

## MINUTES OF WERRINGTON AREA FORUM MEETING MONDAY 18<sup>th</sup> JULY 2022

### FORUM MEMBERS

Pauline Fury, Martin Greaves, Ivan Hammond, Vince Moon, Bill Mercer, Roger Proudfoot, Geoff Smith, Sally Weald

### WARD COUNCILLORS:

Cllr Sandra Bond, Cllr Judy Fox, Cllr John Fox

### OTHER ATTENDEES

Charles Coxon (Neighbourhood Council) Two other residents arrived after the meeting commencement

### APOLOGIES:

Tony Forster, Cllr Andrew Bond, Cllr Bryan Tyler, Cllr Steve Lane, Roger Sale

1. **Welcome and apologies:** Vince Moon thanked everyone for coming out on such a warm evening.
2. **Neighbourhood Plan Overview:**

Sally Weald as Secretary circulated the leaflets given at the Carnival. Appendix A gives general details of the Plan and a policy detail. Appendix B gives the policy detail. Appendix C gives the Parking Standards. She recapped the aims of a Neighbourhood Plan. She highlighted that recently Barnack has had their plans approved along with the already approved plans of Peakirk, Glington, Helpston and other local villages
3. **Funding and Finances:** It had been challenging to get the government funding this year. The problem being the lack of previous spend and the funders not understanding that the Forum has to pay VAT. The funding has now been obtained at £3500 plus VAT for consultancy and approx. £1,000 for other expenses. It should be remembered that it costs £13,000 plus for Parish Council to deliver a plan over several years with their substantial assets.
4. **Consultancy and Peterborough City Council Support:** ACRE has again been appointed as consultants with 7 days work being financed. Emma Naylor who previously gave substantial support has now left the City Council. Philip Hylton, who has previously met with the team, is busy but continues to offer support where he can
5. **Update on required documentation:**
  - Basic Conditions Statement: Has been written as far as possible but need to Plan to be progressed to do further complete this document
  - Statistical Profile: Has been written but now needs to be reviewed following the release of the 2021 Census figures. Some problems were raised by the Consultants that will need addressing.
  - Policy Review: Has been written by Consultants but will need a quick review closer to completion
  - Character Assessment: is a massive key document of over 100 pages, The breakdown is as follows:
    - Overview: Writing is well advanced
    - Conservation Area: Just about finished
    - Old Village: Just about finished
    - New Village: Some work left
    - Industrial Areas: Finished
  - Community Review: It has been written in detail but needs a review and update
  - Questionnaire Update: Needs reviewing to address the evidence now needed
  - Draft Plan: Policies have been more or less written but the introductory detail needs adding and the drawing together of all the above evidence.
6. **Decision Time:**
  - Review of Themes and Policies: The policy areas are seen in Appendix A. No concerns were raised.
  - Parking Standards: is a critical part. We know that Lincolnshire doesn't easily accept changes to parking standards. One space per bedroom gives some improvement for larger houses as detailed in Appendix C. This was a similar level to Barnack's recently approved level. This was agreed by the meeting.
7. **Help needed:**

Sally went through the areas that need addressing:

  - Wildlife Section needs writing (using a template)
  - Identify our wildlife corridors

- Does Werrington need a Tree Policy? Review other plans
- Review wider biodiversity policy
- Review Brookside Playing Fields options including a resident's survey
- Photos of listed buildings
- Proof reading of Character Assessment

There was no immediate help offered at the meeting nor immediately after the meeting.

8. **Timescales and next steps:** Help is needed to do a last push to get the documents for informal review to City Council and then onto ACRE in the Autumn. The funding has to be returned by 31st March 2023. It is not clear if there is future funding, but in any case, given the difficulties of getting the funding this year clear progress will be needed for future applications.

## 9. Questions and Comments

Two questions were raised by visitors to the meeting

- The effect of development on Lincoln Road is concerning. Sally confirmed the Neighbourhood Council opposes any infill development especially that which brings buildings and businesses into the 'garden zone'. The Neighbourhood Plan will also specifically reflect that. There have been applications which have been refused because of such impact on the character.
- Raised after the meeting: Why isn't Cuckoos Hollow being designated an Open Green Space  
It already has the designation and so doesn't need the Neighbourhood Plan to protect it. An extract from the City Council's Open Green Space designation policy was forwarded after the meeting.

## APPENDIX A: FORUM LEAFLET

### PLEASE GIVE YOUR VIEWS ON:

- What do you want Werrington to look like going forward?
- What are the issues for Werrington?
- What are our important buildings (not Listed) that need protecting?
- What are our community assets that need protecting?

