

PLANNING AND ENVIRONMENTAL PROTECTION
COMMITTEE

3 SEPTEMBER 2024 AT 1:30PM

- 1 Procedure for Speaking

2. List of Persons Wishing to Speak
3.
Briefing Update

UPDATE REPORT AND 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 (collectively) 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 shall not exceed five minutes, unless the Committee decides 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 objectors, applicants, agents or supporters (collectively) shall not exceed five minutes, or such period as the Chairman may allow with the consent of the Committee.

LIST OF PERSONS REGISTERED TO SPEAK

Agenda Item	Application	Name	Ward Councillor / Parish Councillor / Objector / Applicant
1.	24/00541/REM - Land East Off Eyebury Road Eye Peterborough	Cllr Ormston Cllr Ray Dale McKean George Wilkinson/Georgina McCrae	Ward Councillors Objector Agent
2.	23/01649/FUL - Guild House Oundle Road Woodston Peterborough	Cllr Thulbourn Susan Swire Ben Saxby Simon Machen Lydia Hyde	Ward Councillor Objector Agent/Applicant
3.	24/00210/MMFUL - Cooks Hole Quarry And Thornhaugh Landfill Site Leicester Road Thornhaugh Peterborough	Peter Oldfield	Applicant's representative
4.	24/00827/HHFUL - 85 Taverners Road Millfield Peterborough PE1 2JJ	Phil Brantson/Mr Khuam Aslam	Agent/Applicant
5.	24/00509/FUL - 510 Oundle Road Orton Longueville Peterborough PE2 7DJ	Parish Cllr Nick Penniall	Parish Councillor

BRIEFING UPDATE

P & EP Committee 3 September 2024

ITEM NO	APPLICATION NO	SITE/DESCRIPTION
1.	24/00541/REM	Land East Of Eyebury Road Eye Peterborough , Reserved matters submission (appearance, layout, landscaping and scale) pursuant to outline planning permission reference 19/00836/OUT for the construction of 265 dwellings

Comments received from Councillor Allen:

*'To support my request for this application to be 'called in' may I ask the Committee to give consideration to the important Principles of Local Plan 2019 Policy - LP40, in particular the **provision of high-quality access for pedestrians and cyclists, from, and within the site**, and whether this is being implemented?*

*The Planning Application of 20th Jan 2022 identified that "Pedestrian links already exist through the site and that these will **be enhanced** from both a cycle and pedestrian perspective through the scheme, and..... Furthermore ---- Offsite Highways mitigation is to be provided in the form of a 'new cycleway' along Thorney Road". I question whether the current proposals are addressing the principle of **enhancing**?*

I am concerned the relevant Pedestrian Links and Public Rights of way through the site (and onto Thorney Road) and in the area of IDB are now in some cases provisioned to be "well-trodden" paths (grass/compacted soil?) rather than all-season routes, which would be fit for purpose during inclement weather conditions.

The PROW, pedestrian footpath and cycleway link from the site to Thorney Road, and the new cycleway along Thorney Road are all yet to be progressed, with no detailed drawings or strategy documents showing surfaces, drainage, lighting or protection of the existing trees, or the ownership of the parcel of land providing the route having been established.

The 3 metres Cycleway does not comply with LTN1/20; to provide the Combined Cycleway and Pedestrian access route around the site this needs to be 5 Metres (3 metre + 2 metre)

Additionally there is no safety fence on the East side of the IDB drain. This will present a hazard with children and the poorly sighted/blind in danger of falling into the deep drain.

At present no lighting is showing for Streets, Footpaths, and Cycle Ways or Public right of ways.

The offsite highways mitigation in the form of a new cycleway along Thorney Road; this currently shows the cycleway replacing the footpath (on the south side of Thorney Road) yet no indication of whether this is to be a shared footpath and cycleway? There are a number of junctions to residential streets along the route, and 2 bus stops, which will adversely impact on the safety of the proposed cycleway? What is the proposed mitigation; footpath widening, or a cycle only route?

Highways Officers have identified there is no opportunity to mitigate the impact of extra vehicles on Eyebury Road - a route that is already under pressure and cannot be able to cope with the potential of additional traffic. With this in mind the importance of establishing enhanced cycling and walking routes is of paramount importance.'

