

## PLANNING & ENVIRONMENTAL PROTECTION COMMITTEE

25 JANUARY 2022 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 – 25 JANUARY 2022 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>	21/01448/FUL - 35 Westgate Peterborough PE1 1PZ	Cllr Jamil Amran Masood  Simon Machen/Mr Suleman/Mr Amjad/Mr Iqbal	Ward Councillor  Objector  Applicant
<b>5.2</b>	21/01908/R3FUL - Land Adjacent 35-59 Bridge Street Peterborough	David Turnock/Brian Martin  Felicity Paddick/Ian Philips	Objector  Applicant
<b>5.3</b>	19/00836/OUT - Land East Of Eyebury Road Eye Peterborough	Cllr Simons Dale McKean  Chris Dwan	Ward Councillor  Objector  Applicant
<b>5.4</b>	21/00736/R4FUL - Land R/o 30 Hallfields Lane Gunthorpe Peterborough PE4 7YH	Noel Garner/Ed Walker/Paul Ingle	Applicants
<b>5.5</b>	21/01734/HHFUL - 40 Westwood Park Road Peterborough PE3 6JL	Cllr Jamil Richard Perkins	Ward Councillor  Objector
<b>5.6</b>	21/01803/HHFUL - 39 The Green Werrington Peterborough PE4 6RT	Cllr John Fox	Ward Councillor

## BRIEFING UPDATE

P & EP Committee 25 January 2021

ITEM NO	APPLICATION NO	SITE/DESCRIPTION
1.	21/01448/FUL	<b>35 Westgate Peterborough PE1 1PZ</b> , 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- Resubmission

### Further representations

Further to the Committee report, 16x additional letters of representation have been received, **9x letter in support of the proposal, and 7x objections against.**

Letters of support have stated:

- The building is derelict and whole area needs regeneration;
- The area urgently needs a minicab office as a safe and secure facility for less abled individuals;
- All comments about antisocial behaviour are not valid as any establishment such as a bar, pub, restaurant or club could attract ASB;
- this is a needed service within the City Centre;
- I have been to Queensgate and have struggled to get a taxi home. Most companies are short of drivers and the waiting time is up to 45mins. The London Cabs are hardly ever on the rank and A2B also have a long waiting time. Another taxi firm would help me a lot. I am very supportive and believe it will improve the public service.

The following additional **concerns** have been received, which have not been summarised as part of the main Committee report:

- Private hire vehicles are parking on the taxi rank; its a kingcarz car parked on the rank;
- We face daily issues trying to park on the taxi rank. Not to forget the abuse we have to deal with when we ask them to move off the taxi rank; and
- anti social behaviour is big problem in the city centre especially on weekends due the people being under the influence of alcohol, people waiting in or around a taxi office would increase the problems for the overstretched police officers

A letter of representation, which is against the proposal, has been also received, whereby a number of photographs have been submitted which illustrate the area surrounding the application site:

*The photos attached (See Appendix 3) have been taken of the taxi rank in Westgate and Park Rd, there are also photos of loading bays in and around the proposed site which you can see by the evidence are always full.*

*It's more convenient for people to park on the ground floor as opposed to using the multi storey if they are only gone for an hour or so.*

*Due to the very limited parking available vehicles are often left on taxi ranks and loading bays as an alternative.*

*These issues have been highlighted to parking and licensing on numerous occasions however people continue to abuse.*

*This will only make matters worse should planning get approved for another 24hr taxi office.*

**Officer Response:-** Vehicles parking unlawfully within loading bays or taxi ranks is the responsibility of

the relevant department within the Council and the Police. Part of this application relates to the creation of a taxi office within a City Centre, which is an appropriate City Centre land use. A temporary 1-year consent has been recommended by Officers to ensure that the development does not give rise to an adverse highway safety hazard, or result in adverse levels of crime/anti-social behaviour, which would be monitored by the Local Highway Authority and Police during the temporary period. In the event of a reasonable complaint, which can be substantiated by the relevant departments, a permanent consent would not be forthcoming.

A follow up email was received, raising the following:

*Please can this photo be added to the list as well please, this was taken this afternoon where a private hire from Kingcars is parked on the taxi rank in Westgate.*

*It is the very firm that is applying for the planning of a taxi office at the proposed site*

2.	21/01908/R3FUL	<b>Land Adjacent 35-59 Bridge Street Peterborough</b> , Erection of three market gondolas to facilitate an outdoor market
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### **Further representation**

An additional letter of representation has been received, objecting to the proposal, raising the following concerns:

*I have looked at the application today (11 Jan 2022) and note that the plans are as originally submitted on 7 Dec 2021. These are not fit for purpose.*

*On 21 Dec 2021 the Council published revised plans, that although not fully satisfactory, were better.*

*If, and when, revised proposals are forthcoming the public and current market traders **MUST** be given sufficient time to consider them. A period of 4-6 weeks would seem to be appropriate.*

**Officer Response:** The plans which are being considered by Officers and Members were submitted to the Local Planning Authority on 7<sup>th</sup> December 2021, which have been subject to public consultation. There has not been any amended plans received, or indeed accepted for consideration by Officers.

Alternative designs may be available within the public realm, however, the plans presented to the Planning Committee are the correct plans to be considered.

3.	19/00836/OUT	<b>Land East Of Eyebury Road Eye Peterborough</b> , Construction of up to 265 dwellings, associated public open space, infrastructure and the provision of land for school extension with access secured and all other matters (appearance, landscaping, layout and scale) reserved
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### **Additional consultee comments**

Following publication of the main committee report, an additional **7 no. of objections** have been received.

Comments made on material planning considerations have already been addressed within the main Committee Report, with the exception of objections 6 and 7 where an Officer's response has been provided, as shown further below.

#### Objection 1 (edited due to some inappropriate content)

Eye has become totally ruined now by the amount of new houses that have "shot up" over the last 10years so it doesn't really matter what any of the "villagers" think because you're going to put more up regardless. I honestly think that building all those new houses there will cause absolute chaos as it's bad enough now what with the school run, I'm glad that I don't live at that end of the village.

God help anyone who needs a doctor in Eye as it's nigh on impossible to get through most days as it is.

#### Objection 2

Objections previously raised by numerous people including myself have not been addressed. No mention of how the doctor surgery will cope, no answer to the fact there is not enough space to

accommodate more children in schools/nursery's, traffic and safety concerns (a cycle path and a sign showing a speed limit will not do) and lack of green space are just a few.

### Objection 3

First of all, I can understand the need for more homes to be built across the city. However the idea of so many more potentially being built within Eye is becoming ridiculous. How about building more in other parts of the city. Over the past however many years, Eye has had its fair share of new houses. It's still only a small village and cannot cope. The doctors is constantly a struggle to get an appointment, there are hardly the shops to accommodate the extra 250+ houses. Not to mention the worst part is how will Eyebury Road cope, you may say that checks have been done, but at what times of the day have they been completed? It is a real hassle at school drop off and pick up, that s without the extra cars. With this many houses, averaging 2 cars per household. That's an extra 500 cars. It's bad enough now. I just hope that the number of houses proposed is drastically reduced. However, I'm sure that behind closed doors it's all been approved!

### Objection 4

Feel that 265 dwelling are too many houses for Eye especially after the recent development of houses near the nature reserve.

Eye C of E Primary School is currently over capacity with pupils as it is with no funding or extra teachers so the development will put more pressure of the council to provide extra staff for the school to accommodate more pupils.

Demand on local shops – there is limited shops in the village so will put more strain on the local businesses, also with Van Hague can the shops cope with the extra demand for resources and stock, including fuel pumps.

Health Services – Doctors surgery and dentist already oversubscribed with patients meaning already longer waits to be seen or not accepting new patients. Doctors surgery already struggling with the demands so more housing will make this worse and could end up causing serious issues medically for the residents of Eye and them not receiving the basic healthcare needed. My father has terminal cancer and I hate the thought that he cannot get a doctors appointment when needed in Eye due to the lack of doctors, lack of surgery space and lack of appointments because of the sheer number of residents in Eye.

