

# Gloucester Centre Site OLPC PCC HE WSP & Residents Meeting Notes

## Notes taken at meeting called by Orton Longueville Parish Council (OLPC)

Meeting: Peterborough City Council (PCC) Town and Country Planning (T&CP) Chief Planning Officer (CPO), Land Agent: Savills, Designer: WSP and Land Owner: Homes England (HE).

In attendance: Orton Longueville Parish Council (OLPC), Ward Councilor, 3 resident representatives and Residents. Meeting prompted by letter from OLPC to Savills and their reply.

Introduction by PCC to the parties involved.

Questions were asked and answered.

These notes record the essence of the discussion

There is a longer set of notes recording as much as possible of the discussion,

## Homes England (HE) Role:

HE is a Government Agent on behalf of the MHCLG Ministry of Housing, Communities and Local Government. HE's remit is to:

- Acquire surplus assets: Government Land and Buildings
- 'De-risk the sites': remove all the complications, on behalf of the developers,
- Carry out all the surveys to support an outline planning application to PCC T&CP Applications
- HE submit Outline Planning (OP) Application
- Retain leasehold ownership of the land, not sold to the developer, but to the purchasers of the houses.
- Dispose of the land to developers by tender process
- HE retain a right to comment on the proposal, to maintain minimum standards.

The successful Developer submits Reserved Matters (after the outline application) to the T&CP or Full Planning Application for a new or revised scheme.

## Peterborough City Council (PCC) Role

PCC T&CP are restricted to apply/or demand compliance with National Planning Policy Framework (NPPF) and Guidance, and Localism Act and to apply Local Plan precedents to all applications.

## Building for Life 12 role

- Under NPPF the scheme will be subject to complying with Buildings for Life edition 12
- <http://builtforlifehomes.org/go/building-for-life-12>
- BfL 12 is designed to help local communities become more involved in design conversations and in shaping development proposals.
- BfL 12 provide a structure for discussions between local communities, the local planning authority, the developer and other stakeholders, to ensure that the design of new homes and their neighbourhood are as attractive, functional and sustainable as possible.

Local Plan was up for review on 10<sup>th</sup> and to be vote in 24<sup>th</sup> July 2019 See more on the PCC website

## Feedback on WSP letter in response to OLPC letter to Savills

The initial comments were made by June Bull of OLPC

These notes are expected to be seen by all parties attending the meeting and in the Outline Planning or Full Planning applications, so addresses some issues not site specific.

## Q1 Traffic Congestion and Sustainable Travel:

- **Savills' comments:**  
Some queuing recorded in short bursts in the AM peak hour.  
Congestion is only experienced in the rush hours.  
Negligible impact of the existing junctions and roads

- **Residents' comments:**

- Survey ignored the numbers of redirected traffic from industrial estate to residential estate and the junction's capacities to accommodate these new numbers..
- They need to communicate on all of the estate road junctions entering Shrewsbury Avenue and Oundle Road
  - Royston Avenue/Oundle road junction in particular
  - All roads other than cul-de-sac are part of 6 rat runs identified
- Oundle road is congested by traffic from the dual carriageway Parkways, using the slip road to enter Oundle road and travel in either direction but predominantly to travel west towards the Office Estate near the Eof E Showground about 2 miles away and when Shows are on, to the Showground and towards Orton Southgate Industrial Estate.
- This traffic backs up onto the Parkway and beyond the next junction with Thorpe Parkway Traffic also backs up along Shrewsbury Avenue at both ends making exiting from the estate into this main roads difficult, time consuming and hazardous.
- A serious accident with young or elderly is waiting happen. Need for traffic calming measures.
- Adding a minimum 200 more cars from the Gloucester Centre Site residential development to join the rat-runners through the existing surrounding residential estate to the main roads.
- Local Plan shows:
  - 74 homes are proposed on the former British Sugar site
  - 139 homes proposed for a site south of the Oundle Road.
  - This makes a total of 313 new homes within a short distance.
  - Add more from the Showground development site
- The slip road from Oundle road up to the parkway will be overloaded and more accidents will happen when frustrated drivers race without adequate warnings directly into lane 1 and worse still directly into lane 2.
- By distributing the traffic through the residential streets will alleviate the traffic flows by temporarily adding to the congestion within the residential streets, forcing resident to leave earlier, but it will all rejoin the congestion at the main roads at the same time.
- But all that traffic is still trying to do the same time-specific school runs and work runs, during the same rush hour using the same estate and main roads.
- WSP need to do a better more comprehensive survey and realistic analysis of the proposed changes from existing to proposed loadings firstly on the estate roads and secondly on the junctions, thirdly with all of these new vehicles from anticipated sites before and after the changes.
- The development as shown at the last public display does little to improve or extend or link into the existing cycle network.
- The scheme has eroded one of the cycleways/footpath routes to a single pathway and a highway, thereby reducing this existing amenity.
- School children and other cyclists will have to contend with road vehicles.