**NOTE:** Neighbourhood Plans can only influence Planning Policies

### FOR MORE INFORMATION:

- For information about neighbourhood plans please go to: [www.neighbourhoodplanning.org](http://www.neighbourhoodplanning.org).
- [www.peterborough.gov.uk](http://www.peterborough.gov.uk) Search Neighbourhood Plans
- Take a look at local neighbourhood plans already in place such Glinton, Peakirk, Barnack
- Join the Werrington Neighbourhood Plan information network to receive regular updates
- Become a member of the Forum or steering group to have an input on the finalisation of the documents

Post Your responses in the carnival mail box  
Email: [werringtonnc@gmail.com](mailto:werringtonnc@gmail.com) (note 2 'n's in the address)  
Website: [www.werrington.org.uk](http://www.werrington.org.uk)  
Follow link to Neighbourhood Plan



## WERRINGTON NEIGHBOURHOOD PLAN

A neighbourhood plan is drawn up by a local community which sits alongside the City Council's planning policies and is a planning framework for how its area can develop. The local plan is written by Werrington Area Forum in consultation with Werrington residents. It has to go through several stages of discussion and consultation with those who will be affected by it. It then has to be subject to examination by the City Council and an independent reviewer followed by a resident's referendum. If supported by a majority of voters, it becomes part of the Council's Local Plan and forms part of the rules which guide the local authority when it has to decide on planning applications in this area.

### A Plan for Werrington?

A neighbourhood plan is important for Werrington ensuring well designed developments, protection of its green spaces and protection of its conservation area. It is however a long process involving the presentation of eight formal documents written by a small group of volunteers forming Werrington Area Forum. A small amount of funding has been obtained from the government to obtain professional advice along the way. To progress the Plan in 2019, Werrington Area Forum comprising of 21 residents was formed and a questionnaire was delivered to every house in Werrington to explain the process and to seek views across a wide range of issues. Over 1,000 responses were received and as a result of this a draft Plan is being worked on.

**OVERLEAF:** Are some of the policies that Werrington's Plan could cover. Please give your views via the suggestion box or email!

## NEIGHBOURHOOD PLAN VISION

The people of Werrington wish to see a thriving, vibrant, caring and safe community where everyone of all ages feel comfortable and valued. We want to preserve the best of what we already have in Werrington - its distinctive character, heritage and natural assets, and bring about improvements with appropriate development. We want Werrington to become an even better place in which to live and to visit.

## NEIGHBOURHOOD PLAN OBJECTIVES

The protection of the architectural heritage and distinctive characteristics of the area ensuring that new development contributes positively to Werrington's character in terms of the existing scale, density, location, design and layout.

The maintenance and enhancement of the open spaces, natural habitats and green character of the area for the benefit of people, flora and wildlife including the preservation and improvement of access to the countryside

The continued development and improvement of Werrington embracing opportunities to support and improve services, facilities and local businesses whilst ensuring the maintenance of its identity, character and integrity

## DRAFT POLICIES

### GREEN SPACES

Give extra protections to:

- Werrington Allotment Gardens
- Ken Stimpson Playing Fields
- William Law Playing Fields
- Hodgson Avenue Playing Fields
- Larks Green Playing Fields
- Fox Covert, Sobrite Spring and Newt Pond Fields

- Village Green and Middle Green

### DESIGN

Ensure good quality design and materials  
Variety of styles  
No more than 2 stories  
Adequate parking  
Adequate open space and playgrounds  
Cycle storage  
Eco friendly

### WILDLIFE

Protect our wildlife habitats  
Trees and vegetation to create corridors  
Net gain biodiversity

### PROTECT

Community Assets  
Buildings of importance not otherwise protected  
Leisure facilities such as sports centre, playing fields

### VIEWS:

Protect the views:

- Across Sobrite and Newt fields
- Across Ken Stimpson Fields:
- Down the Tree Avenues
- Down Fox Covert Road

### SEPARATION

Maintain the separation with Ginton and Peakirk by protecting the Newt and north agricultural fields

### RIGHTS OF WAY

Ensure our cycleways and footpaths are protected  
All developments to provide adequate access  
Provide increased accessibility to rural areas

## APPENDIX B WERRINGTON NEIGHBOURHOOD PLAN POLICY REVIEW

The following are draft policies which are being considered for the Neighbourhood Plan. These are being subject to review, consultation and examination by City Council and an independent reviewer before being offered for referendum by Werrington residents.

