

PLANNING & ENVIRONMENTAL PROTECTION  
COMMITTEE

TUESDAY 17 FEBRUARY 2010 AT 1.30PM

Items Attached

Page No:

1. Briefing Update

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**UPDATE REPORT &  
ADDITIONAL INFORMATION**

## BRIEFING UPDATE

P & EP Committee 17 February 2009

ITEM NO	APPLICATION NO	SITE/DESCRIPTION
1.	08/01471/FUL	<b>Werrington Centre Staniland Way Werrington Peterborough,</b> Resubmission of Phase 1 of the regeneration of the Werrington Centre, comprising demolition and alteration of existing buildings including removal of petrol filling station, erection of new supermarket, shop units and public house. Alterations to car park and access, together with landscaping and other ancillary works (including off site highway works, new roundabout at the junction of Davids Lane and Staniland Way)

Additional Consultation responses:

Archaeology:

The site has been heavily disturbed by past development. The proposed development works are unlikely to affect significant remains.

Environmental Health:

The Environmental Health Pollution Control Team require the following conditions to be added to the proposal.

The following condition is to deal with this matter.

**C30 - Notwithstanding the information hereby approved all ventilation of steam and cooking fumes to the atmosphere shall be suitably filtered to avoid nuisance from smell, grease or smoke to persons. Details of the nature and location of such filtration equipment shall be submitted to and approved in writing by the Local Planning Authority before installation and shall be installed before the take-away use of the premises commences.**

Reason: In order to protect and safeguard the amenity of the area, in accordance with Planning Policy Guidance Notes (PPG23 Planning and Pollution Control and PPG24 Planning and Noise) and policies DA2 and DA13 of the Peterborough Local Plan (First Replacement).

**C31 - Prior to the commencement of development unless otherwise agreed in writing with the Local Planning Authority, a scheme of foul and surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall include a detailed surface water drainage strategy for the design, provision and implementation and long term maintenance of surface water drainage in accordance with the approved Flood Risk Assessment dated January 2008 (reference 20361/003) and Planning Policy Statement 25. The development shall thereafter take place in accordance with the approved drainage layout and surface water attenuation/ flood risk measures, unless otherwise agreed in writing with the Local Planning Authority.**

Reason: To ensure the site is adequately drained, to minimise flood risk, in accordance with Policy U1 of the Peterborough Local Plan (First Replacement).

Highways Authority:

The following additional comments on the car parking provision have been received:

The LHA are satisfied that a robust assessment has been carried out by the developer's consultant in relation to the parking provision (including other non-lawful uses). Furthermore, it would appear that the provision falls just slightly short of the maximum parking standards set out in our Local Plan. In addition, it is the view of the LHA that given this is a district centre and its location, that it is unlikely to attract customers from areas outside the district area. Given this, the LHA are of the view that the increase in parking provision should not be directly related to the increase in gfa as suggested by some. It is worth noting that since the change of the existing store from Rainbow to Tesco, the LHA have not observed the car park to be anywhere near full capacity on any visits. It is our view that the level of existing customers are unlikely to significantly rise as a result of the increase in gfa. It is also worth noting that the LHA believe that the other users of the car park (library, school, etc) have no legal right to park within the car park, but we understand the developer has offered a contribution towards the construction of a car park for the neighbouring school.

The Highways Authority do not consider that additional speed restrictions need to be imposed along Staniland Way, Skaters Way or Goodwin Walk.

Condition 2 should be amended to include demolition:

C32 - Construction and Demolition Management Plan

**Prior to the commencement of the development 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 noise management plan including a scheme for the monitoring of construction noise;**
- **a scheme for the control of dust arising from building and site works;**
- **a scheme of chassis and wheel cleaning for construction and demolition vehicles including contingency measures should these facilities become in-operative and a scheme for the cleaning of affected public highways;**
- **a scheme of working hours for construction and other works ;**
- **a scheme for construction and demolition access from the Parkway including measures to ensure that all construction and demolition vehicles can enter the site immediately upon arrival, adequate space within the site to enable vehicles to load and unload clear of the public highway and details of any haul routes across the site;**
- **a scheme for parking of contractors vehicles;**
- **a scheme for access and deliveries, including working hours.**

**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).*

Amendment to informative 8:

Informative 8 – The applicant should also note that iterated stage 2 safety audit and designers response will be required as part of this submission for the roundabout and zebra crossings.