Transportation – bus route in and through Eye have been reduced a few years back for funding reasons and now you are expecting to increase the amount of residents in Eye with this development and the demand for public transport will be higher. My concern is that residents of Eye will have limited access to public transport. Current public transport is not fit for practice and is already limited and over run which causes major delays especially with current traffic.

Traffic – as you may be aware, traffic along Eyebury road, High street, Thorney Road, Crowland Road and then at Peterborough Road up to Van Hague is already extremely busy and at times at a standstill which causes major delays at peak times for residents of Eye meaning late buses, children getting late to school, missing vital appointments that are in the village and major delays in leaving or getting to the village. This development will make traffic in and around Eye worse, causing the residents of Eye more disturbance, delays and unnecessary problems.

### Objection 5 (edited due to some inappropriate content)

Why are the plans for this still going ahead. Putting nearly 300 houses in an already full Village, is an absolutely ridiculous idea.

Without even going into the fact Eyebury Road can't handle the traffic at present, doctors full etc.

### Objection 6

Minor thing but can the Larkfleet Designer please edit their site access plans to not put a speed detection sign on the inside of a bend in the road where it is basically useless.

Eyebury Road is allegedly a 20mph zone, this is never maintained and the sign in the location intended would be missed by most as they continued past doing 40mph plus.

Larkfleet and Peterborough Traffic planning need to get together and work a plan that either A) forces a 20mph by suitable notices and obstructions, or B) makes a plan to close Eyebury Road to through traffic (due to be exacerbated by the Red Brick Farm Fengate extension), thereby eliminating all non village traffic and making this traffic plan far less of an issue.

**Officer response:** The VAS (Vehicle Activated Sign) shown on the applicant's 'traffic calming' drawing, will not be required by the Local Highway Authority (LHA). Full details of the Traffic Calming scheme will be determined at the detailed design stage, and will be subject to further Road Safety Audits.

In terms of the speed limit and people ignoring it, this is a police enforcement matter rather than a planning one.

Eyebury Road couldn't not be considered to be closed to through traffic unless there is a suitable alternative for the traffic to be divert on to or improvements are carried out to the A47(T), as there does not appear to be capacity to put the Eyebury Road traffic back onto that route.)

#### Objection 7

A full copy of this response is attached in Appendix 1. An Officer response is provided below on a number of specific points raised, although in the main these are already covered in the committee report.

#### C24 - Residential Travel Plan.

LP 40 states The Transport Assessment Plan and Travel Plan need to be completed with all information with no reserve matters at Outline Planning Stage, without this site layout and housing impact cannot be done, this information eg Highways requests, Cycle LTN-20 policy, Visibility splays needs to be resubmitted before approval of this Outline Planning application.

The developers Movement Strategy Plan shows that the current ROW will be unchanged, this will not comply with IDB Main Drain Easement requests and will not comply with PCC footpath/Cycle way policies and needs to be resubmitted. This change will also impact the housing numbers.

#### C15 Drainage

The IDB have raised a number of important Issues for their Main Drain running through this site, including moving ROW/Footpath/Cycle Way and the tree line beyond the 9Mtrs easement area either side of the drain.

IDB have removed their objection based on replies from developer that this would be resolved at detail planning stage. This needs to be resolved at Outline Planning stage as per LP40. This means there is an overdevelopment of the site and the changes needed will therefore reduce the area available for houses.

Currently the dyke adjacent to the school playing fields does not go into the main drain on the site and as such it floods during the winter (as identified in Larkfleet's Archaeological Assessment Mar 2018) This currently floods the school playing fields and the future houses around will also be waterlogged. If this is fed into the nearby SuDS then the play area in them will be flooded.

A resolution is not included in the developer's drainage plans.

#### C16 Foul Water Drainage

The line of the Anglian Water assets has not been put in the Master plan so POS, Road layouts and impact on housing numbers cannot be verified. A rework of the Master plan documents is needed for the assets impacts. A condition needs adding for the essential offsite sewers works to be completed before first occupation.

#### C17 - Open Space Provision

The Council Landscape Officers has strongly objected to the Open Space proposal and requested a number of changes to the various provision (that had already been discussed with the developer) and have not been actioned these include:

Single large area of Public Open Space (POS) (not fragmented as currently shown) suitable for informal recreational activities such as football, cricket etc (referring Manor Farm Park Eye as a suitable example).

There should be no ponds and SUDs should not be used as Open Space or have the LEAP in them. This is an overdevelopment of the site at the expense of Public Open Space and Natural Green Space which has been incorrectly allocated around the site as per the Issues raised as well as the 9Mtrs easement areas both sides of the main IDB drain.

Clearly the rework and new POS allocations will mean a reduce area for houses on this site.

**Officer response:** The highway issues relating to this development and Officers position on these, along with the responses from the Local Highway Authority and Highways England and are set out in the main report so not duplicated here.

As set out in detail within the main report, the requirements of Policy LP40 have been satisfactorily addressed for the purposes of assessing the outline planning application. The final layout of the site is not set at this stage however there is considered to be scope, on the basis of the masterplan and assessments undertaken to date, to accommodate the upper limit of the number of units proposed. The precise number of dwellings will be confirmed through a further formal submission at the reserved matter stage.

Further details of the site layout to include matters such as cycle routes, visibility splays, type and location of public open space, detailed surface water and foul water drainage requirements or any diversion required of the PRow will be determined through more detailed design required of the scheme. A number of relevant planning conditions are therefore recommended to ensure that such matters will be covered satisfactorily for this more detailed design submission. The applicant has also been made aware of the individual consultee responses eg from Anglian Water and the North Level IDB including any necessary easements for on-site assets.

C25 and C26 - The works to Eyebury Road and Site Access

The site entrance is shown as a T Junction, this needs to be traffic lights as due to the high level of traffic down Eyebury Rd residents will not be able to get out of the site in the morning rush hour also this will be the same for anyone dropping of their children to the school drop of area leading to residents causing parking Issues on Eyebury Rd / Little Close rather than get stuck in the new estate trying to get out.

**Officer response:** The modelling in the TA has concluded that a signalised junction is not required at this location.

C28 Adequate space shall be provided within the site for parking

The roads need to have raised kerbs as previous site on Bath Rd with low kerb ended up with Cars parked on the footpaths.

**Officer response:** The design of the proposed roads and ensuring that adequate car parking provision for both occupiers of the new dwellings and visitors to avoid situations of inappropriate parking on footpaths is a detailed design matter for the reserved matters stage.

C30 Highway condition and safety

The Traffic Survey data is incomplete as it was undertaken during Covid Lockdown step 3 in Jul 21 and working from home in Jul 21 and did not include Eyebury Rd outside the school. This needs repeating, reviewing and impacts added to the Transport Assessment and Travel Plans.

PCC Highways Officers have objected to the application (letter dated 22/9/21) on a number of Issues

They have also concluded that there is no opportunity to mitigate the impact of the extra vehicle journeys Officer's state in this report, The Travel Plan and the mitigation measures to improve pedestrian and cycle access within and beyond the site will encourage travel by a choice of means of transport which will help to minimise car journeys

The suggested mitigation of a Cycle way on Thorney Rd will not work as Eye is a village away from the employment areas so residents will need to use their cars, there for house numbers need to be 250 or less as per LP40.

If the number of houses is not reduced, then due to the many Issues raised this application should be rejected as it does not meet LP40 requirements.

**Officer response:** This comment does not appear to be related to the details set out in the planning condition. However, as informed above the highway issues relating to this development and Officers position on these are set out in the main committed report so not repeated here.

C31 safe means of access road and cycle way completion

C31-1 Road and cycle way need to be completed to surface level condition up to the School entrance before any residence is occupied.

