and CC4 of the Peterborough City Centre Plan (2014).

R 3 Insufficient information has been submitted to demonstrate that the increase in activities associated with the use of the site, over and above the temporary consent, would fall within acceptable levels, and therefore could result in unacceptable levels of noise and disruption through the coming and going of visitors, as well as the activities themselves, to residents within the immediate locality. As such the proposal would be contrary to Policies CS16 of the Peterborough Core Strategy DPD (2011) and PP3 of the Peterborough Policies DPD (2012).

R 4 Insufficient information has been submitted to demonstrate there is sufficient off-street parking to accommodate the proposed use, therefore it could result in vehicles parking in unsafe locations within the public highway during peak hours, resulting in a highway safety hazard, and is therefore Contrary to Policies PP12 and PP13 of the Peterborough Policies DPD (2012).

R 5 The permanent use of this site has not been accompanied by a contaminated land assessment. The permanent use of the site may require the concrete block of the site to be broken, for example to accommodate highway or parking improvements. As such it is not possible to determine whether there is a risk to the health of future or adjoining occupiers, and the proposal is therefore contrary to Policy PP20 of the Peterborough Policies DPD (2012).

**5.2 18/00410/R3FUL – KEN STIMPSON COMMUNITY SCHOOL, STANILAND WAY,
WERRINGTON, PETERBOROUGH**

RESOLVED:

The Planning Environment Protection Committee considered the report and representations. A motion was proposed and seconded to **GRANT** the application. The Committee **RESOLVED** (Unanimously) to **GRANT** the planning permission subject to relevant conditions delegated to officers.

REASONS FOR THE DECISION:

Subject to the imposition of the attached conditions, the proposal is acceptable having been assessed in light of all material considerations, including weighing against relevant policies of the development plan and specifically:

- The development will provide additional school places to help meet the school place demand in the city. The National Planning Policy Framework places great weight upon the need to provide school places and helping schools expand to provide these. The application will, however, result in the loss of school playing field to which Sport England object. In this instance it is considered that the need to provide the school places and the wider benefits this will bring to the city outweigh the loss of 0.35 hectares of playing field. As such the principal of development is considered to be acceptable.
- The traffic impacts of the development have been assessed. Subject to the implementation of the off site highway works scheme the impact on the network is considered to be accepted. The Travel Plan will further help mitigate the impacts of the development. New car and cycle parking is to be provided to meet the needs of the expanded school. As such the proposal is considered to accord with policy CS14 of the adopted Core Strategy and policies PP12 and PP13 of the adopted Planning Policies DPD.
- The design of the new building is considered to be acceptable along with the dining room extension and will have no unacceptable impacts. It therefore accords with policies PP2 and PP3 of the adopted Planning Policies DPD.
- Concerns have been raised by local residents regarding the impacts of the scheme but the impact is considered to be acceptable particularly when weighted against the need to provide the school places and the emphasis in the National Planning Policy Framework in relation to this.
- Subject to conditions relating to tree protection and ecology the on-site works are considered to accord with policy PP16 of the adopted Planning Policies DPD.
- The proposed off site highway works will result in the loss of a number of trees, notably on Staniland Way. Whilst the loss of these trees is not ideal the need to provide the school places and mitigate the impacts of the highway network in this instance outweigh the resulting impact of the tree loss and this can be accepted.
- Following the submission of additional information and a condition it is considered that the site can be adequately drained. The proposal therefore complies with policy CS22 of the adopted Core Strategy.

5.3 18/00894/FUL – BRIDGE STREET POLICE STATION, BRIDGE STREET, PETERBOROUGH, PE1 1EQ

RESOLVED:

The Planning Environment Protection Committee considered the report and representations. A motion was proposed and seconded to **GRANT** the application. The Committee **RESOLVED** (8 For, 2 Against) to **GRANT** the planning permission subject to relevant conditions delegated to officers.

REASONS FOR THE DECISION:

Subject to the imposition of the attached conditions and revised conditions as per update report PLUS condition 16 to be reworded as follows:, C16 No development other than demolition shall take place until a scheme for the hard of soft landscaping of the site (to include measures to discourage pedestrians from crossing Bridge Street to the hotel entrance at points other than at the formal crossing point) has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of

- Proposed finished ground and building slab levels
- Planting plans including retained trees, species, numbers, size and density of planting
- Surfacing / hard materials & street furniture

The approved hard landscaping scheme (including measures to discourage pedestrians from crossing Bridge Street to the hotel entrance at points other than at the formal crossing point) shall be carried out, prior to the occupation of the development and the soft landscaping shall be carried out within the first available planting season following completion of the development or first occupation (whichever is the sooner) or alternatively in accordance with a timetable for landscape implementation which has been approved as part of the submitted landscape scheme.

