

PLANNING & ENVIRONMENTAL PROTECTION  
COMMITTEE

TUESDAY 27 OCTOBER 2009 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 OCTOBER 2009 AT 1.30PM**  
**LIST OF PERSONS WISHING TO SPEAK**

<b>Agenda Item No.</b>	<b>Page No</b>	<b>Application</b>	<b>Name</b>	<b>Objector/Applicant/Agent /Supporters/Parish Council/Town Council/Neighbourhood Representatives</b>
5.1	5	09/00999/FUL: 37 GLENTON STREET, EASTGATE, PETERBOROUGH	Councillor Todd  Mr Pooley (Local Resident)	Ward Councillor  Objector
5.2	13	09/01025/FUL: LAND OFF THORNEY ROAD, EYE, PETERBOROUGH	Mr Goodsell (Local Resident)  Mr Alan Lewin (Axiom Housing Association)  Mr Giles Nursery (Lark Fleet Homes)	Objector  Applicant  Agent
5.3	25	09/01038/FUL: 653 LINCOLN ROAD, PETERBOROUGH	Mr N P Branston (Branston Associates)	Agent



## BRIEFING UPDATE

P & EP Committee 27 October 2009

ITEM NO	APPLICATION NO	SITE/DESCRIPTION
1 .	09/00999/FUL	<b>37 Glenton Street Eastgate Peterborough PE1 5HH,</b> Construction of three bedroom dwelling

### **Further consultation responses**

Environmental Protection Officer – Demolition works should be carried out in such a manner as to avoid nuisance to nearby residents. It is recommended that before development commences, a scheme should be agreed with the Local Planning Authority which specifies the provisions to be made to control dust emanating from the site. These should be made through a construction management plan. In addition, a condition should be imposed that requires the developer to draw to the attention of the Local Planning Authority the presence of any significant unsuspected contamination encountered during redevelopment.

### **Additional conditions**

Members are requested to approve the additional Conditions as well as those set out in the Report:

**C8 Prior to the commencement of works on site, unless otherwise agreed in writing with the Local Planning Authority, a Construction and Demolition Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include amongst other matters:**

- a) a noise management plan including a scheme for the monitoring of construction and demolition noise
- b) a scheme for the control of dust arising from building and site works
- c) a scheme of working hours for construction and other site works

**The development shall thereafter be carried out in accordance with the approved plan, unless otherwise agreed in writing with the Local Planning Authority.**

Reason: In the interests of highway safety and residential amenity in accordance with policies T1 and DA2 of the Peterborough Local Plan (First Replacement).

**C9 If during development, contamination not previously identified, is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority, an addendum to the Method Statement. This addendum to the Method Statement must detail how this unsuspected contamination shall be dealt with.**

Reason: To ensure that the development complies with approved details in the interests of protection of Human Health and Controlled Waters, in accordance with Planning Policy Guidance (PPG23 Planning and Pollution Control).

2 .	09/01025/FUL	<b>Land Off Thorney Road Thorney Road Eye Peterborough,</b> Construction of 52 unit extra care facility and 12 close care bungalows plus associated parking and landscaping
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### **Further Responses from Neighbours**

A letter and 34 name petition received on 21 October are attached for your information.

The letter raises the following points:

- a) That the committee report should not have been published until the public consultation period had closed.
- b) That the comment in the report regarding the relative height of the proposal is not correct.
- c) That the Highway department's comments show a lack of understanding of the traffic problems in the area, the need for a lower speed limit and the need to prevent accidents.

Matters raised in the petition are summarised below:

- a) High volume of traffic (including through traffic and HGV's going to / from a weighbridge) so the speed limit should be reduced and enforced at 30pmh and at 20mph at the following times 7.30am to 9am and 14.45 and 16.30 in the interest of health and safety and for the benefit of school children. The existing speed limit is exceeded by most vehicles.
- b) The part of the proposal that fronts Thorney Road is overbearing in terms of its appearance from Thorney Road and Fountains Place, occupants will be subject to a great deal of traffic noise including that from the many vehicles that speed and from HGVs, public and school buses. Matters are made worse because the development has 'T' junctions on three sides.
- c) The proposal will generate traffic that is not suitable for passing through a residential area due to vibration, number of HGV / staff / delivery/ emergency / service / maintenance / vehicle movements.
- d) The development should be rotated by 90 degrees with its own access to Thorney Road and this would bring the following advantages: it would enhance the character of the village, it would have its own access so its traffic would not have to pass through a residential area, a mini roundabout and pedestrian crossing could be provided and this would improved highway safety in the area, more planting could be put in to improve the look of the development and the noise problems could be overcome.