C31-2 Larkfleets own safety Audit Stage 1 of BWB Transport Assessment Addendum actions 2.4 & 2.5 need resolving these being:-

2.4 Lighting levels along Eyebury Rd new zebra crossing and traffic calming Features.

2.5 Cycleway from the site does not tie into existing cycle ways along Eyebury Rd leading to a risk of collision with pedestrians or falling into the path of oncoming vehicles.

**Officer response:**

C31-1 - This matter is covered by the recommended planning conditions requiring further details to be submitted and approved by the local planning authority on the timings of the construction of the roads. To ensure such works are appropriately aligned with the proposed phasing of development.

C31-2 - The drawing showing the new cycle way access from the site onto Eyebury Road has been updated to show how it will connect with the existing route on Eyebury Road. In addition, full details of the highway works proposed on Eyebury Road will be determined at the detailed design stage and will be subject to any further necessary Road Safety Audits.

C31 Peterborough Cycle Forum

In Nov 21 Peterborough Cycle Forum although supportive has raised a significant number of Issues of the Cycle path and Public Right of Way design and widths to 2mtr footway and 3Mtr Cycle path on site, household storage facilities and the design of the proposed cycle path along Thorney Rd to High Street to meet LTN 1-20 which supersedes Council policies. Such changes will impact the amount of area for housing so plans need to such be updated at Outline Planning Stage to reflect this.

**Officer response:** Further details of the site layout to include cycle routes and PRow will be determined through more detailed design required of the scheme. This includes the requirement to follow guidance of LTN1/20 in terms of design of the scheme as well parking provision for cycling, as specified in the relevant planning conditions.

Other Issues to be considered that may need conditions adding:

The Construction Management Plan (CMP) condition should have a mandatory access to the site to be from the direction Oxney Rd rather than Eyebury Rd that has a weight limit and unsuitable for construction traffic and has the school, pre-school and after school wrap around facility.

There should be no parking of construction and delivery vehicles off site.

**Officer comment:** These matters will be dealt with through the requirement for the submission of CMP with details to be agreed including access to the site from the surrounding road network.

The Public Right of way should be safely open throughout the development with suitable fencing from the building sites.

**Officer comment:** This is a matter that will be dealt with through the reserved matters application, but to confirm there would be an expectation for the PRow to remain accessible.

Eye School is already full and has a waiting list, it is about to have temporary classrooms, however the land allocate to the school is not enough for its permanent expansion and the children drop off parking facility.

The Doctors in Eye is at capacity and there is no plan and timescales to show how the surgery and parking will be expanded to accommodate the new residents.

The governance of the site facilities and the plan for them is not clearly defined.

During the preparation and consultation of the PCC Local Plan all sites put forward by developers had a sustainability and deliverability assessment review and for Eyebury Rd (LP39) the developers put forward 250 houses which passed the assessment.

The range of types and tenures do not respect the surrounding context and residents (Village needs bungalows, 3/4/5 bedroom houses and another elderly supported living 2 story complex).

The latest Master Plan submitted by the developers has been changed for road, drainage and green space layouts, but this has not been updated with the housing layout and types so it cannot be reviewed for its housing suitability which should be done at this outline planning stage (LP40).

The quality of life of adjacent residential users including the Residential Care Home and Primary School are not respected and there is no plan put forward for the 3 years duration to build this development.

Proposed access points for pedestrians and cyclists are not available because the Council have not adopted the locations.

**Officer comment:** These matters above have been addressed in the main committee report so are not repeated here.

The Developer states trees and hedgerows are off-site yet they are within the boundary so will need to be maintained by the resident's management and financial plan.

**Officer comment:** The recommended planning conditions require further details for the soft landscaping proposals including a long-term maintenance and management regime for the site to be submitted and approved by the local planning authority.

#### Correspondence from Councillor Steve Allen

May I register my objections in writing, reiterating my previously recorded comments:

- The Local Plan Allocation for 250 houses has been increased to 265 which I believe is an overdevelopment of the site
- The village should not be further burdened with large scale housing developments without real infrastructure improvements including an East /South relief road (from the A47 to Eastern Peterborough) to take traffic away from the Village Centre and Eyebury Road.
- Eyebury Road is already overburdened with traffic and the additional vehicle movements will create gridlock on a road which is effectively a one track lane between Eye and Peterborough's Eastern Industry zone. This is already an overburdened rat run and additional vehicle movements will further exacerbate the problem.
- Although the planning proposals indicate provision of extra intake to the school, the site plan shows insufficient/inadequate playing field space being provided. Additionally, it should be recognised that more pupils will be added to the roll of a school which has been increased in size on a piecemeal basis over recent years and is now already suffering from overcapacity and pressure on its facilities.
- Access to the school car park and drop off area needs to be reviewed. Traffic movements from and to Eyebury Road will add to further congestion - to the morning commute and school run.
- The proposals show only small pockets of open space and play facilities - insufficient and inadequate for the size of the development.
- Although not a valid planning objection it must be understood Eye has serious pressures with the medical facilities currently in place and this substantial increase in population will place further burden on the availability healthcare in the village.

I believe the developer should reconsider the proposals and look again at the site with a more considered approach, and with an understanding of what is right for the village.

Letter sent by Allison Homes to Members of the Planning and Environmental Protection Committee - see attached copy of letter in Appendix 2.

#### Update on Public Right of Way (PRoW)

Since publication of the committee report, it has been confirmed that the applicant will provide a replacement footbridge along the footpath the PRoW route located at the southern boundary of the site which then continues into the countryside.

The following additional planning condition is added:

C35 Prior to the occupation of the residential development hereby approved, details of the replacement footbridge on the Public Right of Way (PRoW) located at the southern boundary of the site shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter, the works for the replacement footbridge shall be carried out in accordance with the approved details prior to first occupation of the dwellings and shall thereafter be retained and available for public use.

Reason: In the interests of promoting sustainable travel with improvements made to a designated PRoW route from the outset of the development, in accordance with Policy LP13 of the Peterborough Local Plan (2019)

4.	21/00736/R4FUL	<b>Land R/o 30 Hallfields Lane Gunthorpe Peterborough PE4 7YH</b> , Proposed development of three residential dwellings
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#### **Correction to Report**

The Committee Report, in the first section providing details of the Applicant etc. does not set out the reason for referral to Committee. For clarity, the application has been referred by Cllr Sandra Bond, who has concerns with the loss of public open space, however, notes the benefits of the proposal.

#### **Member queries**

During the Committee site visit, members enquired as to who would be responsible for maintaining an area of landscaping immediately south of No. 30 Hallfields Lane. The Agent has advised the hedge would become the responsibility of Hope into Action, the Applicant.

In addition to this, Members queried the footpath which crossed the site. Further to what is stated within the Committee Report, the footway is not designated as such, however, a case could be made that it could be designated as a formal right of way given that it has been in situ for a considerable number of years.

5.	21/01734/HHFUL	<b>40 Westwood Park Road Peterborough PE3 6JL</b> , Part two storey part single storey rear extension, new porch to front elevation, loft conversion with 7 rooflights on front, sides and rear of roof.
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No further comments.

6.	21/01803/HHFUL	<b>39 The Green Werrington Peterborough PE4 6RT</b> , Proposed first floor extension to form bedroom and bathroom and to include internal alterations
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No further comments.

# Comments on Report to Planning and Environmental Protection Committee for 19/00836/OUT - 265 houses at Eyebury Rd. Eye. Peterborough – 25<sup>th</sup> Jan 2022

Fro [REDACTED] 25 High Street. Eye. Peterborough. PE6 7UP - 20<sup>th</sup> Jan 2022

This first section is a list of Summaries from my presentation, the details , photos and references supporting them are in the next section

## [REDACTED] - Residential Travel Plan C24 - Summary

LP 40 states The Transport Assessment Plan and Travel Plan need to be completed with all information with no reserve matters at Outline Planning Stage, without this site layout and housing impact cannot be done, this information eg Highways requests, Cycle LTN-20 policy, Visibility splays needs to be resubmitted before approval of this Outline Planning application.

