

PLANNING & ENVIRONMENTAL PROTECTION COMMITTEE

TUESDAY 11 JUNE 2019 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 – 11 JUNE 2019 AT 1.30PM
LIST OF PERSONS WISHING TO SPEAK

Agenda Item	Application	Name	Ward Councillor / Parish Councillor / Objector / Applicant
5.1	19/00168/FUL - The Fenman Whittlesey Road Stanground Peterborough	Cllr Chris Harper Chris Goodwin Dan Slipper/Tim Slater	Ward Councillor Objector Applicants
5.2	18/01307/FUL - Club House Bretton Park Flaxland Bretton	Cllr Warren/Stuart Martin Mr Andrew Moore	Ward Councillor/Parish Councillor Applicant Representative
5.3	18/02001/FUL - 3 Green Lane Millfield Peterborough	Cllr Mohammed Jamil Phil Branston	Ward Councillor Agent
5.4	18/01875/FUL - 35A Peterborough Road Castor Peterborough PE5 7AX	John Dadge	On behalf of Applicant
5.5	19/00408/HHFUL - 26 Ledbury Road Netherton Peterborough PE3 9RH	Rafreen Qayyoom	Agent

BRIEFING UPDATE

P & EP Committee 11 June 2019

ITEM NO	APPLICATION NO	SITE/DESCRIPTION
1.	19/00168/FUL	The Fenman Whittlesey Road Stanground Peterborough, Demolition of existing public house and erection of new children's nursery (D1 use) with associated car parking and landscaping (resubmission).