Reason: In the interests of visual amenity and then enhancement of biodiversity in accordance with policy CS21 of the adopted Core Strategy and policy PP16 of the adopted Planning Policies DPD and in the interest of road / pedestrian safety in accordance with Policy CS16 of the Peterborough Core Strategy 2011 and PP12 of Peterborough Planning Policies DPD 2012.

The proposal is acceptable having been assessed in the light of all material considerations, including weighing against relevant policies of the development plan and specifically:

- The site lies within the City Centre Rivergate policy area where the principle of the hotel development is supported;
- The proposal would complement the offer of services and facilities for the city and bring economic benefits;
- The height, massing and design of the development would not adversely affect the setting of the Cathedral or the Old Customs House building and would represent an improvement;
- The site can be satisfactorily accessed by vehicles, cyclists and pedestrians;
- The site is within a sustainable location and the provision of car parking and cycle parking is considered to be acceptable therefore the proposal would not unduly impact upon the adjacent highway network;
- The appearance, layout and scale of the building is considered acceptable and will not result in a detrimental impact on the character of the area; and
- The proposal would not result in any significant impact on the amenity of neighbouring occupiers.

The development is therefore in accordance with Sections 12, 15 and 16 of the National Planning Policy Framework, Policies CS4,, CS16, CS17, CS18 and CS22 of the Peterborough Core Strategy, Policies PP2, PP3, PP4, PP12, PP13, PP16 and PP17 of the Peterborough Planning Policies DPD and policy LP6, LP13, LP16, LP19 and LP48 of the Proposed Submission version of the new Peterborough Local Plan.

5.4 18/00491/R3FUL – BRETTON COURT, RIGHTWELL, EAST BRETTON, PETERBOROUGH

RESOLVED:

The Planning Environment Protection Committee considered the report and representations. A motion was proposed and seconded to **REFUSE** the application. The Committee **RESOLVED** (6 For, 3 Against) to **REFUSE** the planning permission subject to relevant conditions delegated to officers.

REASONS FOR THE DECISION:

To accord with the Peterborough Planning Policies DPD Policy PP13 for a C3 dwelling, 56 allocated off highway parking spaces are required as well as 10 unallocated visitor parking spaces. The proposal makes no provision for any parking spaces. Whilst the site benefits from a District Center location with good public transport, walking and cycle links and restricted short term private parking nearby, this insufficient to mitigate the lack of any dedicated car parking. The proposal is therefore contrary to the provisions of Policy PP13 of the Peterborough Planning Policies DPD 2012

5.5 18/00667/FUL – LAND ADJACENT TO WERRINGTON POLICE STATION, 6A SKATERS WAY, WERRINGTON

RESOLVED:

The Planning Environment Protection Committee considered the report and representations. A motion was proposed and seconded to **REFUSE** the application. The Committee **RESOLVED** (Unanimously) to **REFUSE** the planning permission subject to relevant conditions delegated to officers.

REASONS FOR THE DECISION:

Key design characteristics of the centre include the hard and soft landscaped areas and spacious and open feel. The development proposed would result in the loss of two significant areas of soft and hard landscaped area and a significant reduction in the openness of the area and give the area a significantly more of an enclosed feel compared to the present environment. The resultant design will have the effect of creating a series of narrow corridors with an overly enclosed feel. The scheme is contrary to Policy CS16 of the Peterborough Core Strategy (2011), Policy PP2 and PP16 of the Peterborough Planning Policies DPD (2012) and Policy LP 16 and LP 17 of the Peterborough Local Plan 2016-2036 (Submission draft) as it does not make a positive contribution to the quality of the built environment and would have a detrimental effect on the character of the surrounding area as well as result in the loss of a landscaped area which is an important design feature of the center.

5.6 17/02205/FUL – THE ELDERN, ELDERN ORTON, MALBOURNE, PETERBOROUGH

RESOLVED:

The Planning Environment Protection Committee considered the report and representations. A motion was proposed and seconded to **GRANT** the application. The Committee **RESOLVED** (Unanimously) to **GRANT** the planning permission subject to relevant conditions delegated to officers.

REASONS FOR THE DECISION:

Subject to the imposition of the attached conditions, the proposal is acceptable having been assessed in the light of all material considerations, including weighing against relevant policies of the development plan and specifically:

- The proposed flats would be located within the urban area of the city, and the proposed works would not unacceptably harm the character or appearance of the host building or surrounding streetscene. As such the proposal would accord with Policies CS1, CS2 and CS16 of the Peterborough Core Strategy DPD (2011), and PP1 and PP2 of the Peterborough Policies DPD (2012);
- The flats would not result in any unacceptable harm to the amenity of adjoining neighbours, and a satisfactory level of residential amenity would be provided for future residents, in accordance with Policies CS16 of the Peterborough Core Strategy DPD (2012) and PP3 and PP4 of the Peterborough Policies DPD (2012); and
- The proposed development would not constitute a highway safety danger and sufficient car parking would be available in the nearby car park, in accordance with Policy PP12 and PP13 of the Peterborough Policies DPD (2012).