## Q2 Road Specification

- **Savills' Comments:**

- Neighbourhood play will be in accordance with Policy and will not be compromised by the street layout.

- **Residents' Comments:**

All this compliance with national and local standards leave the development with little public play areas for children within eyeshot of parents, leaving the only overlooked place for play is on the wide street outside the houses.

- No attempt has been made to create safe neighbourhood for children's safe play or elderly exercise.
- Instead traffic is the priority without concession; 'easy for traffic', does not equate to 'safe for children, adults and elderly pedestrians and cyclists'.

## Q3 Construction Traffic: CTMP Construction Traffic Management Proposal/ Demolition Arising

- **Residents' Comments:**

- The issue of which route do the demolition, construction and waste vehicles use to access the site needs to be addressed: residential roads or industrial roads, and maintaining the chosen access route, at which point does the change over occur, if at all.
- What measures will be adopted to keep the residential streets free from clay subsoil from truck and car wheels
- We suggest the ICE Demolition Protocol and WRAP guidance documents should be engaged with to consider which materials can be saved, recycled or reused.
- Waste Management Plan Checklists are engaged with, to minimize waste to landfill and maximize use of material exchanges

#### Q4 Traffic or Trips generated/Survey

- **Savills' Comments:**
- The WSP letter refers to 'the important point for the existing residents will be the number of additional vehicles on the local road network' then provides data unrelated to residents' concerns.
- **Residents' Comments:**
- The residents are concerned about three issues:
  - the number of additional cars coming from Gloucester Centre Site through the existing residential streets
  - the numbers of cars from the new and existing residential streets joining the surrounding main roads at peak times
  - the additional cars from new residential sites in the vicinity adding to Oundle road congestion in both directions
- We have done our own count and find 517 residences directly affected by this development.
- 750 recorded in the WSP letter just helps to reduce the % of change and appear less for the planning submission.
- Existing car parking provision:
  - Approximately 140 including some dedicated small van/bus/ambulance/FM vehicles,
  - Additionally 20 on street parking within the borders of the site and extending into Morpeth Close, and on verges.
- But none of these come through the residential streets since they are instructed to use the Industrial estate.
- The proposed development of 100 homes will generate 200-500 cars.
- The numbers of vehicles from the proposed residential development, entering and passing through the existing residential streets increases from 0 to 200-500 overnight transforming the character of these otherwise quiet streets and adding to the rat-runners hogging the roads and causing chaos in rush hours.

#### Q5 Traffic Noise and Traffic Pollution

- **Savills' Comments:**
- Negligible magnitude
- **Residents' Comments:**
- It should be noted that the changes in routing of traffic from the Industrial estate to the residential estate will significantly change the noise levels from 0 cars to 200-500 cars.
- Will an acoustic fence/wall be added along this side of the site?
- Will the proposed residential development be subject to the same standards, if not why not?
- Passivhaus energy standards if applied here will offer suitable levels of acoustic separation, air tightness, with mechanical ventilation, triple glazing and thick thermal insulation, potentially providing significant acoustic insulation too.

#### Q6 Trees & Biodiversity

- **Savills' Comments:**
- The Public Exhibition said there was nothing of merit worth preserving.
- TPO is unlikely to be set across the site, because the trees are not of good quality. The 30 trees deserve saving and discussions were underway with the PCC Tree Preservation Officer PCC and the representative for the development said trees are 'unlikely to be retained'.
- **Residents' Comments:**
- The decision to build hard up to the south west site boundary will clear a significant part of the trees, hedges and bush line;
- The Tree, hedges and bush line may offer traffic pollution absorption, mitigation.
- 30 trees on the site are mature and over 40 years old, they are the backbone of the biodiversity on this site.
- One Lime tree is known to support a bat population foraging for food at the north end of the site
- One conical tree forms the focal point and makes a great view onto the site from the industrial estate link road from the south and can continue to do so.
- There are two more of the same species trees in close proximity
- 4 Cherry trees demarcate a pedestrian route and vista into the site from the north
- Tree removal contradicts:
  - WSP statement that bat boxes will be attached to mature trees.
  - BfL12 ambitions
  - "No net loss of Biodiversity" National Planning Policy and Local Policy and commitments

- The trees in and particularly around this estate are one of the reasons given by many of the residents for wanting to move here and wanting to stay here; they give an impression of being in the countryside.
- Some have said if the trees go they are leaving.
- The Tree-line between the residential and industrial site needs to be preserved:
  - It offers a visual barrier in spring summer and autumn, between residential and industrial
  - It creates a delightful tree-lined tunnel for pedestrians and cyclists
  - It reinforces our connection with nature, significantly enhancing wellbeing
  - It plays an important part of a bat flight path.