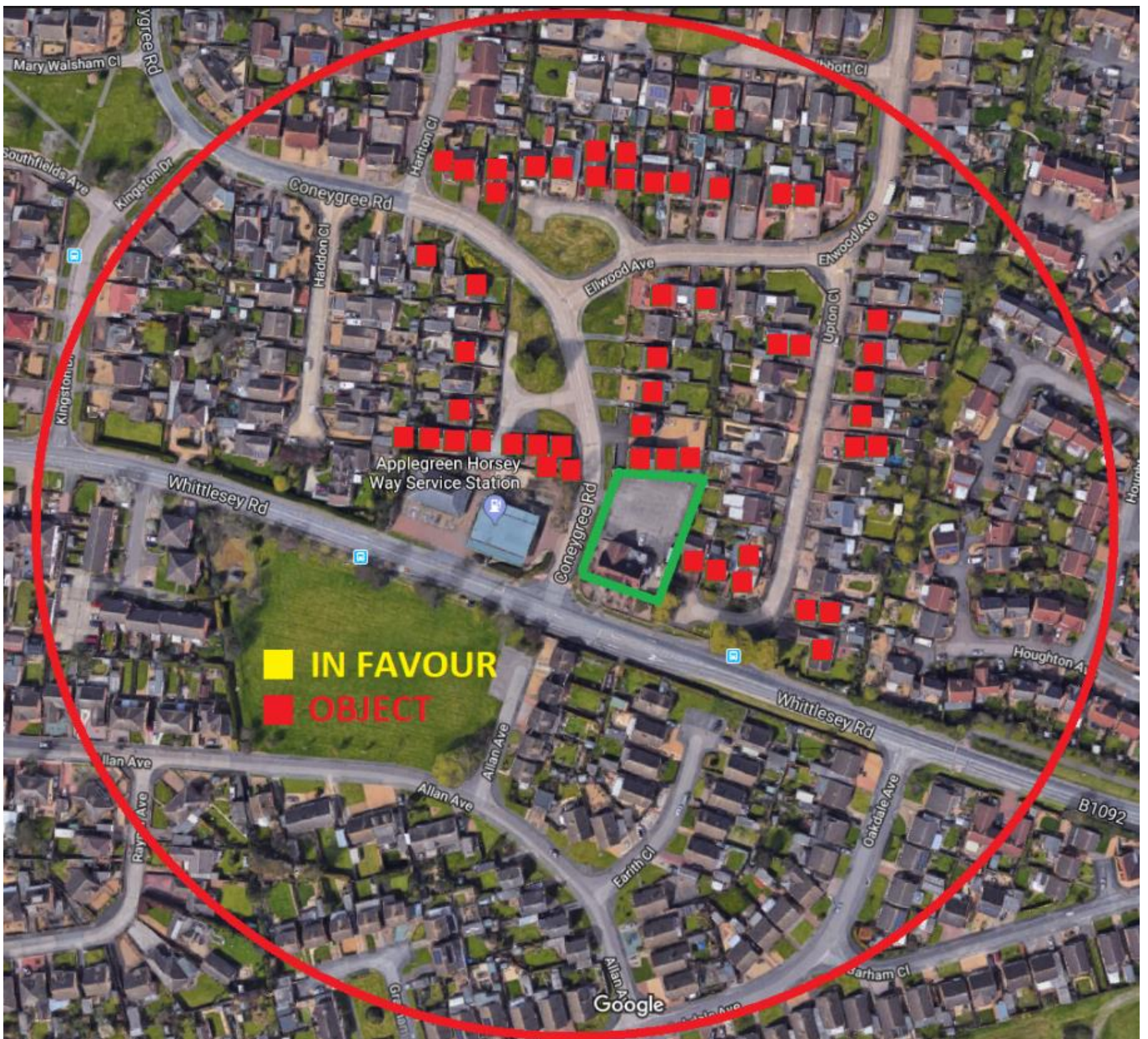
Additional representations

Cllr Harper requested the photos from his objection be circulated to members;





CLlr Harper has requested a map showing location of petitions be circulated to members;



ClIr Harper has requested the following letter be circulated to members;

Dear Members of the Planning & Environmental Protection Committee.

Ref Planning Application No 19/00168/FUL - Demolition of existing public house and erection of new children's nursery (D1 use) with associated car parking and landscaping (resubmission)

I intend to address you personally at the forthcoming hearing in my role as ward councillor in support of the local residents objecting to the proposal to demolish the old Fenman Public House and build a Nursery in its place.

In support of my address to you I have requested that you are given sight of the photos referred to in my original submission and also a map that has been compiled showing the homes of those that residents that live in the direct proximity of the application site.

Please kindly study the map and take note that there are two 'key' items. YELLOW for those that signed the petition in favour of the development, and RED for those that signed the petition in objection to the development.

It can be clearly seen that not a single resident residing within close proximity of the proposed development signed the 'in favour' petition.

With respect, the question of provision of additional nursery places is not in question here. The question is whether or not sighting one in this location, a location that will have a huge effect on the local residents amenity and add more traffic and parking problems to surrounding roads and an already very busy road junction is acceptable?

Cllrs Rush, Cllr Bisby and I strongly suggest this is not the correct location. We recognise the primary need, and one which is supported by the numbers signing the 'In Favour' petition, is in Cardea and as such, this is where all possible efforts should be focused and the new nursery provision provided.

Objection has been received from Cllr Bisby stating;

In relation to this application, there was opposition the last time due to parking disruption for the locals and parking within the development for the number of people working there.

What has changed from the original plans that have negated these issues?

Has there been full consultation with all residents and how/when was this done?

How many people will be working there at any one time maximum?

I realise that there is a need for nurseries but location for this one is in an area of bungalows where there is a high level of the older generation who will not be making use of this facility. Thus most if not all customers and staff will be travelling to the proposed nursery, which will impact on the already busy roads around the area.

I await the answers to my questions.

Additional Comments from Cllr Rush

Apologies for not being able to attend this meeting. I have a long standing commitment.

I object to this application.

Whilst I accept there is a need for nursery places in Stanground this is in the wrong place.

Firstly I would like to make a complaint about this application on the planning portal. There were no dates given to when comments should be in by. It was only being told, by a third party, the expiry date for comments that I got mine in on time.

I write as a ward councillor for Stanground South and representing local residents.

This application will cause unacceptable noise to local residents who are mainly retired and are at home in the daytime.

This proposed nursery will be used, mainly, by parents who live outside of local vicinity such as Cardea. The majority of parents will arrive by car to drop off their children and this will lead to cars being parked on grass verges and local roads. This is against Council transport strategy CS14 "To promote a reduction in the need to travel".