The developers Movement Strategy Plan shows that the current ROW will be unchanged, this will not comply with IDB Main Drain Easement requests and will not comply with PCC footpath/Cycle way policies and needs to be resubmitted. This change will also impact the housing numbers

## [REDACTED] – Drainage C15 Summary

The IDB have raised a number of important Issues for their Main Drain running through this site, including moving ROW/Footpath/Cycle Way and the tree line beyond the 9Mtrs easement area either side of the drain.

IDB have removed there objection based on replies from developer that this would be resolved at detail planning stage. This needs to be resolved at Outline Planning stage as per LP40.

This means there is an overdevelopment of the site and the changes needed will therefore reduce the area available for houses.

Currently the dyke adjacent to the school playing fields does not go into the main drain on the site and as such it floods during the winter (as identified in Larkfleets Archaeological Assessment Mar 2018) This currently floods the school playing fields and the future houses around will also be water logged. If this is fed into the nearby SUDs then the play area in them will be flooded. A resolution is not included in the developer's drainage plans.

## [REDACTED] – Foul Water Drainage C16 Summary

The line of the Anglian Water assets has not been put in the Master plan so POS, Road layouts and impact on housing numbers cannot be verified.

A rework of the Master plan documents is needed for the assets impacts.

A condition needs adding for the essential offsite sewers works to be completed before first occupation.

## [REDACTED] - Open Space Provision Summary – C17

The Council Landscape Officers has strongly objected to the Open Space proposal and requested a number of changes to the various provision (that had already been discussed with the developer) and have not been actioned these include:-

- Single large area of Public Open Space (POS) (not fragmented as currently shown) suitable for informal recreational activities such as football, cricket etc (referring Manor Farm Park Eye as a suitable example)
- There should be no ponds and SUDs should not be used as Open Space or have the LEAP in them

This is an overdevelopment of the site at the expense of Public Open Space and Natural Green Space which has been incorrectly allocated around the site as per the Issues raised as well as the 9Mtrs easement areas both sides of the main IDB drain.

Clearly the rework and new POS allocations will mean a reduce area for houses on this site.

### **█ - C25 and C26 The works to Eyebury Road and Site Access**

The site entrance is shown as a T Junction, this needs to be traffic lights as due to the high level of traffic down Eyebury Rd residents will not be able to get out of the site in the morning rush hour also this will be the same for anyone dropping of their children to the school drop of area leading to residents causing parking Issues on Eyebury Rd / Little Close rather than get stuck in the new estate trying to get out

### **█ - C28 Adequate space shall be provided within the site for parking**

The roads need to have raised kerbs as previous site on Bath Rd with low kerb ended up with Cars parked on the footpaths

### **█ Highway condition and safety - C30 Summary**

The Traffic Survey data is incomplete as it was undertaken during Covid Lockdown step 3 in Jul 21 and working from home in Jul 21 and did not include Eyebury Rd outside the school. This needs repeating, reviewing and impacts added to the Transport Assessment and Travel Plans.

PCC Highways Officers have objected to the application (letter dated 22/9/21) on a number of Issues

They have also concluded that there is no opportunity to mitigate the impact of the extra vehicle journeys

Officer's state in this report, The Travel Plan and the mitigation measures to improve pedestrian and cycle access within and beyond the site will encourage travel by a choice of means of transport which will help to minimise car journeys

The suggested mitigation of a Cycle way on Thorney Rd will not work as Eye is a village away from the employment areas so residents will need to use their cars, there for house numbers need to be 250 or less as per LP40

If the number of houses is not reduced then due to the many Issues raised this application should be rejected as it does not meet LP40 requirements

### **█ C31 safe means of access road and cycle way completion**

C31-1 Road and cycle way need to be completed to surface level condition up to the School entrance before any residence is occupied

C31-2 Larkfleets own safety Audit Stage 1 of BWB Transport Assessment Addendum actions 2.4 & 2.5 need resolving these being:-

2.4 Lighting levels along Eyebury Rd new zebra crossing and traffic calming features

2.5 Cycleway from the site does not tie into existing cycle ways along Eyebury Rd leading to a risk of collision with pedestrians or falling into the path of oncoming vehicles

### **█ -Peterborough Cycle Forum C31 Summary**

In Nov 21 Peterborough Cycle Forum although supportive has raised a significant number of Issues of the Cycle path and Public Right of Way design and widths to 2mtr footway and 3Mtr Cycle path on site, household storage facilities and the design of the proposed cycle path along Thorney Rd to High Street to meet LTN 1-20 which supersedes Council policies. Such changes will impact the amount of area for housing so plans need to such be updated at Outline Planning Stage to reflect this

**Other Issues to be considered that may need conditions adding**

The Construction Management Plan (CMP) condition should have a mandatory access to the site to be from the direction Oxney Rd rather than Eyebury Rd that has a weight limit and unsuitable for construction traffic and has the school, pre-school and after school wrap around facility. There should be no parking of construction and delivery vehicles off site. The Public Right of way should be safely open throughout the development with suitable fencing from the building sites

Eye School is already full and has a waiting list, it is about to have temporary classrooms, however the land allocate to the school is not enough for its permanent expansion and the children drop off parking facility

The range of types and tenures do not respect the surrounding context and residents (Village needs bungalows, 3/4/5 bedroom houses and another elderly supported living 2 story complex). The latest Master Plan submitted by the developers has been changed for road, drainage and green space layouts, but this has not been updated with the housing layout and types so it cannot be reviewed for its housing suitability which should be done at this outline planning stage (LP40)

The quality of life of adjacent residential users including the Residential Care Home and Primary School are not respected and there is no plan put forward for the 3 years duration to build this development.

Proposed access points for pedestrians and cyclists are not available because the Council have not adopted the locations.

The Doctors in Eye is at capacity and there is no plan and timescales to show how the surgery and parking will be expanded to accommodate the new residents

The Developer states trees and hedge rows are off site yet they are within the boundary so will need to be maintained by the residents management and financial plan

The governance of the site facilities and the plan for them is not clearly defined

During the preparation and consultation of the PCC Local Plan all sites put forward by developers had a sustainability and deliverability assessment review and for Eyebury Rd (LP39) the developers put forward 250 houses which passed the assessment.

**Can I ask committee members to arrange resolution of all these Issues at this Outline Planning Stage as per the Council Policy LP40 for this specific site and that the site is reduced to 250 or less as per policy LP40 because of the Issues raised. I have added suggested conditions in my detail report below as well.**

=====

**Councillors, you could make a significant difference to the future residents and their children of this site along with the villagers of Eye and their children attending Eye primary school next to the site.**

**Due to the significant concerns about this site and the impact on the infrastructure and facilities raised by residents our Councillors/MP and Parish Council a specific Local Plan Policy LP40 was added by the City Council Planners and approved by the Inspector**

**For this application to comply with Policy LP40 at Outline Planning stage, a number of Issues remain in the report to you and raised by Council Officers and a statutory body (The IDB)**

**So I request that additional conditions raised in my presentation be applied and very importantly the site is reduced to 250 or less as per policy LP 40.**

## **C15 Drainage**

Pasted below is an extract from Larkfleets supplied Archaeological Desk based Assessment pg 20 Doc Ref PCAS Job No. 1983 Dated Mar 2018 it shows a flooded ditch on edge of school in Feb 2018

*Land off Eyebury Road, Eye, Peterborough  
Archaeological Desk-based Assessment*

The north-west corner of the site is formed by the incursion of the village school and its grounds into what was formerly part of the field. The school is divided from the site by a chain-link fence and a high hedge; all the existing school buildings appear to be mid-20<sup>th</sup>-century or later in date. A drain starts at the south-east corner of the school site and runs westwards towards Eyebury Road: the drain was flooded and overflowing at the time of the site visit, barring access to the west end of the plot (plate 7).



To the east of the school, the northern boundary of the site is formed by a dry, partially infilled ditch and the rear boundaries of properties forming part of a housing development of probable late 20<sup>th</sup>-century date. Several mature deciduous trees are incorporated into the rear property boundaries: these are considerably older than the adjacent buildings, suggesting that they are remnants of an earlier field boundary hedge, possibly that shown on the 1<sup>st</sup> edition Ordnance Survey map (fig. 6, plate 8).

