

PLANNING & ENVIRONMENTAL PROTECTION
COMMITTEE

TUESDAY 26 JULY 2011 AT 1.30PM

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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, 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.

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 – 26 JULY 2011 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
4.1	1	11/00720/FUL – ARTHUR MELLOWS VILLAGE COLLEGE, HELPSTON ROAD, GLINTON, PETERBOROUGH	Councillor Diane Lamb (<i>With Committee Approval</i>) Councillor Bob Johnson (<i>With Committee Approval</i>) Mr David Cowcill (Local Resident) Mr John Dadge (Barker Storey Matthews/School Governor) Mr Gilmore McLaren (Chair of Governors) Mr Jonathan Oakley (Deputy Head)	Ward Councillor Parish Councillor Objector Applicant Applicant Supporter
4.3	21	11/00836/FUL – ALLOTMENTS, 1 ITTER CRESCENT, WALTON, PETERBOROUGH	Mr Keith Warren (Local Resident)	Objector
4.4	37	11/00879/FUL – R AND P MEATS LTD, 55 CHERRY ORTON ROAD, ORTON WATERVILLE, PETERBOROUGH	Councillor June Stokes Mr Singer (Local Resident) Mr M Watson Mr Philips	Ward Councillor Objector Agent Applicant

BRIEFING UPDATE

P & EP Committee 26 July 2011

ITEM NO	APPLICATION NO	SITE/DESCRIPTION
1.	11/00720/FUL	Arthur Mellows Village College, Helpston Road, Ginton, Peterborough. Construction of all weather artificial pitch with floodlighting and accompanying external works.

Letter of Objection from Mr. R D Cowcill - Objector in writing

I have studied the pre-meeting briefing notes where the Planning Officer Mr Thomson explains his recommendation to accept this application.

Despite these explanations, I am still of the opinion that the application should be refused on the following grounds

- The applicants have not shown in any way that mitigation of the carbon footprint was considered in their design proposals. Discussion with the college authorities points to technical difficulties with application of Solar PV to the newly-renovated college roof. It is felt that this is a too simple an excuse and the cost and feasibility of finding the required 80 sq m (my estimate) should be more strongly explored.
- AMVC falls within the baseline totals assessed by PCC within their Authority-wide carbon reduction programme. Failure to mitigate at source will lead to PCC bearing a future mitigation cost when the extra uncontrolled consumption registers in the annual statistics.
- The decision by Mr Thomson to exclude from consideration Policy CS10 (Environmental Capital) is erroneous and sets a dangerous precedent for the Environment Capital aspirations of PCC

Mr Thomson agrees the application falls within scope of CS10 - but then argues it cannot be reasonably applied. The policy does not contain ANY exclusions of this nature; there is no such idea that a carbon footprint due to lighting alone has any different policy characteristic that warrants its exclusion. Electricity at the point of use has exactly the same carbon footprint irrespective of what it powers.

Policy CS10 of the Peterborough Core Strategy identifies dwellings of 1 or more or development over 100m², for example commercial development, to demonstrate how they contribute to the Sustainable Community Strategy for Peterborough. Whilst the proposal is over 100m², its nature is such that Policy CS10 cannot be reasonably applied as its energy consumption is restricted to floodlighting only.

Policy CS10 of the Core Strategy is set out below with the relevant content underlined...

Peterborough Core Strategy - Policy CS10

Environment Capital

Development proposals will only be supported where they make a clear contribution to the aspiration of the Peterborough Sustainable Community Strategy for Peterborough to become the Environment Capital of the UK. As a minimum, all development proposals of any scale must not compromise the ability of the City to achieve such a status.

All development proposals of one dwelling or more, and other non-dwelling proposals concerning 100 square metres or more, should explicitly demonstrate what contribution the development will make to the Environment Capital agenda over and above that which would be required by the Building Regulations in force at the time, other development plan policies or any other consents as required through regional and national legislation.

Examples, although not an exhaustive list, which the Council will take into account to determine whether the proposal will make a clear contribution will include:

Achieving a greater reduction in carbon dioxide emissions than that required by national Building Regulations in force at the time, especially through the use of energy efficiency measures;

(Examples 2 & 3 deleted)

Provision for the generation and distribution of electricity or heat from decentralised renewable or low carbon sources, or connecting to or establishing area-wide energy networks;

Creation of areas of high biodiversity or other green infrastructure, beyond that which would normally be expected or required via other policies in the development plan; and

An urban design layout which has made particular efforts to take advantage of site-based opportunities which are aligned with the environmental agenda, such as capturing passive solar gain, provision of exceptional choice for non-car travel, and innovative waste and recycling facilities.