The nursery entrance will be very close to an already busy junction controlled by traffic lights. The extra traffic along with traffic already idling outside of the nursery will have a detrimental affect on the health of the young children using the nursery.

Exposure to toxic pollutants which can penetrate deep in the lungs, bloodstream and potentially the brain, and can stunt lung and brain growth and cause long term breathing conditions.

This is against planning policy which states that "Planning permission should not be granted which would result in unacceptable odour/or pollution".

I ask committee to reject this application.

Revised information

In relation to outstanding objections from the Drainage team and tree officer, the applicant submitted further information. The response to this additional information is stated below;

Drainage

As it stands, we have no concerns with the method of surface water discharge. Going forward, we require a full and up to date drainage strategy to be provided now or by way of condition; including, but not limited to a detailed drainage layout plan, technical details of all drainage assets, and a maintenance and management schedule for all drainage assets, with details of the parties responsible.

We would recommend that the applicant considers utilising a Type A permeable paving on site. This could accommodate for any necessary attenuation on site. Whilst also providing the function of draining the hard standing parking area, removing the need for ACO drains.

Tree Officer

My first impressions on visiting this site early this morning, was how prominent the trees are on this corner site, this includes the Crab Apple, Paul's Scarlet (Hawthorn) and the Lawson Cypress, with has a back drop of the two Council owned Weeping Willow, one of which NT2, is declining by the evidence of two large stems that do not appear to have 'flushed' since having been pollarded in the recent past.

I would ask that these trees are retained as a part of the development, given their obvious visual amenity value to the site, especially as a Nursery, and the immediate surrounding area, again especially adjacent to the busy Whittlesey Road.

I believe the two car parking spaces, No's 31 & 32 could be accommodated adjacent to No.30 along the eastern boundary, which would be beneficial in a number of ways - one, retaining the Paul's Scarlet, two, keeping car parking off of the southern boundary adjacent to the Whittlesey Road, which would maintain a more aesthetically pleasing view of the property and three, keep cars away from and adjacent to what appears to be a pedestrian access point? And, would make the construction of the car parking spaces easier and cheaper, by keeping them all together and when using/constructing with the cellular confinement system.

Therefore, please request/condition the above changes together with an amended Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP), and a detailed landscaping scheme to clearly show the species type, size and spacing along the Whittlesey Road in particular but also the other areas shown as being landscaped.

Applicant's response

We are willing to accept a condition in respect to the retention of the Pauls Scarlet tree and modifications to parking.

The applicant has submitted additional information relating to objections raised (See Appendix 1).

2 .	18/01307/FUL	Club House Bretton Park Flaxland Bretton , Erection of club stand and associated canopy, including the creation of refreshment area and W/Cs, alterations to existing car park and change of use of tennis courts to overflow car parking.
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No Further Comments

3 .	18/02001/FUL	3 Green Lane Millfield Peterborough , Change of use of ground floor retail storage area and flat, and upper floor flat to mixed use MOT Centre and shop.
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The Local Highway Authority have raised further questions in relation to the revised proposal, these questions and the applicants responses to these questions are stated below;

Q. When comparing the revised red/blue boundary location plan and the latest site layout 18/065/2 Rev B there would appear to be some parking areas outside of the red boundary.

A. All parking is within the site.

Q. What was previously indicated on the block plan as a dashed rectangle, labelled as a "MOT finish", is still shown on the plan albeit with the notation removed. What is this now? Will the area always be free to allow vehicles to pass through the building to the rear parking areas?

A. Always free to allow passing traffic.

Q. How will deliveries be made to the car parts shop fronting Lincoln Road?

A. At the front on Lincoln road – off road parking, as it is done now.

Q. Who are all the parking spaces for now?

A. Existing parking is not allocated.

Q. Presumably they can only MOT one vehicle at a time, so 9 a day based on the proposed opening times, allowing one hour per test. As Sarah has already mentioned it is unlikely that all customers will be able to arrive in their vehicle for their slot, stay with the vehicle, and leave as soon as it's complete.

A. It will be by appointment only. As per other mot stations. Drivers will not be allowed to leave vehicles on site. As I do now at Central Autos.

Q. And what about vehicles that do not pass their test, and are not fit for the road, and have to be held by the MOT station?