**Plate 7:** The west end of the west field, looking SW from the corner of the school grounds across the flooding boundary drain.



Currently the drain adjacent to the school playing fields does not go into the main drain on the site and as such it floods during the winter and the school playing fields are water logged (see plate 7 above of drain in winter) and photos below taken in Sep 19. There is no detail in the plans on how to drain this water and provide drainage to the new vehicle park and playing fields within the school and for the new houses to be built next to it on the site

If it is to be connected to the nearby SUD with the LEAP in it then this will flood and the children's play area will be unusable

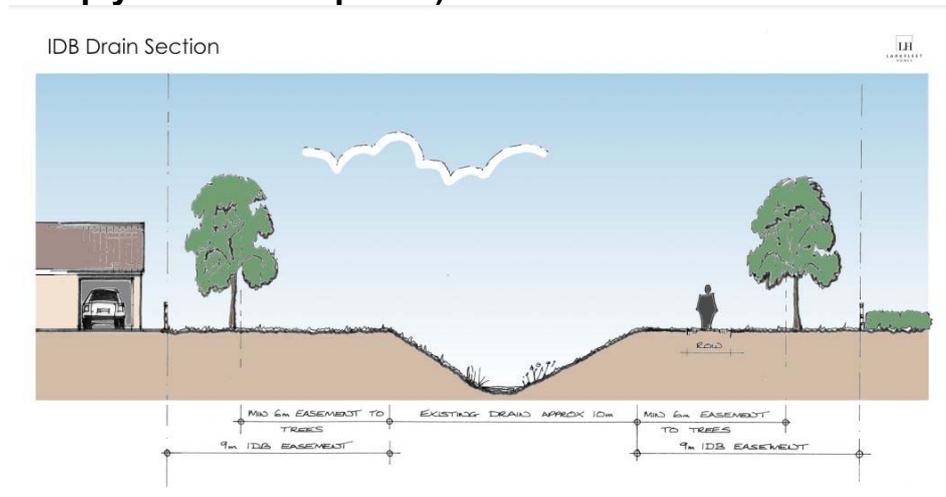


The Main Drain dissecting the site North to South owned by the IDB has a 9 Mtrs wide Easement area both sides of it, this needs to be fenced off for safety of the residents and children  
Once done who will maintain the fenced of easement area?

The ROW and Cycle Path will need to be moved north of the 9Mtr easement (As raised by drainage Board on 22nd Aug 2019 & Aug 2021) for safety and it will need to be a fully surfaced path and lit

The Trees need to be moved to outside the 9Mtr easement area (As raised by drainage Board in Aug 2021)

### Larkfleet Diagram 1/9/2021 for IDB Main Drain running through the site (does not comply with IDB requests)



### D McKean – Drainage C15 Summary

The IDB have raised a number of important Issues for their Main Drain running through this site, including moving ROW/Footpath/Cycle Way and the tree line beyond the 9Mtrs easement area either side of the drain.

IDB have removed there objection based on replies from developer that this would be resolved at detail planning stage. This needs to be resolved at Outline Planning stage as per LP40.

This means there is an overdevelopment of the site and the changes needed will therefore reduce the area available for houses

Currently the dyke adjacent to the school playing fields does not go into the main drain on the site and as such it floods during the winter (as identified in Larkfleets Archaeological Assessment Mar 2018) This currently floods the school playing fields and the future houses around will also be water logged. If this is fed into the nearby SUDs then the play area in them will be flooded. A resolution is not included in the developer's drainage plans.

## **C16 Foul Water Drainage**

**C16-1** Update the Site Master Plan documents for the impact of the following  
Anglian Water has also confirmed that there are assets or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Therefore the detailed site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space.

**C16-2** Essential offsite sewers works to be completed before first occupation as per the following Anglian Waters Drainage Impact Assessment Report Ref.19597 dated 7th April 2017 on foul water only. The study concludes that the development will cause detrimental effects to the capacity of the current sewer system and will result in increased flood risk downstream of the proposed connection point.

2 Mitigation actions are require

1 - Upsize 112m length of 225mm diameter sewer to 650mm diameter situated on the corner of Eyebury Road and Little Close.

2 - Upsize 44m length of 300mm diameter sewer to 825mm diameter situated on St Michaels Walk near Eye- Little Close pumping station.

### **█ – Foul Water Drainage C16 Summary**

The line of the Anglian Water assets has not been put in the Master plan so POS, Road layouts and impact on housing numbers cannot be verified.

A rework of the Master plan documents is needed for the assets impacts.

A condition needs adding for the essential offsite sewers works to be completed before first occupation.

## **C17 Open Space Provision**

In Jun 2021 PCC Senior Landscape Officer Strongly Objected to this proposal and requested a number of changes to the Open Space Provision (that had already been discussed with the developer) which I have added as further conditions below:-

C17-1 Create a single large area of Public Open Space (POS) (not fragmented as currently shown) suitable for informal recreational activities such as football, cricket etc (referring Manor Farm Park Eye as a suitable example)

C17-2 That Master Plan Diagram indicates edges of roads are Public Open Space or Natural Green Space, they cannot be used as such for informal recreation

C17-3 There should be no Dry Ponds on the site. NOTE Oct 21 Rev E Indicative Master Plan still shows 3 ponds and 3 SUDs (one being in the LEAP) in the POS allocated, but these are not shown in Oct 21 Rev A Indicative POS Indicative plan ! Additional the Drainage Strategy Documents sent to the IDB indicate 2 of the ponds will be 1.5Mtrs deep, including the one at the SLEAP and the 3<sup>rd</sup> pond will be 1 Mtr deep. Clearly if there are 3 SUDs and 3 Ponds then more POS needs allocating in the site. Or they should be removed as requested by Landscape Officer if removed how would it affect site drainage and the IDB consultation assessment

### **Additional condition from █**

C17-4 The Drainage Border easement area is 9Mtrs either side of the main drain, this needs fencing off for safety and therefore cannot be included as Public Open Space or Natural Green Space

C17-5 The Drainage Border easement area is 9Mtrs either side of the main drain is shown in Indicative POS area map Rev A Dated 211021 as Natural Green Space of a 1.023 Hectare and trees planted on it, clearly this cannot be allocated as such as it will be having IDB Machining using it to maintain the clearance of the main drain as well as depositing silt onto. Therefore another area of the site needs allocating for the 1 hectare of Green Space

C17-6 Developer to rework and resubmit Site Layout, POS and Housing Master Plans Due to Issues raised above needing a significant rework of them

C17-7 Remove the Planning Officers condition statement for Open Space provision (pasted below) -

The plans and particulars to be submitted for reserved matters approval under condition 1 shall include details of open space provision which shall broadly accord with the amount of open space shown on Drawings L---/MP/01 Rev.E – Indicative Masterplan and L---/POS/01 Rev.A – Indicative POS areas and include a LEAP and allotments.

### **█ - Open Space Provision Summary – C17**

The Council Landscape Officers has strongly objected to the Open Space proposal and requested a number of changes to the various provision (that had already been discussed with the developer) and have not been actioned these include:-

- Single large area of Public Open Space (POS) (not fragmented as currently shown) suitable for informal recreational activities such as football, cricket etc (referring Manor Farm Park Eye as a suitable example)
- There should be no ponds and SUDs should not be used as Open Space or have the LEAP in them

This is an overdevelopment of the site at the expense of Public Open Space and Natural Green Space which has been incorrectly allocated around the site as per the Issues raised as well as the 9Mtrs easement areas both sides of the main IDB drain.

Clearly the rework and new POS allocations will mean a reduce area for houses on this site.