### Policy 1: Character & Design

Development proposals must deliver high quality design through:

- a. Delivering a quantum of development that is appropriate for the site, taking into account the site size and shape, making the best use of the site given its context;
- b. Responding to key features on the site such as trees, topography, and buildings and retaining them as part of the scheme wherever possible;
- c. Responding to important characteristics of the surrounding area including views, buildings and their materials and design features, building heights, space between buildings, heritage assets, and trees;
- d. Introducing visual interest from the surrounding area through the overall design, orientation and position of buildings, architectural details, landscaping and materials, particularly when viewed from publicly accessible areas;
- e. Providing a mix of dwelling styles and sizes where appropriate;
- f. Ensure the height of new development is reflective of the low (two storeys or fewer) character of present development in the Area;
- g. Including a robust green landscaping scheme that is appropriate for the site and links well with surrounding green infrastructure;
- h. Providing adequate amenity space for future occupiers of the proposals;
- i. Not resulting in unacceptable impacts on the amenity of occupants of neighbouring or nearby properties;
- j. Providing buildings and spaces that are accessible, inclusive and safe; and
- k. Using high quality materials throughout the scheme.

Proposals that exhibit substandard design quality, particularly when considered against these requirements, will not be supported.

Plans and supporting statements submitted with planning applications should make clear how decisions on the design of the proposal were arrived at and why they are appropriate for the context of the site.

Development that exhibits outstanding or innovative design will be supported in principle, where this is appropriate for the context of the site.

### Policy 2: Local Green Spaces

The following locations are designated as Local Green Spaces:

Werrington Allotment Gardens  
Ken Stimpson Playing Fields  
William Law Playing Fields  
Hodgson Avenue Playing Fields  
Larks Green Playing Fields  
Fox Covert, Sobrite Spring and Newt Pond Fields  
Village Green and Middle Green

Development proposals on a Local Green Space will not be permitted other than in very special circumstances, in line with national policy.

The following are areas of significant importance to the community and as such should be protected from development.

- Land adjacent to Rowland Court and The Pastures
- Brookside School Playing Fields and land adjacent to Allotments
- Tree belt land parallel to A15, Davids Lane

### Policy 3: Maintaining Separation

Development proposals located in area of Fox Covert, the Newt Field and agricultural land that would either visually or physically reduce the separation, or sense of separation, between Werrington, Glinton and Peakirk will not be supported.

### Policy 4: Protection of Werrington Allotment Gardens and former Sports Ground

Any development proposals that would result in the reduction, loss or any other negative impact upon Werrington Allotment Gardens will not be permitted unless it can be demonstrated that the benefits of the proposal will significantly outweigh the harm caused and that adequate mitigation is provided to reduce the impact wherever possible. Any proposals that result in the loss or reduction of the Werrington Allotment Gardens site will not be permitted unless replacement provision is made that is at least:

- As accessible to users by walking and cycling as the existing site; and
- Equivalent in terms of size and quality as the existing site; and
- Within the envelope boundary of the Neighbourhood Plan.

Any development of the former Sports Ground, especially that relating to formal or informal recreational use, will not be permitted unless it can be demonstrated that the benefits of the proposal will outweigh the harm caused and that

adequate mitigation is provided needs in relation to loss of resident's amenity especially regarding parking overspill in local roads, excessive noise and artificial light exposure.

#### **Policy 5: Leisure Facilities**

Development proposals that would result in a reduction in the availability of land or facilities open to residents for leisure activities would not be supported. Any proposals that result in the loss or reduction will not be permitted unless replacement provision is made that is at least:

- As accessible to users by walking and cycling as the existing site; and
- Equivalent in terms of size and quality as the existing site.

Development of new sports facilities for community use will be supported in principle.

#### **Policy 6: Locally Important Views**

The following views are designated as Locally Important Views:

- Staniland Way looking west down tree avenue
- Rushton Avenue from Twelvetree Avenue
- Avenue of trees across Ken Stimpson School playing fields looking south from Sheldrick Walk
- Foxcovert Road south of Davids Lane
- Sobrite Spring, Fox Covert, Fox Covert Road and fields from railway bridge

Development proposals should not obstruct or detract from a Locally Important View. Any proposals that has potential to impact on these views should be accompanied by supporting information to demonstrate why the proposal will not have a negative impact on the view.

#### **Policy 7: Wildlife & Habitats**

Development proposals should, wherever possible, seek to enhance connectivity of green networks through the inclusion of strong landscaping schemes that include trees, shrubs, hedgerows, green roofs and green walls, for example.

Wherever possible, development proposals should avoid the loss of wildlife habitats or natural features such as trees, hedgerows, watercourses or ponds. Where the loss of a feature is unavoidable, mitigation may be acceptable through the introduction of new features that will result in at least a neutral impact on the wildlife. Overall a net gain in biodiversity should be achieved, demonstrated by appropriate evidence prepared by a suitably qualified person on behalf of the applicant. Specific tree clause??

#### **Policy 8: Pedestrian Access & Public Rights of Way**

Development proposals that would obstruct or would result in a significant impact upon the enjoyment of a public right of way will not normally be allowed. This can include, but is not limited to, proposals for the creation of new dwellings, new buildings for commercial uses, for the change of use where the proposed use would materially increase the activity on site, or where the proposed use would result in an impact through noise, odour, light or other pollution, where this would have potential to diminish to accessibility, connectivity or tranquillity of a right of way. Development that will be clearly visible from a public right of way should consider the appearance of the proposal from the right of way and incorporate green landscaping to reduce any visual impacts.