### **Alterations to conditions**

#### Revised Condition 5.

**In the event that that the adjacent development 04/01978 is not implemented in conjunction with this approved development, prior to the commencement of development, a scheme to provide a temporary turning area for refuse vehicles shall be submitted to and approved by the local planning authority. The temporary turning area shall be kept available for the stated purpose until such time as the adjacent development is implemented.**

Reason: In the interests of Highway Safety, in accordance with Policy T1 of the Peterborough Local Plan (First Replacement) 2005.

#### Revised Condition 16

Since the committee report was published, a search fro the presences of lizards in Area 1 has been completed. No lizards were found and so a lizard barrier has been erected to stop lizards moving from the area west of the barrier into Area 1. Immediately adjacent to the barrier is a hedge and beyond the hedge a vacant site (that forms a small part of the application site and also a yet to be build residential development site) both of which could be used as a hibernation site for lizards. As we are now in the hibernation period, the hibernating lizards should not normally be disturbed and should be left in situ until the spring when they come out of hibernation. The City Council ecologist has agreed that the hedge could be cut back to 30cm above ground level with the arisings being placed at the top of the hedgeline. This would improve the habitat for any hibernating lizards and prevent any nesting birds from taking residence in the hedge in the spring and delaying the development further. A check is being made at present to ensure that the main block can be constructed with the remains of the hedge in situ. A verbal update will be given in the meeting.

#### Revised Condition 19

Instead of referring to a flood level of not more than 15cm above existing ground level, reference should be made to a floor level of 7.0m AOD (this represents a level slightly lower than existing ground level).

#### New Noise Mitigation Condition:

Some parts of the development are impacted on by traffic noise and so the applicant submitted a noise assessment. The assessment makes a number of recommendations in respect of mitigation. These recommendation need to be conditioned as follows:

**The development hereby approved shall be implemented in accordance with the mitigation scheme as presented in the Environmental Noise Assessment For Residential Development at Thorney Road Eye by Acoustic Associates dated April 2008.**

Reason: To ensure that the occupants have satisfactory levels of amenity and to accord with policy H16 of the Peterborough Local Plan (First Replacement).



3 .	09/01038/FUL	<b>653 Lincoln Road Peterborough PE1 3HA</b> , Conversion of living accommodation - house in multiple occupation to three separate flats. - revised application
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Revised plans were submitted following discussion with the applicant, and consultation carried out.

The revisions relate to an amendment in the red line site area which are now in line with those parts of the site in the ownership of the applicant. This revision has removed the three car parking spaces from the scheme.

The Committee Report was finalised after receipt of the revised plans and is therefore based on them and not the initial submission.

### **Further consultation responses**

Head of Transport and Engineering – It is understood that whilst no history approving the current use as a Housing in Multiple Occupation can be found, this use has been ongoing for some time. The proposed change from an 8-bed HMO to 3 flats will be an improvement in terms of highways impact. Whilst it would be preferable for parking to be provided within the site, the current HMO has no parking and therefore the reduction in the number of units should result in a lesser demand for parking on the surrounding roads.

### **Alteration to conditions**

Condition 3 to be reworded as follows:

**C3 Within three months of the date of this permission, three cycle stands shall be provided within the site in accordance with details submitted to and approved in writing by the Local Planning Authority. The three cycle stands shall thereafter be retained, and the area upon which they are sited shall not thereafter be used for any purpose other than the parking of cycles.**

Reason: To encourage the use of sustainable modes of transport, in accordance with Policy T9 of the Adopted Peterborough Local Plan (First Replacement).

Since the report was drafted officers have received the following email from Cllr Swift.