**See Appendix of Larkfleet developer Indicative Master Plans below**

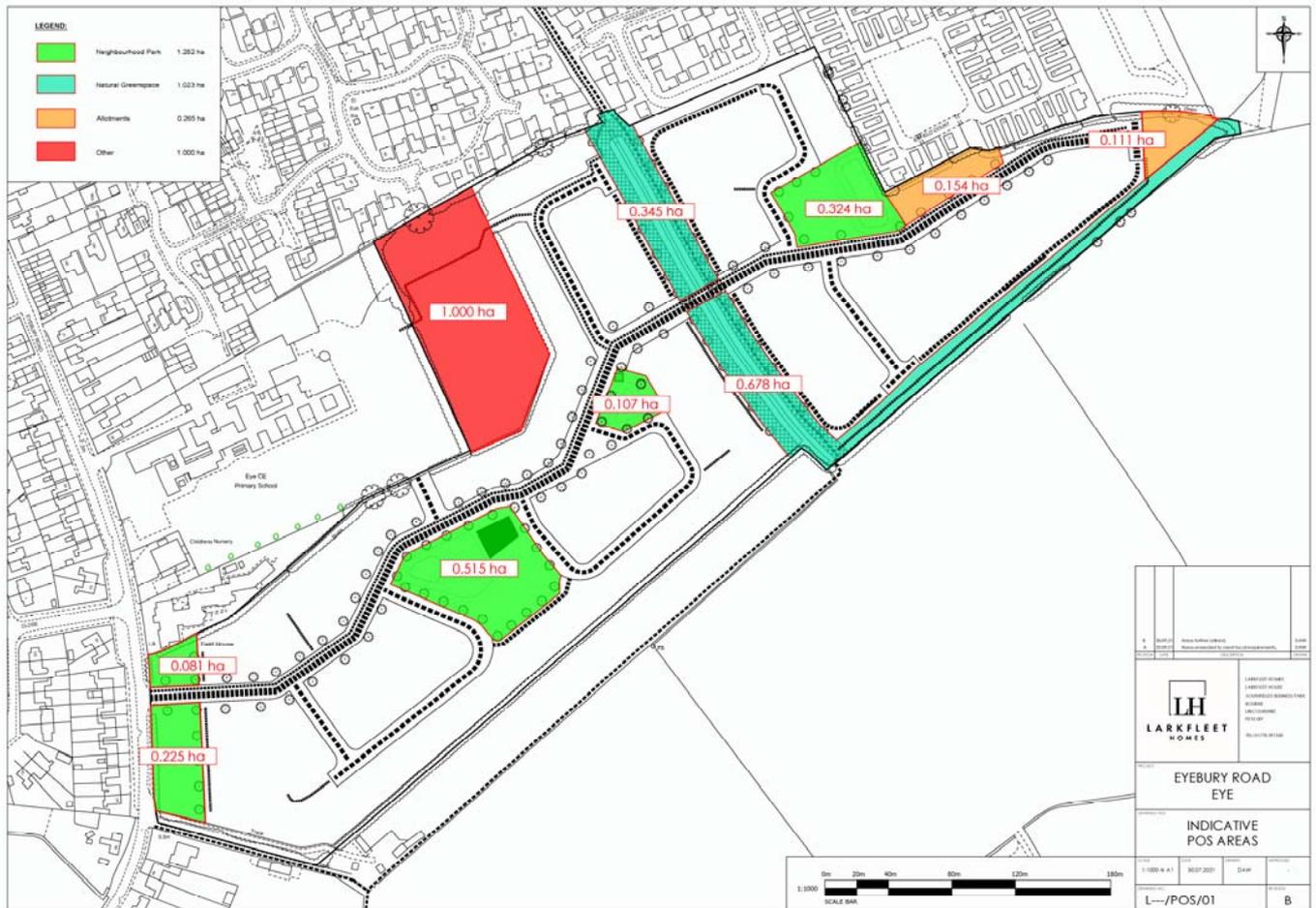
Indicative Master Plan Oct 21 Rev E



Key for Indicative Master Plan Oct 21 Rev E (above)



# Indicative POS Area Map Oct 21 Rev A



## Key for Indicative POS Area Map Oct 21 Rev A

### LEGEND:

	Neighbourhood Park	1.252 ha
	Natural Greenspace	1.023 ha
	Allotments	0.265 ha
	Other	1.000 ha

## **C24 Residential Travel Plan**

C24-1 The developers Movement Strategy Plan shows that the current ROW will be unchanged, a condition is needed to :-

Move the ROW north of the drain easement distance of 9Mtrs

As this will be a footpath as well as cycle way it should be a fully surfaced path and 5 Mtrs wide  
And for safety it should be lit

C24-2 LP40 is clear that at Outline Planning stage the Transport Assessment and Travel Plan needs to demonstrate that the quantity of homes proposed 'is deliverable taking account of; safe and suitable access to the site; and cost effective and necessary improvements to the transport network.'

The developer in a number of Transport/Travel documents have deferred detail as reserved matters and also challenged the need to supply detail at outline planning. This means comments by all consultees as to volume of houses and site layout is not able to be completed and does not conform to LP40 (see below)

### **Extracts from BWB Revised Transport Assessment 2 Aug 21 Addendum 2:-**

'2.2 In summary, some of the detail has been removed from the masterplan seeing as the application is in outline form and so the scheme proposals are primarily indicative at this stage of the process. '

1. Update the proposals to take account of LTN 1/20 – a cycle route is proposed on the northern side of the main site access spine road, and the contents of this document will be considered in further detail at the appropriate time, as part of the subsequent reserved matters planning applications.

5. Consider the impacts of the required visibility splays on the layout to determine whether the site can accommodate the number of dwellings proposed – this would be examined in further detail at the appropriate time, as part of the subsequent reserved matters planning applications.

Larkfleet are challenging Highways request for detailed layout quoting 'We note that on other outline applications the LHA and the LPA have agreed that such matters of detail can be left to the reserve matters stage. I trust that can be done in this case as well.' - Other applications do not have to conform to LP40 so these details need to be supplied as part of this outline application

### **██████████ - Residential Travel Plan C24 - Summary**

LP 40 states The Transport Assessment Plan and Travel Plan need to be completed with all information with no reserve matters at Outline Planning Stage, without this site layout and housing impact cannot be done, this information eg Highways requests, Cycle LTN-20 policy, Visibility splays needs to be resubmitted before approval of this Outline Planning application

The developers Movement Strategy Plan shows that the current ROW will be unchanged, this will not comply with IDB Main Drain Easement requests and will not comply with PCC footpath/Cycle way policies and needs to be resubmitted. This change will also impact the housing numbers

## **- C25 and C26 The works to Eyebury Road and Site Access**

The site entrance is shown as a T Junction, this needs to be traffic lights as due to the high level of traffic down Eyebury Rd residents will not be able to get out of the site in the morning rush hour also this will be the same for anyone dropping of their children to the school drop of area leading to residents causing parking Issues on Eyebury Rd / Little Close rather then get stuck in the new estate trying to get out

## **- C28 Adequate space shall be provided within the site for parking**

C28-1 The roads need to have raised kerbs as previous site on Bath Rd with low kerb ended up with Cars parked on the footpaths

## **C30 Highway condition and safety**

C30-1 Eyebury Rd had a weight restriction added many years ago because heavy traffic was damaging the water supply and drainage systems leading to leaks, there for all site access traffic should use Oxney Road

C30-2 Due to the current significant parking Issues and safety of the children attending the school, No parking of site staff vehicles on Eyebury Rd and its surrounding streets

C30-3 The Council Highways department have objected to the application (letter dated 22/9/21) These are the reasons notified for the objection

Ensure that safe access to and from the cycleway for cyclists travelling in both directions is provided in the vicinity of the site access.

Show the provision of the adoptable cycleway through the site and up to Thorney Road.

