

PLANNING & ENVIRONMENTAL PROTECTION COMMITTEE

29 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 – 29 JUNE 2021 AT 1:30 PM

LIST OF PERSONS WISHING TO SPEAK

Agenda Item	Application	Name	Ward Councillor / Parish Councillor / Objector / Applicant
4.1&4.2 taken together	20/01026/FUL - Land South Of Lovers Lane Sutton To Nene Valley Railway Station At Stibbington Peterborough & 20/01746/LBC - Nene Valley Railway Bridge Sutton Peterborough	Cllr Elsey/Mick Grange Simon Scriven Andrew Nash/Andrew MacDermott	Ward Councillor/Parish Councillor Objector Supporters
4.3	20/01070/FUL - 35 Westgate Peterborough PE1 1PZ	Cllr Jamil Tahir Chaudary/Luke Vickers Attique Suleman	Ward Councillor Objectors Supporter
4.4	20/01707/R4FUL - Nene Park Academy, Oundle Road, Peterborough PE2 7EA	Paul Ingle/Bob Symms/Mark Woods	Applicant/Agents
4.5	21/00170/FUL - 42 Sherborne Road Dogsthorpe Peterborough PE1 4RJ		

BRIEFING UPDATE

P & EP Committee 29 June 2021

ITEM NO	APPLICATION NO	SITE/DESCRIPTION
1 .	20/01026/FUL	Land South Of Lovers Lane Sutton To Nene Valley Railway Station At Stibbington Peterborough , Construction of dual use cycle/pedestrian path and associated earthworks from Sutton village across the meadows to the Nene Valley Railway station at Stibbington, including cattle grids, a new 3m wide timber cycle/footbridge over field drain and new flight of steps with wheeling channel to the footbridge across the River Nene

Further representations since the publication of the committee report

- The introduction of a cycleway through the village of Sutton will be a danger to pedestrians in the village and the animals kept in the area. There is a blind turning down into Lovers Lane from Nene Way and if the cyclists speed is not controlled it will end up in injury or death to either the cyclists or pedestrians. Additionally, there are horses kept at the end of Lovers Lane and the cyclists will inevitably 'spook' the horses which will cause them to bolt and potentially break their legs in the proposed cattle grids. The cycle lane is a poorly thought out and unnecessary burden on a village which is ultimately not suitable for the proposal.
- Elton Parish Council support project.

Conditions Update

Time condition added:

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended).

Condition 5 – the word 'botanical' added for clarity:

The development hereby approved shall not commence unless and until the following measures as described in the 'Proposed compensatory work on Sutton Meadows South CWS' have been completed to the satisfaction of the Local Planning Authority:-

- A survey of the CWS and fields immediately adjacent to it to be made at the appropriate time of year, to identify an area of poorer grassland where compensatory measures would be most effective. This area shall be at least 0.8ha.
- This area shall then be harrowed and spread with locally sourced green hay from a nearby local provenance species-rich site.

The area shall be monitored annually for a period of at least 3 years, to record its continuing **botanical** diversity as part of the conservation aims of the CWS.

The applicant shall submit a single annual monitoring report to the Local Planning Authority for written approval for the first three years following the commencement of development.

If, after evaluating the submitted monitoring results, the Local Planning Authority considers remedial measures are necessary, it will serve notice on the applicant requiring a scheme of remedial measures. The remedial measures shall be fairly and reasonably related in scale and kind to the proposed development. Within one month of receiving such written notice, the applicant shall submit such a scheme of

remedial measures (including a timeframe for implementation) and the approved remedial measures shall be implemented in accordance with the approved scheme and programme.

Reason: To ensure appropriate compensation for the impact of the proposed cycleway/footway on Sutton Meadows South Country Wildlife Site and in accordance with policy LP28 of the Adopted Peterborough Local Plan (2019) and para. 175 of the NPPF (2019).

2 .	20/01746/LBC	Nene Valley Railway Bridge Sutton Peterborough , Construction of new steps to Nene Valley viaduct
-----	--------------	--

No Further Comments

3 .	20/01070/FUL	35 Westgate Peterborough PE1 1PZ , Subdivision of ground floor retail shop and associated alterations to form 6x Class E(a) retail units and taxi cab office (sui generis), change of use of second floor to restaurant (Class E(b)) and associated external alterations
-----	--------------	---

Additional public representations

Two additional letters of representation have been received raising the following concerns:

Representation 1

- 1) There will be increase flow of traffic which will increase hazards for the public trying to cross the narrow road;
- 2) This will affect the quality of air we breathe and will increase the noise pollution;
- 3) Anti-social behaviour will increase in the night-time when revellers will inquire about prices for certain areas and will then cause friction as to why we cannot transport them for the same fares as the mini cabs;
- 4) We have declined a fare rise for over 14 years as we cannot match prices of the mini cabs;
- 5) Hackney numbers have decreased from over 200 to just over 100 due to the impact of a minicab office opening up in town;
- 6) Another office will just cause further misery for the hackney trade who are still suffering from the loss of trade due to Covid;
- 7) We very much want to invest in electric cabs, but this will really put a brake on things as work will decline much further;
- 8) We are human beings, and we have families please do not create more hardship for us as we are barely making minimum wage; and
- 9) This will cause other minicab companies to open up in town which will just kill off the hackney trade altogether

Representation 2

I am strong opposing this application. I agree with the addition of the x6 retail units as the area does need regeneration and retail can provide this pull. However, I strongly disagree with the taxi office as the area is already well serviced by public transportation. Adding a taxi office would lead to further air, traffic and noise pollution and potentially increase anti-social behaviour at night.