Additional letters of representation:

An additional 8 letters of representation have been received comprising of 6 objections and 1 supporting letter. The letters raise similar points to those previously outlined within the report.

*New Objections:*

.The use of the school playing fields to provide parking is unacceptable.

.The proposal is not set back from Goodwin Walk.

. What will be the timescale for the implementation of the roundabout – further highways works will be required to cope with the increased traffic.

. Wyndham Thomas and the Development Corporation should have had a legally binding agreement in place – as it has been in place for approximately 30 years at ancient law of custom and practice (Squatters Rights) would come into play.

*New supporting comments:*

. Centre is now nearly 30 years old and is beginning to look frayed at the edges.

.Regeneration of the area is to be welcomed

.Landscaping and lighting look appropriate and impressive

. Removal of petrol filling station and creation of a roundabout at David's Lane may prove to be a benefit in terms of safety.

Additional Car Park:

The applicants have prepared estimated costings for the provision of the community car park.

Two options were considered:

Option 1:

Creating the car park in the location of the 4 tennis courts to the north of the school and the re-siting of the tennis courts elsewhere within the school site. This option would provide 84 spaces. The Council's Capital Projects Officer has assessed the proposal and considers that it is a feasible option and is achievable with the Section 106 obligation offered by the applicant. As the application for the provision of the car park would involve the replacement of the tennis courts Sport England would be invited to comment on the application. The main concerns of Sport England will relate to the adequate replacement of the facilities that are being lost and that the replacement location will not unduly harm existing sports pitches or areas that have the potential to become sports pitches in the future. They will have to be consulted at the pre-application stage and have the right to object to the proposal. If there is an objection the application will have to be referred to GoEast. This option originally included the use of the skate park site and the re-location of the facilities. The cost of this element would have made the scheme unviable and would have increased the likelihood of an objection from Sport England.

Option 2:

The creation of a car park on a triangular piece of recreational land to the north of the tennis courts and to the east of the Bowling Club. This option would provide 100 spaces. As it would require the construction of a new access road it is the more expensive of the two options. The Council's Capital Projects Officer has also assessed the initial costings for this option and considers the figures reasonable although this element will cost the majority of the contribution.

If the application is deemed acceptable the School, Parish Councillors and Werrington Neighbourhood Council will be invited to take part in the discussions over the provision of the car park. It is considered that both options should be investigated further to allow an evaluation as to which would offer most benefit to the community.

The developers have also agreed to provide 80 to 100 unrestricted spaces within the existing car park for a period of 5 years to allow the community car park to be provided. The date of the 5 years should commence from the first occupation of the store.

Any application for the provision of the car park would have to be accompanied by a travel plan which would offer methods of reducing the number of car journeys by users of the school (particularly teachers) and the surrounding community facilities. This will hopefully ease the pressure for the community parking area further.

To ensure that the car park management plan is submitted the following condition should be added to the approval:  
**C33 Prior to the first opening of the new supermarket to the public, unless otherwise agreed in writing with the Local Planning Authority, the parking area shall be laid out in accordance with the approved plans and thereafter operated in accordance with a management plan which shall be submitted to and approved in writing by the Local Planning Authority.**

Reason: To ensure that adequate car parking is available in accordance with policy T10 of the Adopted Peterborough Local Plan (First Replacement).

The provision of the unrestricted car parking spaces within the existing car park shall be included as part of the Section 106 Planning Obligation.

Other issues:

If members of the planning committee resolve to approve the application it is likely that it will have to be referred to GoEast under the Town and Country Planning Shopping Directive given the level of expansion of surrounding service centres (Orton Centre and Bretton Centre) which are within a radius of 10 miles from the site.