Provide the highway mitigation measures (sustainable travel improvements and measures to encourage the use of sustainable modes) identified as a result of the TA information, and the lack of mitigation available for vehicular traffic

Also there are many Assessment / Comments in the PCC Highways letter of objection

C30-4 PCC and there consultants have analysed Larkfleets Traffic Assessment reports, PCC Highways have stated there currently is no opportunity to mitigate the traffic impact from the new development on surrounding roads and junctions, e.g. A47 Trunk Road and A1139 and there roundabouts. So the current Issues of high volume traffic past the adjacent school and past the site entrance will get worse due to the extra vehicles from the development. LP40 states a quantity of 250 houses or less dependent on Traffic Assessment. So the site should be reduced to less than 250 houses

The suggested mitigation of a Cycle way on Thorney Rd and improvements to the 2 bus stops will not work as Eye is a village away from the employment areas so residents will need to use their cars, there for house numbers need to be 250 or less as per LP40

C30-5 The Junction validation technical note date\_20/07/2021 this was a drive by traffic surveys of junctions undertaken AM & PM in peak hours on the 8th July 21

On the 8th July the Country was still in Step 3 lockdown including working from home with a target on moving to step 4 on the 19th July

Clearly any traffic assessment taken on the 8th Jul 2021 would not represent the true figures due to Covid Step 3 lockdown and working from home rules

This traffic assessment did not include the areas outside the school on Eyebury Rd in the morning drop off and afternoon collection, the most significant road traffic Issue the village has.

LP40 is clear that the Transport Assessment and Travel Plan needs to demonstrate that the quantity of homes proposed 'is deliverable taking account of; safe and suitable access to the site; and cost effective and necessary improvements to the transport network.' There for accurate traffic surveys need to be resubmitted before approval of this Outline planning application is given

## **Highway condition and safety - C30 Summary**

The Traffic Survey data is incomplete as it was undertaken during Covid Lockdown step 3 in Jul 21 and working from home in Jul 21 and did not include Eyebury Rd outside the school. This needs repeating, reviewing and impacts added to the Transport Assessment and Travel Plans.

PCC Highways Officers have objected to the application (letter dated 22/9/21) on a number of Issues

They have also concluded that there is no opportunity to mitigate the impact of the extra vehicle journeys

Officer's state in this report, The Travel Plan and the mitigation measures to improve pedestrian and cycle access within and beyond the site will encourage travel by a choice of means of transport which will help to minimise car journeys

The suggested mitigation of a Cycle way on Thorney Rd will not work as Eye is a village away from the employment areas so residents will need to use their cars, there for house numbers need to be 250 or less as per LP40

If the number of houses is not reduced then due to the many Issues raised this application should be rejected as it does not meet LP40 requirements

### **C31 safe means of access road and cycle way completion**

C31-1 Road and cycle way need to be completed to surface level condition up to the School entrance before any residence is occupied

C31-2 Larkfleets own safety Audit Stage 1 of BWB Transport Assessment Addendum actions 2.4 & 2.5 need resolving these being :-

2.4 Lighting levels along Eyebury Rd new zebra crossing and traffic calming features

2.5 Cycleway from the site does not tie into existing cycle ways along Eyebury Rd leading to a risk of collision with pedestrians or falling into the path of oncoming vehicles

### **C31-3 Peterborough Cycle Forum although supportive has raised the following 11<sup>th</sup> Nov 2021**

The plans show 3m wide shared use cycle-paths , cycles must be treated as vehicles and not as pedestrians and On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians for new development on a greenfield site (LTN 1-20, section 1.6).

Shared use may be acceptable on paths with very low pedestrian and cyclist flows but it is not appropriate on a route used for travel to and from a primary school.

Peterborough Cycle Forum requests the proposed 3m wide shared use routes within the development and the shared use link to Thorney Road are replaced by a segregated 2m wide footway and 3m wide bidirectional cycle route.

A minimum of one cycle parking space per bedroom should be provided (LTN 1-20, Table 11-1) and a minimum area of 2m x 1m is required for two cycles. Peterborough Cycle Forum requests confirmation that residential cycle parking will be provided in line with the standards of LTN 1-20

### **—Peterborough Cycle Forum C31 Summary**

In Nov 21 Peterborough Cycle Forum although supportive has raised a significant number of Issues of the Cycle path and Public Right of Way design and widths to 2mtr footway and 3Mtr Cycle path on site, household storage facilities and the design of the proposed cycle path along Thorney Rd to High Street to meet LTN 1-20 which supersedes Council policies. Such changes will impact the amount of area for housing so plans need to such be updated at Outline Planning Stage to reflect this

## **For reference - Policy LP40: Tanholt Farm, Eye states:**

Prior to the approval of detailed proposals for the site at Tanholt Farm, Eye (Site LP39.7) an outline planning application comprising, amongst other matters, a comprehensive masterplan for the whole area should be submitted and approved by the council.

In developing the masterplan there should be a high level of engagement with appropriate stakeholders including the local community.

The masterplan, together with other material submitted with an outline planning application, should demonstrate achieving the following key principles

- 1 The scale of residential development will be subject to a detailed Transport Assessment and Travel Plan which will demonstrate that the quantity of homes proposed is deliverable taking account of; safe and suitable access to the site; and cost effective and necessary improvements to the transport network. It is anticipated that the scale will be around 250 dwellings, but potentially less following the outcome of the transport assessment;
- 2 A residential led scheme, of a range of types and tenures that meet needs and respects the surrounding context;
- 3 The quality of life of adjacent users, especially residential users which abut the site, should be respected;
- 4 Details of the long term governance structure for the development, addressing issues such as community involvement and engagement and any financial arrangements to ensure long term viability of facilities.
- 5 Ensuring satisfactory provision of education facilities are available, and if not, address these deficiencies on-site;
- 6 Provision, including potential off-site provision (secured by legal agreement), of high quality access for pedestrians and cyclists from, and within, the site to the key community facilities and services in Eye;
- 7 Provision of wider community facilities as identified through consultation with the wider Eye community (subject to viability, deliverability and consideration of long term management of such facilities)
- 8 With the exception of minor proposals of very limited consequence to the overall redevelopment of the entire site, the council will not approve any detailed planning proposals for any parts of the site until, and subsequently in accordance with, a comprehensive planning permission for the entire site has been achieved (including any agreed Planning Obligation to ensure specific elements of the wider scheme are guaranteed to be delivered).



# ALLISON HOMES

20 January 2022

Sent via email

Dear Councillor,

## **Land East of Eyebury Road, Eye, Peterborough (App Ref No. 19/00836/OUT).**

We are writing to you ahead of the Planning and Environmental Protection Committee on 25 January regarding Allison Homes' planning application for land east of Eyebury Road, Eye, Peterborough. We are pleased to learn that officers have recommended the application for approval.

As you will know, the site is allocated for residential development in the democratically approved and adopted Peterborough Local Plan (**Site Reference LP39.7 and Policy LP40**) for an **indicative** 250 dwellings. We originally submitted an outline planning application for up to 300 new homes on the site in 2019. Since then, we have continued to listen carefully to the views of local stakeholders and the community and been in close contact with the council's planning team. As a result, we have made a number of changes to the plans since the application was originally submitted, including reducing the number of proposed homes to up to 265 (from a previous amend to 284 homes) and the inclusion of an additional cycle path on Thorney Road to help sustainable transport provision in the area.

The application is for a development of up to 265 dwellings (including 30% affordable housing provision) and associated public open space (including LEAP), infrastructure and the provision of land for the extension of Eye Primary School, including a new access provision. While developing the plans for the site, we have been very mindful of the requirements of the Peterborough Local Plan regarding its allocation, as set out in LP40. We would, therefore, like to take this opportunity to highlight how the proposed development meets these requirements.

- 1. Prior to the approval of detailed proposals for the site at Tanholt Farm, Eye (Site LP39.8) an outline planning application comprising, amongst other matters, a comprehensive masterplan for the whole area should be submitted and approved by the council.***

The application is in outline and the initial submission was accompanied by a comprehensive masterplan that covered the whole of the allocation. More recently, to provide more clarity in terms of the design approach being followed and why, the masterplan has been split over three separate drawings including a Site Parameters Plan, a Strategic Movement Plan and the main Masterplan.