I feel that with the existence of a taxi office further up the road which I believe has more than 250 cars as one of the largest taxi firms in Peterborough, and the well serviced taxi rank which has been there for

over 30 years, the area is not in need of further pollution and more vehicles going into and out of the Centre.

It is a narrow road and the junction from Park Road to Westgate can be an accident hotspot, as you may be aware. We need to work together and discourage vehicles coming into the centre to have cleaner air to breathe. I suffer from asthma, and this will have a real impact on my quality of life as it also will for other people that have lung conditions.

If you do grant this permission, history will repeat itself. By granting a licence to A2B taxi office to be placed outside the bus station taxi rank, black cab drivers have abandoned the area and moved to other taxi ranks due to not being able to compete with taxi office prices. The licensing team is well aware of the effects that A2B has had on the Hackney Carriage trade and granting permission for another taxi office, this will further cause a decline in a trade that is already dwindling in numbers.

Wheelchair users rely on Hackney Carriage drivers when they come out of Queensgate shopping centre, and this will make it more difficult for them if there are no black cabs there as they will have to travel further to get a black cab.

Officer Response:

Matters of highway safety and competition have been addressed within the Committee Report. To confirm, the Council's Pollution Control Officer raised no objections to the proposal, and it is not considered that the proposed development would give rise to unacceptably harmful or adverse levels of air or noise pollution, over and above existing levels. Members are however respectively minded to note that Officers are recommending approval subject to a two-year temporary consent. Therefore, if the development were found to give rise to unacceptably adverse levels of noise and/or air pollution, the planning permission may not be renewed.

4 .	20/01707/R4FUL	Nene Park Academy Oundle Road Orton Longueville Peterborough , Proposed air dome covered pitch and supporting facilities building for the Peterborough United Football Club Training Academy, associated demolition of the Lakeside building and formalisation of existing parking through hard surfacing
-----	----------------	--

Response to Member questions

In response to those queries raised by Members during the Site Visit:

Land ownership and Council grant money

As part of the sale of the London Road stadium from Peterborough City Council (PCC) to Peterborough United Football Club (PUFC), the Council has awarded a grant to PUFC of £1.47 million to be invested in community and youth development.

That is the majority source of the funds for the current proposal.

The entirety of the PUFC Training Academy is situated on land within the wider Nene Park Academy school site and this in turn, is leased from PCC. Therefore, in the event of PUFC moving on to a new training complex at any point in the future, the facilities there (including the current 3G pitch plus the proposed air dome pitch) would become part of the Nene Park Academy school facilities. This would ensure they are safeguarded for continued community use.

Existing and proposed hours of use

At present, the existing 3G all-weather pitch is subject to a restrictive planning condition which limits its use to not outside 08:00 to 21:00 hours Monday to Friday and 09:00 to 17:00 hours on Saturdays, Sundays and Public/Bank Holidays.

In addition, there is an approved Community Use Agreement which secures the following hours of community use:

The Applicant proposes that the same hours of use, including community use, apply to the air dome covered pitch subject to this application.

5 .	21/00170/FUL	42 Sherborne Road Dogsthorpe Peterborough PE1 4RJ , Proposed conversion of dwelling to 2 flats, and erection of fence and gate
-----	--------------	---

Condition Update

Condition 3 is updated to read:

The 2no. Parking spaces shown to the front (south) of the application, as shown on drawing number 211204-02 Revision B, site shall be used only by the ground floor flat hereby approved. The 2no. Parking spaces to the north of the site as shown on drawing number 211204-02 Revision B, shall only be used by the first floor flat hereby approved.

The parking spaces shall be provided in accordance as shown on drawing number 211204-02 Revision B, prior to the first occupation of any of the dwelling hereby approved and shall be retained for no other purpose than parking and turning of vehicles of the occupiers of the 2no. flats hereby approved.

Reason: To ensure that there is sufficient car parking and turning available on site as well as to ensure there is no adverse impact on the amenity of any future occupiers of the proposal hereby approved, in accordance with Policies LP13 and LP16 of the Peterborough Local Plan (2019).

The condition is amended to ensure clarity on who can use each parking space, the allocation of the front parking spaces to the ground floor flat will ensure that amenity of the adjacent bedroom is not adversely impacted.

This page is intentionally left blank