Where, in the opinion of the Council, no clear contribution to achieving the Environment Capital status is being made and where there is no evidence as to why such a contribution should not be made, then development proposals will be refused. Where technical feasibility issues preclude any of the above, a financial contribution may be sought instead, to secure resource or energy savings elsewhere within Peterborough.

Officer Response

We apply the policy by seeking a 10% improvement against current building regulation requirements (to be more specific, it's the 'target emissions rate' element of building regulations). This can't be applied to this development as:

1. The development is not subject to control under building regulations
2. As a result of 1, and the fact the development is not a building, there is no 'target emission rate' that can be calculated for it so you can't identify a saving to be achieved.

Response by Councillor Samantha Dalton

There are circumstances sadly where we can not directly control a carbon footprint like this. We also have to be mindful that with our "live healthy, live green agenda" we want people out and about getting fit and an all weather pitch the is lit would enable sports to continue into the evening in the winter months. You are right though that this should not be at the cost of the environment.

We have a climate change officer dedicated to schools, as their footprint is around 50% of the total authority's footprint so we are actively working to bring down our footprint. He is working to ensure all schools in the city reduce their carbon footprint. We run an Eco Schools programme via PECT and we have a senior officer of the council attending our carbon management and environment capital board meetings. Should this planning application be granted I will ensure our officers do their utmost to bring down this schools carbon footprint to offset it, and I'm certain the schools will want to minimise energy bills. It will be in the schools best interest to actively reduce their carbon foot print because there is now a £12 a tonne carbon tax in place and so flood lighting like this in the future could cost the school not only extra energy costs but carbon tax too. Indirectly the incentive to bring their energy bills is already there.

We are working with schools to look at renewable energy solutions such as putting solar PV on the building roof and I will check this is one school we are speaking to about that.

The city has also launched a Forest For Peterborough with enables businesses, schools, members of the public etc to offset their carbon emissions where it is not possible to do so directly. The school may decide to offset their carbon by planting the equivalent number of trees in the city.

I will ask our climate change team to write to you and outline the carbon reduction plans being implemented at the school.

The committee are all councillors and are fully aware of the cities aspirations and I trust they will take that into consideration tomorrow. Our officers too are signed up to supporting the city's aspiration and are very supportive of the cause. There are of course occasions where there are conflicts like this that cause us all headaches, but we work together as a team to do what is best for the city and its residents.

Noise Survey

A noise survey was submitted on behalf of the Applicants by Acoustic Associates (22nd July 2011). The Author concludes 'during an average match or training, the assessment level is likely to range be up to +3, which is considered to be acceptable. However, during a school league match, with spectators shouting, the noise can reach up to 13 dB above background noise, a level at which complaints are considered to be likely according to BS4142. It should be noted that the pitch is already used for football matches and training. As the noise levels from the pitch are dominated by shouting, there is no reason to believe that they will be louder with the all-weather pitch than they are currently'.

Sports England

Awaiting Comments.

2.	11/00730/FUL & 11/00731/LBC	14 Church Street, Thorney, Peterborough, PE6 0QB. Amendments to previous planning permission (Construction of two storey and single storey rear extensions Ref. 10/00060/FUL dated 10/03/10) including insulating and re-facing of north elevation and change to W54 size windows (no leaded glazing).
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No further comments.

3.	11/00836/FUL	Allotments, 1 Itter Crescent, Walton, Peterborough. Residential development comprising 34 No. dwellings, associated access, landscaping and ancillary works.
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A further neighbour consultation was undertaken on minor revisions including substitution of dwelling at plot 16 from house type 'Beauchamp' to 'Pickwell', minor amendments to access road and addition of 0.5m verge between Road 1 and footpath. 3 further representations were received following the re-consultation and the following comments were made:

- The state of the concrete road that leads to the site as it is already in poor condition will deteriorate further with heavy lorries
- Concern that more allotment land will be lost to development
- Underground structure, drainage and piping would need replacing
- An Old Aged Peoples Complex would be a more appropriate development

Additional Condition

Cambridgeshire Fire and Rescue advises the following condition is appended to the decision:

1. Prior to the commencement of development, or within other such period as may be agreed in writing with the Local Planning Authority, a scheme for the provisions of fire hydrants should be submitted to and approved in writing to the Local Planning Authority. Thereafter, the approved scheme shall be implemented in full before the dwellings are occupied.