The Site Parameters Plan helps demonstrate how the design has been informed by the evidence base, rather than retrofitting the technical studies to the design. It also outlines key features that will need to be established within the reserved matters design. The Strategic Movements Plan identifies the likely road structure through the scheme and how this will relate to the established wider environment, factoring in the existing Public Rights of Way.

Based on these plans, the final overall masterplan identifies the likely broad layout of the development along with the likely locations for relevant open space delivery, including the allotments, the likely location of the drainage attenuation basins and so on.

***In developing the masterplan there should be a high level of engagement with appropriate stakeholders including the local community.***

Prior to the submission of the planning application, the proposals were prepared following an iterative approach and were the subject of best practice stakeholder engagement, including with the local community. This included meetings with Eye Parish Council, local ward councillors, the Education Authority, the Local Highway Authority, the Local Housing Authority, Highways England, Eye Primary School, the Local GP Practice, the Clinical Commissioning Body and members of the public via a public exhibition. The public exhibition was attended by 130 people and feedback via a survey was provided by 90 people.

This iterative approach has continued following the submission of the planning application. For example, there have been a number of statutory consultation periods on the changes that have been made.

We have also had the opportunity to engage with key stakeholders such as the Internal Drainage Board, the Education Authority, Council ecologists, and the Council's Highways Team to help directly inform the design preparation. In addition, we have in recent months met with the local ward members and local MP to discuss the concerns they had raised on behalf of their local electorate and the changes that we have made to the plans.

This engagement has benefitted the planning application that is now under consideration and underlines how we have listened to stakeholders and the local community. A major example of this can be seen by the fact that we initially submitted a scheme for up to 300 dwellings as our technical evidence base demonstrated that this number of homes was deliverable on the site. However, mindful of the concerns raised by residents and local politicians, we initially reduced the number of proposed homes to 284 and then subsequently to 265 to ensure the proposed scheme more appropriately meets with local aspirations.

Officers have concluded that meaningful consultation for the purposes of this application has been undertaken with the local community, and that this is reflected by the number of proposal changes, in particular the reduction in the number of proposed homes.

***2. The masterplan, together with other material submitted with an outline planning application, should demonstrate achieving the following key principles:***

- The scale of residential development will be subject to a detailed Transport Assessment and Travel Plan which will demonstrate that the quantity of homes proposed is deliverable taking account of; safe and suitable access to the site; and cost effective and necessary improvements to the transport network. It is anticipated that the scale will be around 250 dwellings, but potentially less following the outcome of the transport assessment;***

We have been particularly mindful of the potential highways implications of the development, especially given the requirements of the allocation policy and the feedback we obtained during the

pre-submission public consultation exercise. The application is supported by a comprehensive Transport Assessment and additional supporting notes, all of which have been reviewed by the Local Highway Authority and Highways England. Following submission and ongoing discussion, it has been demonstrated that the local highway network, with some mitigation, is capable of accommodating up to 284 additional dwellings. The mitigation in question primarily relates to the implementation of a new cycle path along Thorney Road to the north of the site, which will in turn feed into the strategic movement strategy approach proposed as part of the overall scheme delivery.

- ***A residential led scheme, of a range of types and tenures that meet needs and respects the surrounding context;***

The proposed development is residential led but also allows for the extension of the school and the provision of an improved access for the school. The details of the housing mix and their tenures will be provided and considered at the reserved matters stage. However, the illustrative layout plans submitted clearly demonstrate that the site is capable of providing the necessary range of accommodation and tenures.

- ***The quality of life of adjacent users, especially residential users which abut the site, should be respected;***

The quality of life for adjacent users has been at the forefront of the masterplan considerations. Informed by neighbouring resident comments and relevant statutory consultees, relevant buffer zones have been included as part of the Site Parameters Plan to ensure the reserved matters design will achieve an appropriate relationship with adjacent users.

- ***Ensuring satisfactory provision of education facilities are available, and if not, address these deficiencies on-site;***

The proposed development provides additional land for the school to expand, the extent of which has been agreed with the Education Authority. This will allow the expansion of the school to accommodate not only the needs arising from the development, but from elsewhere as well. The school expansion will be funded via the Community Infrastructure Levy (CIL).

The scheme proposals also include a new access for the school, away from Eyebury Road. This will facilitate the required extension.

- ***Provision of wider community facilities as identified through consultation with the wider Eye community (subject to viability, deliverability and consideration of long term management of such facilities);***

As detailed above, following discussions with the wider community key facilities have been included as part of the proposals such as the school land, the new school access and cycleway provision.

Further, consideration has been given to assessing other community facilities that may be required. In particular, the concerns raised by the community regarding health facilities. Meetings have been held with the local GP practice as well as with the local Clinical Commissioning Body. In essence, the commissioning body considers that there is appropriate capacity in the north of Peterborough and that there is no requirement to provide additional facilities, for example, through the extension of the existing surgery in the village.

In discussions with the GP practice, we have determined that there is limited space to expand, although one possibility is to rationalise the accommodation on the ground floor and extend upwards. While any decision in this respect is outside the scope of this application, health facilities are covered by CIL. If the decision was made to expand health facilities, then some funding, through CIL, could be provided by this development to facilitate this expansion, albeit a decision on this falls outside of our influence.

- ***Careful consideration of vehicular access to and from the site, the traffic implications for wider Eye area and junctions on the A47;***

The comprehensive Transport Assessment information provided in support of the development assesses this in detail. This evidence base has been scrutinised by the Local Highways Authority and Highways England, neither of whom are objecting to the scheme. The provision of a new cycleway along Thorney Road has been included at the request of the Highways Authority by way of scheme mitigation.

- ***Provision, including potential off-site provision (secured by legal agreement), of high-quality access for pedestrians and cyclists from, and within, the site to the key community facilities and services in Eye;***

Pedestrian links already exist through the site as there is a public right of way linking the site to Thorney Road. These links will be enhanced from both a cycle and pedestrian perspective through the scheme, as outlined by the Strategic Movements Plan. Furthermore, as mentioned above, offsite highways mitigation is to be provided in the form of a new cycleway along Thorney Road to the north of the site.

- ***Details of the long term governance structure for the development, addressing issues such as community involvement and engagement and any financial arrangements to ensure long term viability of facilities;***

The open space provided by the proposed development, along with elements of the Sustainable Urban Drainage systems (SUDs), will be handed over to a management company owned by the residents of the scheme. This will be initially set up and controlled by Allison Homes but will be handed over to residents following the completion of the open space and residents being satisfied with it. The land for the school expansion will be transferred to the Local Authority. In addition, the roads and some elements of the SUDs will be adopted.

- ***With the exception of minor proposals of very limited consequence to the overall redevelopment of the entire site, the council will not approve any detailed planning proposals for any parts of the site until, and subsequently in accordance with, a comprehensive planning permission for the entire site has been achieved).***

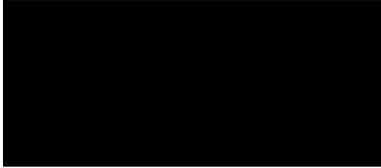
Subject to the granting of outline consent, we will be looking to submit a Reserved Matters application shortly after. This will be in the form of a single Reserved Matters application for the entire site.

## **Conclusion**

I hope that this has helped provide a greater understanding of the approach we have followed and why. We have been very careful to ensure that the scheme is brought forward in a manner that has suitably reflected the local considerations and those of the relevant statutory consultees and pertinently meets relevant planning policies, both at a national and local level, to achieve a development that will be a major asset to Eye and the wider Peterborough area.

Going forward, if the application is approved, we commit to continuing to work closely with all parties, including stakeholders and the local community, to bring the development to fruition.

Yours sincerely,



**Chris Dwan - Planning Director**

**Allison Homes**

P & EP Committee 25 January 2022

1.	21/01448/FUL	<b>35 Westgate Peterborough PE1 1PZ</b> , 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- Resubmission
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