A. They will go straight to the existing garage (Mr Clutch).

Q. The site as shown on 18/065/2 B is currently occupied by a garage/workshop, supermarket, coffee shop, shop and a car parts and accessories shop which are to be retained (along with some other uses which are being removed). It would appear, that this parking area would serve all of these uses (staff and/or customers) as well as the new 3 bays for the MOT centre.

A. No existing parking for the existing businesses. All parking for the mot.

Q. The MOT centre is likely to require 8 bays due to vehicles being left all day. The LHA would not consider an 'appointment only' system as being sufficient to negate this parking requirement, as whilst the MOTs would be carried out by appointment, many people will need to leave their car for the day whilst they are at work. It would appear to be very difficult to enforce the 'no vehicles to be left on-site' proposal, and any such requirement is likely to increase the number of vehicles trying to park on the surrounding roads.

A. MOT by appointment only and vehicles attended at all times. None left on site as per other units.

4 .	18/01875/FUL	35A Peterborough Road Castor Peterborough PE5 7AX, Erection of a three bedroom, self build, detached dwelling and garage
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Applicant's response

The Applicant's Agent has submitted the following (Officers have been unable to provide a response due to the lateness of this submission and a verbal update will be provided during the Committee Meeting):

I have seen the case officers report to committee and would like to make a number of observations for the committees consideration at the meeting:-

I am intending to make representation at the meeting but I am in planning committee on a major application in Cambridge tomorrow morning and this email is sent in the event that I do not make it back to Peterborough in time.

My comments are brief:-

Comment on Consultations – Parish Council

The comments of Castor Parish Council go a little further than is suggested in the report. Their comments, dated 8 April 2019, state that:-

'Parish Council had previously reviewed this application and in the light of the revised plans have withdrawn their objections to the application.

The application was then referred to at the meeting held in public last Thursday evening. Parish Council note the observations of the conservation officer and non the less support the application in its revised form. Furthermore the Parish Council wish the application be referred to the Planning & Environmental Protection Committee if the case officer was minded to refuse the application.'

Thus, the Parish Council paid due consideration to the proposal and following representations from the applicant agreed that the application should be approved. The application was held to be compliant with the design criteria in the Castor neighbourhood Plan.

The Impact of the Proposal on the Castor Conservation Area

Comment is made about the scale of the building. The proposed building steps up in a natural manner. It does not suddenly rise above the cottages to the front. It is also noted that the proposed building is significantly lower than the relatively new 3 storey building which sits immediately behind it to the east.

That building straddles the width of its site and cannot be held to be a subservient form in the local context. Set against that, the application proposal continues the linear form of development along the eastern boundary which terminates in the higher modern building at the rear of the site which is to be enhanced and refurbished. It is also lower than the two detached buildings for which planning approval has been granted on appeal in the south east corner of the site which are out of sight from Peterborough Road.

The application proposal is for a self build for the applicant, who wants to downsize from the host dwelling (the house to be refurbished). The NPPF and adopted Local Plan encourage the provision of self build plots.

The building design includes a lift and the garden is considered to be of an entirely appropriate size for occupiers in their twilight years who wish to remain within the village.

The officers report notes that the proposed building is within the setting of 23 Peterborough Road which is a Grade II listed building. The applicant does not understand this comment given that 23 Peterborough Road is a significant distance to the east of the application site and there is no inter visibility between the two.

The applicant does not consider this to be a contrived design but is a natural continuation of the existing built form.

It works with the overall proposals for the site and facilitates the removal of the extremely unattractive workshop building that is in poor condition, and is an eyesore located centrally within the site and is highly visible from Peterborough Road.

Impact of The Proposal on the Amenity of the Occupiers of neighbouring Dwellings

Reference is made in the report to the proximity to the site boundary shared with number 37 Peterborough Road. It is noted that this boundary comprises a stone wall varying in height from 6 to 8 feet. That guarantees no inter visibility and overlooking from ground floor level. The upper floor windows of the proposed property do not overlook the active area of the property which is generally found to be close to the house and there is generally no propensity for occupiers to stand in bedroom windows and overlook their neighbours thus, the impact from overlooking is minimal.