Reason: In the interests of the health and safety of occupiers of the site and in the vicinity and in accordance with policy CS16 of the Adopted Peterborough Core Strategy DPD.

4.	11/00879/FUL	R And P Meats Ltd, 55 Cherry Orton Road, Orton Waterville, Peterborough. Change of use of existing residential store to store room for business use (part-retrospective), removal of existing mono-pitched roof, and replace with flat roof and covered access to store room, change use of part of existing garage to upgraded toilets.
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Objections:

Eight letters of objection to the proposed application have been received from neighbours. These objections had not been received at the time of writing the report. The objection letters were of an identical format with pictures and appendices. The objection letter is attached in its entirety (**Appendix A**).

Resident Objection:

I confirm having read the report written by the Planning Dept. prior to the meeting on 26 July and it is abundantly clear that the person who wrote the report was not yet in receipt of letters from residents who strongly oppose yet another retrospective planning decision.

This business has grown out of all proportion to its existing location and the last retrospective planning application concluded that the business should not increase its operations. The business clearly has expanded again with a rise in the workforce from 6 to 17 and the addition of yet more products.

The business is located in a conservation area and now poses an increased risk to residents and nearby listed buildings.

Over recent years we have seen an increase in business activity with damage to neighbouring buildings and roads (please see the residents' report). We have seen one lawfully parked car crushed by a 32 ton lorry reversing some 100 yards as no turning facilities exist. Had there been occupants of the car a more serious event would have befallen (please see picture in the residents' report).

Severe congestion now takes place on a regular basis; prohibiting residents from moving from their homes (please see the picture in the residents' report). You may also wish to check out 'Street View' on Google maps which shows a not uncommon large lorry in the road.

There now exists a serious Health and Safety issue as the unloading of products now takes place in the road with fork lift trucks driving and reversing across a pedestrian footpath. I cannot believe that the Planning office or Council wish to condone a serious risk to the public's health and safety.

I would ask as a matter of urgency that the Council refer the planning office to the residents' report with photographs clearly illustrating the serious problems the retrospective application poses and please investigate the situation more thoroughly.

The business has a history of continued expansion, linked to development of the site, without planning permission which is then requested retrospectively in order to legitimise what is by then a 'fait accompli'.

Planning Officer's Response:

These issues have been considered and the view of the Local Planning Authority is that the proposed changes onsite are not deemed to be of a type and scale that are likely to significantly intensify the use and therefore unlikely to exacerbate the issues that are currently being experienced with regards to deliveries, congestion and inconsiderate driving.

Highways Comments:

The proposal will not reduce the parking on the site, nor will access change and therefore no highway objections are raised.

5.	11/00911/FUL	42 Berkeley Road, Peterborough, PE3 9PB. Construction of first floor extension to rear of dwelling (Part retrospective).
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No further comments.

07 JUL 2011

Batch - 308487.

57, Cherry Orton Road
Orton Waterville,
Peterborough,
PE2 5EH

6 July 2011

Your Ref: 11/00879/FUL

Head of Planning Services,
Planning Services,
Stuart House East Wing,
St John's, Street,
Peterborough,
PE1 5DD

Dear Sir/ Madam

Re: Planning Application for R and P Meats Ltd at 55, Cherry Orton Road.

The signatories to this letter wish to object to the above planning application. The following sets out their objections.

- The planning application represents an increase of the accommodation area of the order of 20%.

- In the 1978 Orton Waterville Conservation Report, which was adopted by the City Council, it states in section 7.4 " However, a use of this nature is not in keeping with an attractive street and any further expansion (referring to the business at No. 55) which might generate more traffic or disturbance to neighbouring residents should be resisted."

Under the heading of The City Council Will Take The Following Action In Orton Waterville, in section 9.5 it states "Resist proposals which detract from the residential character of the village. Non-conforming uses will be restricted to their present scale and consolidation and extension normally refused."

- In the papers for the then Environment Committee meeting of September, 1996, when the issue of the business at No. 55 was to be discussed, the Development Plan was referred to and in section H32, it stated that "In areas which are primarily residential in character, development which would be likely to have a detrimental effect on residential amenity will not normally be permitted."

- Following a residents' petition about the problems of the business' practices, there were numerous Council deliberations/meetings. The minutes of the 1998 Policy Committee includes the statement that it "acknowledged the exceptional and severe nature of the problems." (This was in relation to the operation of the business.) At that time, there were 5 or 6 employees at the business. According

to the planning application, there are now 17 employees.