*“My major concern on this application is the precedents that you are setting in the New England area and with great respect, the double standard of applications that are given approvals, in different parts of the City.*

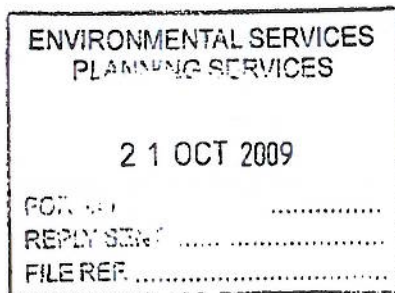
*This is the oldest part of the City of Peterborough; there are some 500 Victorian houses between 80-100 years of age, in the roads adjacent to this application, many of them now are houses in multiple occupation. As you are aware, there were no garage spaces for any of these properties when they were built some 100 years ago. In the past couple of years, and taking place now, the whole of the car park of the Blue Lagoon Public House, that was previous the Locomotive, has been given permission to build flats. Hence forth, the cars now park in the bus and traffic lay-bys. This makes it difficult for people to shop in New England. A 100 yards further on, the New Inn Public House has been given the same permission; the frontage of their car park is now flats, with no car parking.*

*This application is only a few yards away from these of which I have spoken and also will have no car parking facilities. This one dwelling will be converted to 3 separate flats, each requiring car parking amenities. With the greatest respect it is incorrect to say that this will have no impact on the Highways network. Lincoln Road is already congested with insufficient resident car parking space at this present time. New England is in close proximity to the City Centre; 1.5 miles.*

*The Steward of the PSL Club adjacent to 653 Lincoln Road made an application to have a garage built on his bungalow in Stanground, which is in a dead end of a cul-de-sac with no properties adjacent to it, had this refused on the grounds of an insufficient turning point.*

*I reiterate we can abolish car parks of Public Houses; we can convert dwellings from one to three, with no car parking facilities with the property, or on the extremely busy Lincoln Road.*

*The applicant has asked me to withdraw my opposition. I am happy to do this on the assurance from the Planning Department that any future applications in my Ward, where houses are in multiple occupation and wish to convert them into flats, are treated likewise, and that the applicants are told that they do not require car parking spaces and that all other applicants in any part of this city are treated the same”.*



Yvonne Goodsell  
 ● Fountains Place  
 Eye Village  
 Peterborough  
 PE6 7XP

October 2009

Head of Planning Services  
 Peterborough City Council  
 Stuart House East Wing  
 St Johns Street  
 Peterborough  
 PE1 5DD

Dear Sir/Madam,

REFERENCE: **Application Number 09/01025/FUL**

Further to your notice concerning the proposed development of an Extra and Close Care Accommodation facility to the north of Thorney Road in Eye Village dated 17 September 2009 and the Application at Reference.

We have studied the plans in detail and, as residents of Fountains Place with direct line of sight of the project, believe that the development will be an asset to both the village and surrounding districts.

However, there are a number of concerns which require further consideration:

1. Although you have apparently considered the height of the roof ridge line we feel that a "three storey building" is too high even with it being planned in a dip and is not in keeping with other buildings in the village. In fact permission for other 3 storey buildings in the village has previously been rejected.
2. The current planned orientation of the building is detrimental to both the future occupants of the complex and the residents of Fountains Place for the reasons details in point 4.
3. With the additional road and pedestrian traffic which the facility will generate coupled with the volume of traffic from Fountains Place and additional proposed dwellings plus the growing amount of through traffic using Thorney Road, we believe that it is imperative, on the grounds of health and safety, that the speed limit be reduced and enforced at a maximum of 30 MPH commencing at the eastern end of Thorney Road. This to be reduced to 20MPH during the hours of 07.30 to 09.00 and 14.45 to 16.30 for the benefit of children walking to and from school or their school bus.

With regard to the current orientation of the main building:

4. The major accommodation wing is located parallel with and in close proximity to Thomey Road. We believe this to be an error of judgment for the following reasons:
  - a. The wing is likely to be aesthetically overbearing both from the Thomey Road and Fountains Place perspectives.
  - b. The volume of through traffic using Thomey Road as a short cut from the A47 to the Church roundabout is excessive. This will make the residents of this wing vulnerable to a high degree of traffic noise at anti social hours.
  - c. Of the through traffic, a very high proportion of this traffic exceeds the current 40 MPH speed limit on a regular basis adding to the noise levels and health and safety.
  - d. Passing HGV vehicles using the weigh bridge at Daltons Seeds during the working day also adds to the noise pollution.
  - e. Thomey Road is a main bus route for both public and school transport.
  - f. The wing will be encompassed on three sides by "T" junctions.
  
5. Access to the facility car park, entrance, administration and domestic areas is through a proposed residential area:
  - a. Additional noise, vibration and aesthetic problems are not commensurate with a residential housing area.
  - b. The road surface will have to be suitable for regular use by HGV vehicles making collections and deliveries e.g. refuse vehicles on an almost industrial scale (rubbish, recycle and garden), buses, delivery and maintenance vehicles etc.
  - c. A large number of private vehicle movements to include residents, staff and visitors etc.
  - d. Emergency service vehicles, in particular ambulances on emergency call outs for residents.
  - e. Given the age group of the residents, funerary vehicles.

