

PLANNING & ENVIRONMENTAL PROTECTION
COMMITTEE

TUESDAY 27 APRIL 2010 AT 1.30PM

Items Attached

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**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 to address the meeting and ask questions, if any, with Officers responding.
3. Chairman to invite Parish Council, Town Council or Neighbourhood representatives to present their case.
4. Members' questions to Parish Council, Town Council or Neighbourhood representatives.
5. Chairman to invite objector(s) to present their case.
6. Members' questions to objectors.
7. Chairman to invite applicants, agent or any supporters to present their case.
8. Members' questions to applicants, agent or any supporters.
9. Officers to comment, if necessary, on any matters raised during stages 2 to 8 above.
10. Members to debate application and seek advice from Officers where appropriate.
11. Members to reach decision.

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. Parish Council, Town Council or Neighbourhood representatives.
2. Objectors
3. Applicant or agent or supporters.

PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE – 27 APRIL 2010 AT 1.30PM
LIST OF PERSONS WISHING TO SPEAK

Agenda Item No.	Page No	Application	Name	Objector/Applicant/Agent /Supporters/Parish Council/Town Council/Neighbourhood Representatives
5.1	13	10/00047/FUL – 105 OXNEY ROAD, PETERBOROUGH	Councillor Stephen Goldspink Mr Ronnie Lyons	Ward Councillor Objector (Local Resident)
5.2	27	10/00129/FUL – 38 ELM STREET, WOODSTON, PETERBOROUGH	Mr Mandzij Mr Scarpiano	Objectors (Local Residents)

BRIEFING UPDATE

P & EP Committee 27 April 2010

ITEM NO	APPLICATION NO	SITE/DESCRIPTION
1.	10/00047/FUL	105 Oxney Road Peterborough PE1 5YL , Proposed development of 4 two-bed and 4 one-bed flats in two blocks

No Further Comments

2.	10/00129/FUL	38 Elm Street Woodston Peterborough PE2 9BL , Construction of 4 x 1 bed and 6 x 2 bed flats in 3 storey block
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The following consultation responses have been received relating to the revised plan:

Police Architectural Liaison Officer:

I now note that the applicant has included all of the advice which I provided in my previous response to consultation dated 23/3/10.

I now assess that the applicant has provided a development which can now fully address DA11 'Vulnerability to crime'.

Head of Transport and Engineering:

- The proposed cycle parking does not accord with the stands detailed in the PCC Cycle Parking Guidance document. Sheffield or 'A' Frame stands should be provided for residential developments. This applies to both the parking for residents' and visitors' cycles.
- The visitor cycle parking (by the bin store) should be covered Sheffield or 'A' Frames. It is located too close to parking bay 7, with less than 1m space, to enable people to easily access their bicycles. It is recommended that the bin store be moved slightly closer to the site boundary, to enable a minimum of 1.5m between the cycle stands and the parking spaces.
- It is unclear whether the proposed refuse bin store and the number of bins proposed will be adequate.
 - Have Waste Management been consulted?
- How is it intended that the refuse can be collected?
 - Is the pedestrian gate from Elm Street wide enough to manoeuvre the bins through?
 - This gate will have a security system to prevent unauthorised access – how will it be opened by the refuse collectors?
 - Have Waste Management raised concerns?
 - An alternative solution that may work is for the bins store to be located immediately on the boundary with Elm Street, with a secure gated access directly from Elm Street for the bins to be emptied, and an access from the site for the residents to access their bins.

Nevertheless, these issues can be addressed by conditions; therefore, the LHA no longer objects to the proposals, subject to the following conditions and informatives being appended to any permission granted;

Conditions and informatives suggested.

The following additional comments have been received from neighbours:

- Second floor windows on the east elevation have been shown obscure glazed, what about first floor windows, these will look into my properties 84-86 London Road
- There is not enough parking
- It is already difficult to park in Silver Street
- Cars coming in and out of Elm St at that point will directly affect all the surrounding houses in particular my house no 28
- Parking is problematic when football is played at the London Road stadium
- Parking insufficient for existing cars never mind extra cars and vans
- Danger of excessive parking on corner – has already caused accidents
- Problem will be made worse with proposed reduction in parking on Elm Street
- It remains higher than all the surrounding houses and will block out light and overshadow the area

- Cannot see any difference in plans
- There was never a three storey house there before so why now
- Three storey building out of character
- Object to the wording in these plans, who ever drew up these plans seems to think that this is a completely run down area, it is not.