- Clearly, the business has expanded quite significantly in recent years and the fact that it is using residential accommodation for business purposes shows that it has expanded beyond the capacity of those buildings for which it has planning permission. In effect, this planning application is designed to consolidate the current level of business activity. However, if planning approval is granted, it would be naïve to assume that this store room would not be used in a way that could result in a significant increase of business activity beyond the current unacceptable level. Setting aside the issue of the impact of business activity on residential amenity, this expansion of the business would be in conflict with the policies of the Council, both in general and specific terms.

- One of the essential elements/activities of a wholesale business is the receipt and unloading of goods. Almost all of the lorries serving the business unload immediately outside the listed cottage at No. 53 which is 2-3 metres from the road. Quite often, lorries park on the pavement, sometimes so close to the cottage that a pedestrian would not be able to walk past the cottage on the pavement. Up to 7 lorries unload in the road each working day. The road outside the business is narrow, as is the entrance to its small yard, which serves its 5 large delivery vans. It would be impossible for articulated lorries (of which there can be up to 3 per day) to enter the yard. The large fixed-wheel-based lorries can enter the yard but only with some difficulty; they rarely do so. (There have been numerous occasions when lorry drivers delivering to the business have, of their own volition, expressed their concern at having to deliver to such an inappropriate site.) Furthermore, in the morning when most lorries deliver to the business, the yard is usually full with its own vans being loaded. For a business of this size, the unloading arrangements are quite unsatisfactory and consequently, this essential activity is, in effect, being subsidised by Council Tax payers. Approval of the planning application will not only allow this unreasonable situation to continue, it will quite possibly aggravate the situation even further.

- By virtue of the location of this business in the middle of a residential area coupled with its manifestly inadequate unloading facilities, the business activity cannot be divorced from its damaging impact on the residential amenity of residents living nearby. Obviously, this impact will depend on the proximity of a residence to the business.

The issues of residential amenity that this business already damages and which could be further damaged if this application is approved are set out briefly below. More detailed information is contained in the Appendix together with some Health and Safety issues.

Noise pollution when lorries are unloaded in the road outside No. 53.

Diesel exhaust fumes in homes when compressors are left running during Unloading.


Early morning (pre 7.00am) and, at some weekends, late night (post 11.00pm) noise pollution from business' yard.


Blocking of light from living room of No. 53.
Blocking of driveways when lorries are unloading or parked in the road.
Blocking of the road itself.
Damage to the listed cottage at No. 53. (It is possibly unique to include this item under the heading of residential amenity.)

- In conclusion, it is the residents' opinion that this planning application for the expansion of the business at No. 55 should be rejected because it is contrary to the Council's policies and, with its inadequate unloading facilities, small yard and close proximity to residential property, the business already unacceptably damages the residential amenity of nearby residences and could, quite possibly, further damage it.

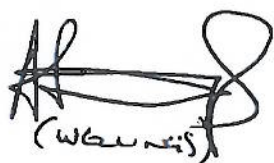
Yours faithfully

 [B.G. SINGER @ 57, Cherry Orton Road]

 [ASP DRAKE @ 72, CHERRY ORTON ROAD]

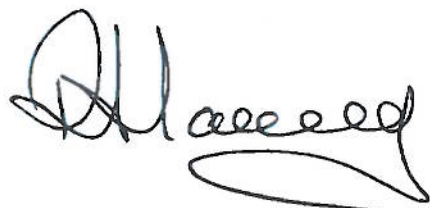
 [A.L. CARTTUCK 49 CHERRY ORTON ROAD]

S. Smith [S. SMITH & K. SMITH 59 CHERRY ORTON RD]

 [MR. A.D. WELLINGS, 76, CHERRY ORTON RD,
(W62 9NS)]


A Chambers

13 Canine 47 Cherry Orton
A. CHAMBERS
53 Cherry Orton Rd



MR R HARVEY
51, CHERRY ORTON ROAD

APPENDIX

- Noise pollution when lorries are unloaded in the road outside No.53: lorries parked on the road are 2-3 metres from the listed cottage. When they park on the pavement, they are much nearer. In general, the nature of the noise is not continuous but arises from different sources. There is the crashing noise of the pallet trolley manoeuvring within the lorry itself; the noise of the reversing klaxon of the fork-lift-truck and the revving of its engine as it manoeuvres at the rear of the lorry and drives up and down the yard's entrance which is adjacent to the end wall of No. 53. Some lorries leave the refrigerator compressor running whilst unloading and this adds to the commotion of the unloading process. With all this noise, for those living nearby, enjoying ones home becomes difficult. Most of the lorries arrive during the morning with some arriving soon after 7.00am. Up to 7 lorries per day unload in the road and it is an unusual day when there are no lorry deliveries. During the week or so leading up to Xmas, there is an increase in the business activity and for some mornings, there are periods when there is an almost continuous stream of lorries unloading in the road outside No. 53.