To address the material considerations above, Policy LP40 was addressed under the outline consent and the provisions of cycle and pedestrian connections through the site are maintained. A well-trodden path is proposed to the east of the IDB central drain (maintaining the existing condition) due to the easement and to minimise surface damage from machinery to maintain the drain. Please refer to section 5.6.7 of the Committee Report. The shared pathways (cycle and pedestrian) can be 3m in width and compliant with LTN 1/20. Lighting has been addressed under section 5.11 of the Committee Report. Access and traffic flows onto Eyebury Road were assessed under the outline application and are not matters to be revisited under the current application.

Public Representations

Three Public Representations received since the publishing of the Committee Report. These raised the following material considerations:

- *Compliance with LP40*
- *Objections from the Local Highway Authority on the outline consent*
- *Edges lanes (Strategic Movements Plan – 19/0836/OUT) and footpaths (Indicative Masterplan – 18/00836/OUT) are no longer present.*
- *Access details not provided.*
- *Lack of compliance with LTN1/20 for the footpaths,*
- *No PROW of way alongside the IDB drain.*

- C14 (submission of FRA), C20 (hard landscaping, parking and lighting details) and C23 (Arboricultural Reports), C28 (parking) are all outstanding.
- Encourage people to walk and cycle.
- The housing could add 100+ children to the schools.
- Infrastructure in the area is not sufficient.

Policy LP40 was addressed under the outline consent and the application was taken to Planning Committee for the outline application (19/00836/OUT) with no objections from the Local Highway Authority (comments dated 11th November 2021). The edge lanes on the Strategic Movement plan are largely followed with properties fronting on the IDB Drain or the green edge of the site. All other matters have been addressed within the Committee Report.

Updated Drawings

Updated drawings were received in the coming days before and after the publishing of the Committee Report. Please see a summary of those drawings and what the updates included. These do not form significant changes and were made largely to ensure consistency on the drawings, hence not being subject to formal public consultation.

- 6x Landscaping drawings (updated to include the drainage easements and the addition of four trees).
- 2x Junction and forward visibility – 3 road width adhering to LHA standards on the secondary streets.
- Site Layout drawing – take into the accounts of the road widths, alter the house type on plot 231, two bollards on central open space, allotments added on the plan.
- 2x house types updated (tax window and vary ground floor window on plot 231)
- Charter Plan – private drives street lighting, hard landscaping in the rear gardens and driveways, gates to the drainage easement.

Update to Conditions

Following the information above, there is no longer a need for Condition 3 (hard landscaping) and Condition 7 (bollards).

Updated reason for C15 to read as:

Reason: To ensure satisfactory parking in accordance with Policy LP13 of the Peterborough Local Plan (2019).

2 .	23/01649/FUL	Guild House Oundle Road Woodston Peterborough, Change of use from education (Class F1(a)) to convert and extend existing building, creating 90 apartments (Class C3), erection of four blocks of apartments providing 48 apartments (Class C3), provision of associated access, car parking, landscaping and open space
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Peterborough Civic Society

Peterborough Civic Society made representation on the Planning Application on 16th January 2024. The comments advised:

The proposed conversion of the former office block appears to require almost no changes externally, preserving the existing character of this Locally Listed Heritage Asset. The four new blocks are reasonably in scale with the existing building and neighbouring properties and the green space on the Oundle Road frontage is largely preserved and enhanced by proposed landscaping. Hence the Civic

Society is essentially supportive of the proposal, but concerns were raised on the viability and car parking.

Public Representations

Six public representations were received since the submission of the Committee Report, the comments are summarised in material considerations:

- Oundle Road insufficient to deal with excess traffic.
- Parking is inadequate.
- Public Right of Way will not be protected.
- Archaeological Remains at the site.
- Local infrastructure is unable to cope and lack of financial contribution.
- Redevelopment will remove the security features on the existing building.
- Overlooking, loss of light, noise and remove our views.
- HMO's are prominent in the area.
- Waste storage.
- Parking permits are not being checked.
- Ecology in the area.
- Sewage blockages in the area.
- Doesn't blend with the surroundings and heights should be two storey maximum.
- Lack of affordable housing.
- Lack of fully wheelchair adapted units.
- Units do not meet Nationally Described Space Standards.

A right to private view and the enforcement of parking permits are not material planning considerations. Whilst the existing security gates will be removed, the sites occupation provides a degree of natural surveillance. Furthermore, other security measures have been considered and conditioned. National Described Space Standards are guidance and are not specific requirements of the Local Plan Policy, the internal scale of the units was considered sufficient for future occupier amenity. All other material considerations raised above have been addressed in the Committee Report.