In relation to 37a, the proposed building is offset from that house and there is little direct view between habitable rooms. The principle window in the gable facing that property is in the ground floor level and faces what will be a 1.8m boundary and at first floor there is one small centrally located secondary window into the master bedroom. Again it is contended that overlooking and over shadowing will not be an issue.

The Impact of the Proposal on Highway Safety

The issue of access was raised in a similar fashion in respect of the appeal on this site the Inspector in supporting the appeal concluded:-

'I observed from my site visit that whilst visibility is more restricted to the southeast, it is nevertheless possible for oncoming traffic to clearly see vehicles entering and leaving the site at a reasonable distance. Given that this sightline is within a 20mph speed restriction zone I have little doubt, on the basis of my own experience and in the absence of substantiated evidence to the contrary, that oncoming vehicles would have sufficient time to react to vehicles entering and leaving this access point. This is also the case for oncoming traffic from the northeast given that the sightline extends to just before the traffic calming measure, which is just under twice the distance of the sightline on the opposite approach. Differences in the sightlines of pedestrians along the southern side of the road are of a similar relative magnitude. Given the length of the straight section of pavement either side of the access point, approaching pedestrians would be able to clearly see emerging vehicles in my judgement.'

This is a site within a conservation area and it is hoped that in so far as is possible, the access route will remain low key and will not be an over engineered solution.

Closing Remarks

I trust that this note is helpful in the event that I do not make it back in time for the meeting.

5 .	19/00408/HHFUL	26 Ledbury Road Netherton Peterborough PE3 9RH, Two storey side and rear and single storey rear extension and granny annex to the rear
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Further representation

Councillor Nadeem has requested that the following representation be included (Officers have been unable to provide a response due to the lateness of this submission and a verbal update will be provided during the Committee Meeting):

Dear Committee Clark,

Please give my apology to the respected committee members that I'll be not attending meeting personally and I would be grateful if you kindly read out below my representation to this application. Mr Chair, officers and respected members

Since my meeting on site with Planning Officer (Chris Mohtram) on Thursday 11th April and his subsequent planning surgery with his seniors and emailing us back on the same day requesting for the changes.

We have now made the necessary changes;

- Taking the first floor side extension out in it's entirety.
- Reduced the size of the granny annex.

There are number of evidence of planning applications have been allowed along the same street and adjacent streets of two storey side extensions and examples of many properties with various gaps between properties and no one property has the same separation gap between the properties. Also noting that property number 12 Meynell Walk has been allowed two storey side extension exactly same as to what we are applied for.

Examples of those applications allowed:

- 95 Ledbury Road,
- 19 Ledbury Road,
- 3 Ledbury Road,
- 16 Ledbury Road,
- 105 Ledbury Road,
- 43 Ledbury Road,
- 117 Ledbury Road,

It can clearly be seen that there have been many planning applications allowed. Number of them have two storey side extensions allowed even though Planning Officer is saying that there is presence of gaps between the properties. Even with the two storey rear extensions, first floors have been allowed at 4 and 5 meters in depth of the properties. So I do not see how this is any different to those allowed and this property is well set away from any of the neighbouring boundaries.

There are many examples where Planning Department have yet still allowed planning permissions between those gaps. We do not see how other Officers can allow on other applications and have another role for others.

It has come to our light that recent planning application at 166 Mayors Walk (18/02058HHFUL) was allowed at Planning Committee for a two storey side and rear extension, first floor rear extension and single storey rear extension a full wrap around extension. This is only round the corner from this application site.

The two storey side extension is a 12 meters extension running along the full length of the property and beyond by another 4.7 metres, which is then extending to a two storey rear extension at 4.7 meters. This also has a garage and outbuilding at the rear, yet this has still be allowed at the Planning Committee. Therefore, this application for the extension is nowhere near as large as what has been allowed as an overall footprint at 166 Mayors Walk.

Could I respectfully request to members when you decide on this application please consider my above points and allow the application.



Head of Planning Services
Peterborough City Council
By email only.

FAO Dave Jolley

3rd June 2019

Re: 19/00168/FUL - The Fenman – Nursery

Please find below a response to the comments and objections made in respect to the application as well as some relevant information to inform officers and members at the committee meeting. Please can you ensure that this is included in the late papers for Planning Cttee and circulated to members of the Cttee.