- Diesel exhaust fumes in homes: when lorries leave their compressors running during the unloading in the road, the exhaust fumes can pollute the nearby properties. This is quite unhealthy and undesirable.

- Early morning and late night noise from the business' yard: despite the claim in the planning application that the business start time is 7.00am, very frequently it is 6.00am and in the recent past it has been 6.00am or earlier every day of the working week. The noise intensity varies: for some mornings, it is quite disturbing, whereas for other mornings, the same cannot be said. The noise is not continuous; its origins are the loud impacts when boxes of meat (weighing, at a guess, 10kg or more) are dumped into vans, van doors being slammed shut, and, occasionally, pallets dropped onto a concrete floor. There have been occasions when the operation of the fork-lift-truck and its reversing klaxon before 7.00am have been a source of some considerable disturbance to the residents of No. 57, whose rear bedroom overlooks the business' yard. During the week or so leading up to Xmas, work has started as early as 4.00am and the noise pollution from this business has meant that the rear bedroom of No. 57 has become unusable.

The late night noise from the hog roast/BBQ element of the business: this element of the business started about 3 years ago. After these events, the vans return to the yard at No. 55, sometimes very late at night to unload the barbeque equipment, boxes of food and other equipment. This is a very noisy process with the large metal barbeque unit being manhandled across a concrete floor, van doors being slammed shut, other miscellaneous impacts, and often, some shouting. Examples of the times of this noise pollution in the past year or so are 11.00 - 12.00pm, 12.50 - 1.30am, 11.45pm - 12.35am. For the residents at No. 57,(and at least one other residence) this noise does materially interfere with the enjoyment of their home.

- Blocking of light from living room of No. 53: when a lorry is parked outside No. 53, and even more so when it is parked on the pavement, the limited amount of natural light in the cottage's living room is significantly reduced necessitating the use of the electric light. This inconvenience is in addition to the noise pollution.
- Blocking of driveways: this applies to more than one residence although No.53 is most frequently affected. When they are unloading, the lorry drivers are very reluctant to interrupt this process. Sometimes, requests by residents of Nos. 51 and/or 53 for a lorry to move so that they can either enter or leave their driveways result in abuse and unpleasantness.
- Blocking of road: this usually occurs when there is another vehicle parked outside No. 53. There is no set pattern of this inconvenience and it mainly applies to residents to the south of the business. However, as happened to a resident very recently, being blocked for 10 minutes when rushed for time for an appointment should not happen and is very annoying. Figure 4 is an example of this. Fortunately, no emergency vehicle was required at the southern end of the road.
- Damage to the listed cottage at No.53: on numerous occasions, the corner coping stone and roof of the cottage have been damaged by lorries entering or leaving the business' premises. On one occasion, the whole corner coping stone was knocked to the ground. Although a stout wooden post has been set in the ground near the corner of No. 53, as the photograph shows, this is not a guarantee that further damage will not occur. It should be possible to be in ones home without the threat of it being damaged by an external agency, such as a lorry. This is a "luxury" that Mr Chambers of No. 53 does not have. This is yet another measure of the inadequacy of these premises.
In addition to the above, the inclined entrance to the business' yard adjacent to the end wall of No. 53 has been built up to the extent that it is well above the floor level of the cottage. This has been a source of damp problems at No. 53.
- Health and Safety issues: with the business using a fork-lift-truck to unload these huge lorries in a restricted area, there are risks to the public which the Council ought to recognise. There is a risk to pedestrians when emerging from between a lorry and the cottage at No. 53 as the loaded truck accelerates up the driveway or when driving down to a lorry. There is also a risk to car drivers as they drive between a lorry and the cottage at No. 72: when the lorry is being unloaded, the car would be on the blind side of the fork-lift-truck as it emerges from behind the lorry. Referring to the incident shown in Figure 5, if the driver could not see the car, it is unlikely he would have been able to see any children that might have been in the near vicinity.