Changes to proposal

The main changes to the plans which were made following negotiations are:

- The ridge and eaves heights have been lowered
- The windows have been set out in a more balanced manner
- The boundary to Elm Street has been secured with a wall/railings and electronically operated vehicle gates
- The car parking layout has been amended to allow for the gated entrance and visitor cycle parking
- Additional security gates have been shown to the sides of the block
- Obscure glazing indicated on second floor east elevation

The main Committee Report is based on the revised plan.

Residents cycle parking

The LHA has requested stands for cycles. As the plan shows, each flat would have a secure ground floor store for cycles. It is considered that stands are not necessary, as each store is large enough for two cycles, and each would have a lockable door.

Visitor cycle parking and refuse bin storage

The LHA has raised concerns regarding the location of the visitor cycle parking, which is between the bin store and one of the car parking spaces, which could make the visitor cycle parking difficult to use. The bin store is not hard up to the site boundary, and there is therefore some additional space around it. The space could be reconfigured to accommodate more usable visitor cycle parking.

There is sufficient time remaining within the progress of the application to revisit this with the applicant/agent and to consult on a revision to the layout of this area before the decision is issued and therefore the recommendation has been amended.

Revised Recommendation

Subject to the prior satisfactory completion of a planning obligation under the provisions of Section 106 of the Town and Country Planning Act 1990 (as amended) for a financial contribution to meet the infrastructure needs of the area, and to the satisfactory revision of the visitor cycle parking and refuse bin storage area, the Head of Planning Services be authorised to grant planning permission subject to the conditions set out in the Committee Report and those below:

If Members agree to the amended Resolution then Condition 9 should be amended to read:

The dwellings shall not be occupied until the approved cycle parking lockers, visitor cycle parking and refuse storage area have been provided and secured, and those areas shall not thereafter be used for any other purpose than the parking of cycles and the storage of refuse awaiting collection, in connection with the occupation of the dwellings.

Reason: In the interests of providing facilities for cyclists and encouraging travel by sustainable modes, and the general amenity of residents, in accordance with Policies T9 and DA2 of the Peterborough Local Plan (First Replacement).

The following additional Conditions are proposed:

C14 The building shall not be occupied until a means of vehicular access has been constructed in accordance with the approved plans.

Reason: In the interests of Highway safety, in accordance with Policy T1 of the Adopted Peterborough Local Plan (First Replacement).

C15 The building shall not be occupied until a means of access for pedestrians and cyclists has been constructed in accordance with the approved plans.

Reason: In the interests of Highway safety, in accordance with Policies T3 and T5 of the Adopted Peterborough Local Plan (First Replacement).

C16 The existing accesses to Silver Street and Elm Street, which are made redundant by the proposed development, shall be permanently closed to vehicular traffic before the new access is created. Details of the means of closure (including the re-instatement of full-height kerbs and footways) shall be submitted to and approved in writing by the Local Planning Authority before development is commenced.

Reason: In the interests of Highway safety, in accordance with Policy T1 of the Adopted Peterborough Local Plan (First Replacement).

C17 The visibility splays of the following dimensions 2.4m x 33m as shown on the approved plans at the junction of the access road with the public highway shall be provided before the access is brought into use, and shall be retained thereafter, free from any obstruction over 600mm above footway level.

Reason: In the interests of Highway safety, in accordance with Policies T1 and T8 of the Adopted Peterborough Local Plan (First Replacement).

C18 Before the new access is brought into use, visibility splays as shown on the approved plan shall be provided on both sides of the access and shall be maintained thereafter free from any obstruction over a height of 600mm within an area of 2m x 2m measured from and along respectively the highway boundary.

Reason: In the interests of Highway safety, in accordance with Policies T1 and T8 of the Adopted Peterborough Local Plan (First Replacement).

C19 A scheme of lighting (including off site light spill details) shall be submitted to and approved by the Local Planning Authority and the approved scheme shall be implemented prior to the development first coming into use and retained in that form thereafter in perpetuity.

Reason: In the interest of crime prevention, residential amenity and highways safety and to accord with Policies T1, DA1, DA12 of the Adopted Peterborough Local Plan (First Replacement).