Development proposals that will enhance or extend an existing public right of way or that will deliver a new public right of way in a suitable location will be viewed favourably.

Development proposals that are located where there is an opportunity to link two or more public rights of way or to enhance connectivity through the Area should incorporate this connectivity through the proposal wherever appropriate. Development proposals should incorporate adequate and safe pedestrian links from every property within the site to the existing footpath network. This is to include drop kerbs and accessible cycle barriers

#### **Policy 9: Car Parking**

Development proposals will be required to meet the following parking standards and proposals which exceed this minimum will, in principle, be welcomed, provided this does not give rise to a poor quality design overall:

Off-road car parking for new homes should be provided at the rate of one space per unit bedroom, up to a maximum of four spaces per dwelling, with a single garage considered to be one of the spaces.

In proposals incorporating residential development, vehicle parking will usually be required to be provided on-plot. Any on-street or courtyard parking will require justification for why it is the most appropriate design solution for the proposal, including a clear demonstration of how the spaces are suitably located near to an entry point of each dwelling using the parking area which mean that the space(s) will likely be used by future occupiers. Any on-street parking should be included in initial designs to ensure that any visual impact is minimised and to ensure that movement for vehicles and pedestrians will not be restricted.

Proposals that are likely to result in unplanned on-street parking will not be supported.

Proposals will be expected to include facilities for electric plug-in vehicles with an adequate number of plugs in a convenient location to charge vehicles in each allocated car space. Information supporting the application should demonstrate the suitability of the number and location of these charging points in relation to the parking spaces to be provided.

#### **Policy 10: Cycle Parking & Storage**

Residential development proposals should be accompanied by adequate, safe and secure cycle parking. This may be provided within garages where this will not affect parking spaces relied on for cars or can be accounted for within private garden spaces where the garden has easy direct access and is of an adequate size to accommodate a cycle shed and adequate amenity space for the dwelling. Where shared cycle parking is proposed, this should be incorporated into the design of the scheme so that it is safe and secure, in a well-lit location that is overlooked, and it is in a convenient location for the users of the facility. Shared cycling storage should, wherever possible, be delivered in excess of 1 cycle space per dwelling.

## Background to Car Parking Standards

Given that Werrington is a suburb area some distance from the City Centre, it is not surprising that car ownership is higher than the wider Peterborough area. 70% of residents, within the designated neighbourhood, use a car or van to travel to work compared to 40% within Peterborough. Car parking has caused issues both in the old village and the newer housing developments with significant amounts of on-street parking. This makes it difficult to navigate and resulting in potential road safety issues, as well as negatively impacting on the landscaped environment and streetscene in these developments with parking on pavement, verge and landscaped areas. The majority of these cases are on quiet roads and cul-de-sacs so they do not typically impede general traffic flow through, but they do have a local impact and therefore warrants addressing in future developments.

The Peterborough Local Plan Appendix C includes parking provision requirements for new housing development as follows:

C3 - Dwelling houses (minimum):

One bedroom: One space per dwelling (plus spaces for visitors at the rate of one space for every four dwellings (unallocated))

Two + bedrooms: two spaces per dwelling (plus spaces for visitors at the rate of one space for every six dwellings (unallocated))

Four + bedrooms: Two spaces per dwelling (plus spaces for visitors at the rate of one space for every four dwellings (unallocated))

Retirement developments (eg warden assisted independent living accommodation): One space per dwelling

C4 - Houses in multiple occupation (minimum):

One space per bedroom

Recent developments within Werrington have resulted in issues with too few spaces being provided. These have mainly been within 'New Werrington' within developments of high density dwelling with no or limited parking. Garages especially those off-site, are rarely used for vehicular parking which has effectively reduced the amount of planned parking provision. Public transport in Werrington is limited to a slow bus service to and from the City Centre and as such the majority of adults in the Area will have access to their own car, including young adults living with their parents. Schemes in the past have also included parking courts with spaces not being conveniently located for each dwelling. All of these issues have led to problems of on-street parking and cars being bumped up on kerbs, damaging verges and restricting access for pedestrians, particularly those with pushchairs.

This Neighbourhood Plan requires a higher level of parking requirement than that sought in the Local Plan. It also seeks to ensure that the parking provided will be usable and used by future occupants. Straightforward and adequate parking provision will increase the attractiveness of a development to buyers and so should be beneficial for developers seeking to sell the properties they build.

Electric cars are becoming more accessible and suitable for a larger proportion of the population and as such, it is important to ensure that homes are ready for this emerging technology.

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