The following recent situation encapsulates a number of the issues mentioned above. About 3 weeks ago, An articulated lorry arrived outside No. 53 at

11.00am. 2 lorries had already been unloaded earlier in the morning. Its compressor was left running during the unloading and the drive of No. 53 was blocked. The lorry departed at 11.35am. Almost immediately, another articulated lorry took its place. When Mr Chambers asked the driver to move his lorry so that he could go out in his van, the driver responded by saying that he would be gone in a minute or so. Twenty minutes later, the lorry departed at mid-day. Not only was Mr Chambers subjected to the noise pollution, diesel exhaust fumes and light blockage, he could not even get away from his cottage in his van! It is not claimed that this is an every day occurrence, but the continuous arrival and unloading of lorries outside No. 53 is not unusual by any means. Often, lorries are queuing further down the road, waiting to unload outside No. 53.



FIGURE 1: DAMAGED
ROOF AT N^o. 53 COPING
STONE KNOCKED TO THE
GROUND



FIGURE 2: DAMAGED REPLACEMENT COPING STONE



FIGURE 3: WOODEN POST AT CORNER OF N^o. 53 POSITIONED TO PROTECT COTTAGE.



FIGURE 4: ARTICULAD LORRY OUTSIDE N^o. 53 BLOCKING ROAD. EMPLOYEES CARS IN FOREGROUND. 2ND LORRY WAITING TO UNLOAD.



FIGURE 5: CAR WAS PARKED OUTSIDE N°51 WHERE OWNER LIVES. IT WAS DAMAGED BY HSF LORRY AND HAD TO BE WRITTEN OFF. CAR WAS DAMAGED WHEN LORRY WAS TRYING TO MANOEUVRE IN THE ROAD.



FIGURE 6: LORRY BLOCKING THIS NARROW ROAD OUTSIDE N°53.

11/00879/FUL – R AND P MEATS, 55 CHERRY ORTON ROAD – EMAIL FROM COUNCILLOR SUE ALLEN

I WOULD FIRSTLY LIKE TO APOLOGISE AS I AM UNABLE TO ATTEND DUE TO HOSPITAL STAFF ANNUAL LEAVE/SICKNESS.

AS A WARD COUNCILLOR OF ORTON WATERVILLE I WOULD LIKE TO ASK THE COMMITTEE TO PLEASE CONSIDER OBJECTING TO THIS APPLICATION. THE RESIDENTS OF CHERRY ORTON ROAD AND ADJOINING ROADS HAVE HAD ENOUGH OF THE LARGE LORRIES THAT TRAVEL AND PARK IN THIS ROAD. THIS IS A CONSERVATION AREA AND A BEAUTIFUL VILLAGE AND I FEEL THAT IT'S BEING SPOILT BY HAVING THESE JUGANAUT LORRIES TRAVEL UP AND THROUGH THIS NARROW ROAD. WHERE THIS BUSINESS IS PLACED IT'S CAUSING A DETRIMENTAL IMPACT ON THE RESIDENTS' QUALITY OF LIFE, THEY ARE BEING BLOCKED INTO THEIR OWN DRIVEWAYS, TOLD THEY WILL HAVE TO WAIT WHILST LORRIES UNLOAD, DAMAGE TO HOMES (I.E.) MR CHAMBERS' HOME HAS BEEN DAMAGED SEVERAL TIMES, AND DAMAGE TO RESIDENTS CARS.

THIS BUSINESS STARTED OFF WITH 5 STAFF, IT NOW HAS 17 AND IF ALLOWED TO EXPAND ANYMORE, IT WILL CAUSE EVEN MORE OF A DETRIMENTAL IMPACT ON THESE PEOPLE'S LIVES.

I WOULD LIKE TO POINT OUT THAT I AM NOT AGAINST THIS COMPANY OR THE BUSINESS, BUT FEEL THAT THIS BUSINESS SHOULD BE PLACED IN A MORE APPROPRIATE PLACE ON AN INDUSTRIAL SITE, PERHAPS OVER AT ORTON SOUTHGATE WHERE IT COULD EXPAND WITHOUT CAUSING ANYMORE OF A DETRIMENTAL IMPACT ON THE RESIDENTS' QUALITY OF LIFE. I DO BELIEVE THAT A NUMBER OF PLANNING APPLICATIONS HAVE PREVIOUSLY BEEN REFUSED FOR THIS BUSINESS BY PCC AND WOULD URGE THE COMMITTEE TO OBJECT TO THIS ONE AS WELL.

COUNCILLOR SUE ALLEN