Petition of support

As nursery care is a strategic matter – by definition the need for this provision extends beyond the immediate vicinity of the site (as is the case for all school provision). It is noted that the petition in support of the proposal contains many signatures from the residents of local wards.

With regard to the petition, we currently have approx. 606 signatures from local people most of whom live in the Stanground South and Fletton & Stanground wards supporting our proposal and confirming both the operational need and business demand for the new nursery.

The demographic need for the nursery is endorsed and supported by PCC Early years and Childcare Service. The letter (07 March 2018) sets out clearly the Councils confirmation of the need for this facility in this part of Peterborough.

Local statistics- the analysis below explains the localised need for the facility.

We've been using **Peterborough City Council's own figures** for the nursery, note that these are based on March 2017 figures (the latest available):

- The 0-4 years age band has experienced above average growth across Peterborough, rising by 43% since 2001.
- Unemployment is low in the city, standing at 1.5% in 2016 (claimant count) and the number of children in families that depend on workless benefits has fallen by 20% between 2014 and 2016. [NOTE: Seeing as national unemployment has been falling since then, I imagine that these figures are even better]
- Between 2015 and 2036, Fletton & Stanground ward will see population growth of 18% while Stanground South ward will see population growth of 31%. This is significantly above the projected growth for the city as a whole.
- In the Stanground South and Fletton & Stanground wards, the combined 0-4 years population will increase from 1,390 in 2014 to 1,750 in 2021. This represents a 26% increase.
- At the same time, there is evidence that increasing percentages of families in the area are going to be using childcare as a result of the Government's 30 hours



subsidised childcare scheme - 58% of families will be eligible in Fletton & Stanground ward and 67% will be eligible in Stanground South ward.

So the picture here is one of this area expanding rapidly in a short space of time, especially among nursery aged children (26% increase between 2014 and 2021) due to house building. At the same time, a greater percentage of families are wanting childcare because it's now free. In the same period, the area has not seen any new provision opening up to meet this demand - something that the Head of Early Years at PCC has told us in her letter. As such, there are not the nursery places for these parents, who are being forced to drive out of the area to find childcare provision elsewhere in the city.

Out of 10k households there are in the region of 1,750 families in the two wards with 0-4 years children. - that's nearly 20% of households who would be looking for child care which currently could not be accommodated.

Operational sustainability

The delivery of sustainable development lies at the core of planning policy both at local and national levels. The applicants have embraced this in respect to the Fletton Avenue nursery as part of ethical stance for the business and an exemplar for others to follow. As part of our ongoing promotion for our existing nursery on Fletton Avenue, we're now saying that we're Peterborough's first carbon-neutral nursery. We're supporting an offset scheme so that we pay for our carbon emissions are completely offset - this is part of our ongoing work to be environmentally sustainable. While we haven't made the calculation behind the offset public, it includes the carbon emissions caused by:

- Our electricity and gas
- Our staff driving to work (30% of our staff)
- Our staff taking public transport to work (30% of our staff)
- Any work related travel that needs to take place (minimal)
- Secondary emissions - the carbon footprint of the food, equipment and services we buy

: <https://www.alphakindergarten.co.uk/pdf/1559141716AKS%20Sustainability%20Strategy%202019%20FINAL.pdf>

Planning policy and impacts

The application proposal has been subject to pre-application discussion with planning officers of the city council within which matters of the principle of the development and potential impacts were addressed. Officers were, and remain supportive of the submission and confirm that it is compliant with material planning policy in terms of the principle of the use and its impacts.

It is noted that a number of the objections relate to perceived impacts of the proposal. it is first necessary to confirm what the material planning policy actually says. At both local and national level the test is not whether the will be an impact - it is evident that all development has impacts- but the test is, are the impacts so significant to be unacceptable and if so can they be adequately mitigated to make them acceptable?

In respect to the proposal the objectors focus on;



- Highway and parking
- Noise and amenity

Both of these aspects of the proposal have been fully addressed to the satisfaction of council officers within the pre-app and indeed within amendments to the application itself. This in conjunction with the operational arrangements for the site and the suggested conditions within the report will mitigate the impacts of the proposal to acceptable levels.