Update to Condition 19

Notwithstanding the details shown on the approved plans, prior to occupation of the first unit, the following details shall be submitted to and agreed in writing with the Local Planning Authority:

- Details of the realignment and upgrading of the existing the Public Right of Way (PRoW) Footpath to provide an LTN 1/20 compliant shared-use footpath/cycleway (3m width) from Wharf Road to the joining of the PRoW to Flamborough Close, including priority crossings across the internal site roads:
- 4x directional signs for the Public Right of Way (PRoW)
- 1x directional sign for the National Cycle Network Route 53
- Any associated road markings or traffic signs
- Details of its connection to the existing footpath from Flamborough Close

The units shall not be occupied until the route has been upgraded and the crossings and signage have been installed in accordance with the approved details.

Reason: In the interest of pedestrian safety and to promote the use of sustainable modes of transport, in accordance with Policy LP13 of the Peterborough Local Plan (2019).

3 .	24/00210/MMFUL	Cooks Hole Quarry And Thornhaugh Landfill Site Leicester Road Thornhaugh Peterborough , Continuation of landfilling operations and the importation of clean naturally occurring materials to create an integrated restoration landform with nature conservation habitats
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No Further Comments

4 .	24/00827/HHFUL	85 Taverners Road Millfield Peterborough PE1 2JJ, Proposed one and two storey rear extensions
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No Further Comments

5 .	24/00509/FUL	510 Oundle Road Orton Longueville Peterborough PE2 7DJ, Change of use from a 4-bed residential dwelling (C3a) to Children's care home (C2) for solo accommodation.
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Orton Longueville Parish Council (Revised Consultation Response) - Objection.

Revised plans fail to provide 5 car parking spaces.

Concerns raised on manoeuvrability and access.

Other: Concerns raised on legitimacy of the proposal.

Public Representations to Reconsultation

No new material considerations raised; however, a summary is provided.

Noise and disturbance.

Location of development nearby a pub.

What will the spare rooms be used for if only one child is proposed.

Updated List of Conditions:

C1: 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).

C2: The development hereby permitted shall be carried out and maintained in accordance with the following drawings:

- Location and Block Plan (Drawing Number: 574SK0 Rev C).
- Existing and Proposed Floor Plans (received 11.04.2024).

Reason: For the avoidance of doubt and in the interest of proper planning.

C3: There shall be the presence of at least one staff member for the use hereby permitted 24 hours a day and 7 days a week.

Reason: In the interest of neighbour amenity in accordance with Policy LP17 of the Peterborough Local Plan (2019).

C4: A maximum of 3 staff shall be on shift at the property at any time.

Reason: To ensure that there is adequate space for car parking. In the interest of highway safety, in accordance with Policy LP13 of the Peterborough Local Plan (2019).

C5: The application site shall be used only as a residential children's home for no more than 1 young person (up to age 18) within Class C2, Residential Institution, of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or the equivalent to that Class in any statutory

instrument amending or replacing the 1987 Order or any other change of use permitted by the Town and Country Planning (General Permitted Development) Order 2015.

Reason: To ensure that any future change in use is assessed by the Local Planning Authority, particularly regarding car parking provision and amenity considerations and in accordance with Policies LP13, LP16 and LP17 of the Peterborough Local Plan (2019).

C6: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or any Order superseding this, Schedule 2 Part 2 Class A; No gates or other means of enclosure shall be erected across the vehicular access.

Reason: In the interest of highway safety, in accordance with Policy LP13 of the Peterborough Local Plan (2019)

C7: Prior to commencement of the use, the parking and turning shall be provided to enable vehicles to enter, turn and leave the site in forward gear and park clear of the public highway. The area shall be delivered as permeable block paving in accordance with drawing '574SK01 Rev C' and thereafter retained for that specific use in perpetuity.

Reason: In the interest of highway safety, in accordance with Policy LP13 of the Peterborough Local Plan (2019).

C8: Prior to commencement of use, the secure cycle shelter parking shed shown on plan '574SK01 Rev C' shall be installed and thereafter be retained for the purposes of cycle parking in connection with the development in perpetuity.

Reason: In the interests of highway safety and to encourage travel by sustainable modes, in accordance with Policy LP13 of the Peterborough Local Plan (2019)