## Q6 Biodiversity & Bats

- **Savills Comments:**
- The Public Exhibition said there was nothing of merit worth preserving
- Habitats of many mammals and insects found on the site were deemed to be of negligible conservation interest and of site value only
- But bats are a protected species, protected by unlimited fines and imprisonment for any wrong doing
- The WSP letter admits to numbers of bat roosts in the buildings to be demolished
- The WSP letter suggested two species of bat that require crevices and flying space so the bat roost provided needs both crevices and flying space or it will be incompatible with the species found and declared so far
- Bat Boxes Installed before demolition commences.
- **Residents' Comments:**
- Without survey evidence, 2 maternity roosts are suggested, without mention of winter hibernation roosts
- Hanging 4 (numbers not justified yet) bat boxes that are incompatible with the two species, in old trees, that you plan to fell, will not provide compatible habitat.
- The timing of the roost construction and/or installation should occur between summer roosting and winter hibernating, or visa versa, after they have left for the season, to ensure they are not disturbed.
- Ideally it should be installed at least 6 ideally 12 months before demolition to offer an alternative that if designed well, could be occupied in advance of the demolition and in the best of circumstances allows bats to leave and occupy by choice.
- 'Negligible Conservation Interest' seems to be not in the spirit with:
  - BfL 12 ambitions
  - "No net loss of Biodiversity" National Planning Policy and Local Policy and commitments
- 'Site value only' is good enough for the residents
- Need for wildlife corridors, for existing and future wildlife.

## Q6 Hedgerows

- **Savills' Comments:**
- The tree lines that currently provide a barrier between the site and the Parkway and the industrial estate are likely to be retained.
- **Residents' Comments:**
- 'Likely' is not strong enough, we want assurances.
- The hedge rows along the A1260 Parkway will be completely removed in the scheme shown in the Public exhibition
- The car parking for the Social Housing is inadequate in numbers, inadequate in dimensions and inadequate in driving geometry; the current layout does not work and all of the trees and shrubs to the site boundary will be removed to fit it all in.

## Q7 Site layout Density and Character

- **Savills' Comments:**  
Development will have negligible additional impact.
- **Residents' Comments:**  
The scheme makes no provision for outdoor space for health and wellbeing for the Social housing occupants Based on figures given in Q4: 100 new homes and 516 existing, is a significantly larger 20% than your small proportion of 11% and from 0 to 200-500 more cars through our streets is not negligible additional impact.
- Overlooked children's play is not part of current planning policy, even though desired by families

## Q8 Design and Appearance

- **Savills' Comments:**  
PCC has dictated this will be housing, maximum 100 units and 30% Social Housing.
- **Residents' Comments:**
  - There is no choice it would seem.
  - Flats and/or apartments are not in keeping with the existing neighbourhood.
  - But something must be done about the traffic expectations caused by this large number of homes and re-rooting of all the traffic flows into already congested residential streets.

## Q9 Road Access

- **Savills' Comments:**  
Negligible impact on Morpeth Close.
- **Residents' Comments:**  
This is a single lane road most times of the day due to short drives, small front gardens and higher levels of on street parking.
- From 14 cars to 214-514 cars is not negligible

## Q10 Local Development Plan

- **Savills' Comments:**  
Closure of Wainman Road is part of the new development.
- **Residents' Comments:**
  - It is intended that 'Access' will be part of the OP application so it needs to be resolved in the first proposed submission
  - Local resident need to resist the closing of Wainman road to the new development as robustly as possible.
  - The Peterborough Parking standards and National Planning Policy says 2 cars per home despite reality.

## Q10 Public Consultation

- **Savills' Comments:**  
All feedback has been included in a Statement of Community Involvement
- **Residents' Comments:**
  - Most residents confirmed they never got a leaflet
  - I would hardly call the Exhibition 'Involvement',

## Q11 Build Quality in the context of Climate Emergency

### **Residents' Comments:**

- We notice that PCC is not signed up, to the dismay of Peterborough Environment City Trust (PECT)
- Demolishing 40+ year old buildings will not help to control embodied carbon, energy and water
- Building Regulations are widely acknowledged as woefully inadequate to meet any targets.
- Germany's Passivhaus, Switzerland's Energie, UK's AECB Carbon Lite are appropriate standards to demand for all future development.
- Good Homes Alliance Overheating risk tool launched this week
- Fabric-First and eco-bling last
- All this is Reserved Matters.