It is noted that the car park proposed is by far the largest dedicated car park for any of the nurseries in Peterborough and that the ratio of children to parking spaces is also the lowest-

Largest dedicated car park of any nursery in Peterborough

See below our analysis of the other nurseries in Peterborough (we have focused on those nurseries with over 50 child places as anything smaller is not comparable and is unlikely to have a significant car park anyway).

It can be seen that the existing AKS Fletton Avenue is currently the largest and the proposed nursery's car park will be significantly larger. What makes this even more impressive is the child/space ratio - the new nursery will have 2.4 children per parking space which is significantly better than any other nursery in Peterborough. Note that Blackberry House (with a much higher ratio) is also located in Stanground.

Nursery	Child places	Car park spaces	Child/space ratio
Bright Stars	52	6	8.6
Busy Bees Day Nursery	104	14	7.4
Little Stars	95	13	7.3
St Joseph's Day Nursery	90	14	6.4
Blackberry House	106	17	6.2
Alpha Kindergarten Fletton Avenue	111	19	5.8
Acorn Academy Day Nursery	60	12	5.0
Stepping Stones	65	14	4.6
Busy Bunnies	60	14	4.2
PROPOSED NURSERY	78	32	2.4
Kiddi Caru Day Nursery	50+	Uses public car park	N/A
Apricot Day Nursery	68	Shares parking with nearby Big Sky Adventure Play	N/A
The Day Nursery	64	0	N/A
Nene Valley	50	Uses public car park	N/A
Zig Zag Day Nursery	75	Shares parking with nearby Church Hall	N/A



High quality design

The building itself is a bespoke and striking building that will enhance the design quality of the immediate area and create an attractive feature on this prominent corner site on one of the main arterial routes to Peterborough.

Conclusion

The site is in an ideal location for the proposed use- it addresses demographic needs for a new nursery in this part of Peterborough and despite a 2 year search the application has not been able to identify and secure an alternative site to address this need.

The council's Early years and Childcare Service confirm that there is a spatial need for a nursery in Stanground to accommodate need from the rapid growth of family housing in the area. See copy letter overleaf.

The applicant is an experienced operator of nurseries a has an excellent track record of excellent service delivery with the Fletton nursery rated Good by Ofsted.

The scheme has been designed in conjunction with council officers to address all material planning concerns and we are delighted to have a recommendation for approval from the Head of Planning services and we commend the application to the Committee.



3D Planning Ltd.

Town Planning Consultancy

Letter confirming demographic need from PCC.

Telephone: 01733 864017
E-Mail: karen.kingston@peterborough.gov.uk
Reference: Planning application
Date: 07 March 2018



PEOPLE & COMMUNITIES

Early Years & Childcare Service
Peterborough City Council
1st Floor Bayard Place
Broadway
Peterborough
PE1 1FD

Peterborough City Council
Planning Department

To whom it may concern

RE: Planning Application; New day nursery provision on the site of The Fenman, 178 Whittlesey Road, Peterborough PE2 8RR

I write with reference to the above application for planning consent to create new childcare provision on the site of The Fenman Public House, 178 Whittlesey Road, Peterborough PE2 8RR.

There has been significant government policy change in Early Years and Childcare over the last four years; introducing and subsequently expanding the free two year old childcare entitlement, enabling disadvantaged two year olds access to funded pre-school provision, and from September 2017, the much larger challenge resulting from the introduction of 30 hours free childcare for eligible three and four-year-olds, doubling the current entitlement for eligible families.

The new "30 hour" childcare policy will result in significant additional demand for childcare provision. We have therefore recently updated the Local Authority's Market Position Statement, which explores anticipated levels of demand and supply for childcare provision across the city, which has enabled us to identify areas where there is a shortage of places to meet this expanding need.

We have identified several wards where we are looking to increase the number of childcare places on offer. The above mentioned site is located in Stanground South ward, an area of the city facing significant challenge from housing development in the area. We are therefore fully supportive of this application.

If you have any queries please do not hesitate to contact us.

Yours sincerely

Karen Kingston
Head of Early Years & Childcare Service

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