With regard to an alternative orientation, we make the following suggestions:

6. The wing, in its current orientation will look like the side of a prison block when viewed from Fountains Place. Re-orientate the main accommodation block through 90 degrees clockwise positioning the main entrance to the south of the complex with direct accessibility to Thomey Road. This option would give the following beneficial advantages:
  - a. This orientation would enhance the character to the entrance of the village.
  - b. Direct access to the vehicle parking and maneuvering areas from Thomey Road.
  - c. Removal of the perceived problems detailed at Para 5.
  - d. With the additional location of a mini roundabout positioned at the extant entrance to Fountains Place, a direct, off the road entrance to the facility is possible. The roundabout, coupled with perhaps a pedestrian crossing and central pedestrian island would greatly enhance both pedestrian and vehicular safety for both the facility and Fountains Place residents.

- e. With some internal adjustment, the noise problems detailed above could be alleviated for most if not all of the occupants of the wing in question.
- f. With the addition of a few trees etc, the aspect from both Thorney Road and Fountains Place would be greatly enhanced.
- g. A few strategically placed shrubs and trees etc would also greatly enhance the approach and access to the facility for residents, visitors and the residents of Fountains Place.

We believe that the aforementioned are fair points and are deserving of further consideration prior to your final decision on the proposed development. We would be grateful for any feedback which you may be prepared to make on this subject.

Yours faithfully

*Yvonne Goodsell*

YVONNE GOODSSELL


I have read the letter to which this petition is appended and am in agreement with the above:

Name	Address	Signature
PAUL HANCOCK	FOUNTAINS PLACE	<i>Paul Hancock</i>
BARBARA FERNANDEZ	"	<i>B. E. Fernandez</i>
Alison Escott	Fountains Place	<i>Alison Escott</i>
Chris Pinnock	Fountains Place	<i>Chris Pinnock</i>
Heidi Dresman	Fountains Place	<i>Heidi Dresman</i>
M. DRESMAN	"	<i>M. Dresman</i>
Jo Stone	Fountains Place	<i>Jo Stone</i>
KATH NELSON	PLAC FOUNTAINS	<i>K. Nelson</i>
CLAIRE THOROGOOD	FOUNTAINS PLAC	<i>C. Thorogood</i>
PETER FLOWER	FOUNTAINS PLACE	<i>P. Flower</i>
Ann Thorogood	Fountains Place	<i>A. Thorogood</i>
TRACET HANCOCK	FOUNTAINS PLACE	<i>THANCOCK</i>

I have read the letter to which this petition is appended and am in agreement with the above. Reference 09/01025/FUL:

Name	Address	Signature
MARK HEMMINGS	FOUNTAINS PLACE EYE	M Hemmings
TERRY FITZHARRIS	Fountains Place, eye.	T. Fitzharris
SARAH HANCOCK	Fountains Place Eye,	S Hancock
GARY HANCOCK	FOUNTAINS PLACE EYE	G Hancock
SUSAN QUINNEY.	FOUNTAINS PLACE, EYE	S Quinney
ADRIAN MERRELL	FOUNTAINS PLACE, EYE	A Merrell
DUNCAN JACKSON	FOUNTAINS PLACE EYE	D Jackson
DEVON HUTCHINSON	FOUNTAINS PLACE EYE.	D Hutchinson
DARRIN FLETCHER	FOUNTAINS PLACE	D Fletcher
JANICE BROWNE	Fountains place	J. M. Browne
JULIE HAWER	fountains place	J Hawer
JILL GODLEY.	fountains place	J Godley
Gill Chester	Fountains Place	G Chester
Karen Chester	Fountains Place	K Chester
Kevin Chester	Fountains Place	K Chester
Cemma Chester	Fountains Place	C Chester
DANIE BROWN	FOUNTAINS PLACE	Danie Brown
Sandra Pnock	Fountains Place	S Pnock
K Rowe	Fountains Place	K Rowe
R GILBERT	FOUNTAINS PLACE	R Gilbert

I have read the letter to which this petition is appended and am in agreement with the above. Reference 09/01025/FUL:

Name	Address	Signature
Lydia & Sean Elliott	Fountains Pl.	
Nancy Hewitt	Fountains Pl.	