

ORTON WATERVILLE PARISH COUNCIL

Clerk to the Parish Council: Mrs A Brown
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Minutes of the Orton Waterville Parish Council held in the Village Hall, Glebe Avenue, Orton Waterville on Tuesday 4 June 2013 at 7:30 pm.

PRESENT: Mr M Chambers (in the Chair) Mr R Hammerton Mrs D Sandles
Mr P Froggitt Mrs J Goode Mrs B Fearon
Mr S Warren Mrs J Farnham (from 7:35 pm) Mrs A Brown (Clerk)

MEMBERS OF THE PUBLIC – None

1. **Apologies for Absence** were received and accepted from Mr C Long, Cllr J Stokes, Cllr G Elsey, Mr I McLaughlan and Miss S Bellamy
2. **Declaration of Interests** – There were none.
3. **Public Forum** - No matters were raised.
3. **Planning Matters**
 - i) **12/01922/FUL - Change of use of remaining part of residential garage to business use retrospective at R And P Meats Ltd, 55 Cherry Orton Road, Orton Waterville, Peterborough**

An appeal to the Secretary of State has been made on the above application which was also objected to by the Parish Council and subsequently refused by Peterborough City Council. In view of this, the Parish Council felt that it should make further comments in connection with this application to the Planning Inspectorate who will now be considering the application. A discussion took place taking on board comments that were submitted from local residents to the Parish Council outlining the impact that the business is having on them and their neighbourhood.

Resolved: the Clerk will submit the following comments to the Planning Inspectorate:

1. Noise

There are two elements to this issue. One is the noise generated within the confines of the premises which affects the adjacent properties. This includes the movement of heavy equipment in the yard and general business activity which goes on outside normal weekday 9am to 5pm hours. Deliveries frequently occur before 8am. Unloading into the premises (from the road) is carried out with the aid of fork lift units. One part of the business recently added is "Hog Roasts" which generally involves vans loading and unloading (in the yard) at unsocial hours at the weekends. The other source of noise is from the very heavy refrigerated transporters some of which arrive outside normal working hours as mentioned above. For the most part these park in the road as there is no room for them in the premises. Apart from the noise generated during loading and unloading operations the drivers have to keep their engines running in order to maintain refrigerated conditions inside the vehicle. This frequently takes over 30 minutes per delivery. In weekdays 3 or 4 deliveries per day is the norm.

Apart from the effect on the neighbouring properties there are occasions when access problems force the delivery drivers to park and wait with engines running in a wider section of the road about 100m from the factory entrance. The residents at this location then suffer from noise.

2. Pollution

The exhaust from the heavy diesel engine transporter vehicles causes pollution. This continues while the vehicles are parked in the road in order to run the on-board refrigeration equipment. The scale of this pollution is such that diesel exhaust fumes are reported to have entered through open doors and windows of the properties in the location of the parked vehicles.

3. Restriction of access and egress

Due to the lack of free space within the curtilage of the premises and the specific change in use of the garage (which is the subject of this application) there is little or no off-road space to park all the employees' motor vehicles or the heavy transporter lorries. As a consequence the majority of employees' cars are parked on the narrow road immediately outside the factory. This alone is a factor which, because of traffic flow considerations, planning officers would normally be critical of when considering planning applications but when combined with the presence of a large meat transporter being unloaded in the road it becomes even more difficult for other traffic to navigate and can be impassable for emergency services (Fire, Ambulance and Police). The presence of a parked transporter also prevents the passage of the Council's refuse collection lorries. To speed up unloading of the transporters, the drivers will, if necessary, double park alongside vehicles belonging to residents and their visitors. This effectively closes the road. Finally it should be pointed out that the length of these articulated transporters is such that the driveway of one resident is always blocked off when they arrive.

4. Inappropriate parking

In addition to the points made in item 3 above the employees cars are parked illegally half on the road and half on the pavement/verge. In an attempt to allow space for other traffic to pass the delivery lorries are also parked on the pavement close up to the inside edge. This forces pedestrians to walk in the road.

5. Safety and damage to property risks.

There are significant safety problems relating to the fact that there is insufficient turning room for the large articulated transporter vehicles which make deliveries to the factory. The drivers once committed to drive up to the premises have no option but to reverse back down the road to a suitable turning point which is about 100m distant. Alternatively the drivers reverse up to the factory when fully loaded. Either manoeuvre is clearly not without risk to pedestrians and other vehicles parked in the road. As an example of this, one of the delivery lorries caused enough damage to a resident's car that it had to be written off. Likewise property has been damaged by manoeuvring lorries. A small percentage of the deliveries are made directly into the yard by slightly smaller trucks. However, because of the skill required, this is not always achieved without causing damage to the house adjacent to the factory entrance. This sometimes occurs at a high level resulting in falling masonry and its attendant risk to pedestrians. Finally in an attempt to improve the situation the owners have elevated the slope though their entrance. This extends to the wall of the adjacent property and is suspected of causing rising damp.

6. Commercial vehicle movements

Cherry Orton road is characterised by a steep and narrow incline followed by a wider section and finally a level but narrow cul-de-sac. Some of the properties served by it are 17th century thatched cottages some of which are immediately adjacent to the road and not even protected by a kerb. The fabric of the road is of poor quality being uneven and not surprisingly, is often in need of repair. The movement of heavy articulated lorries on these is felt inside some of the nearby properties and this is a source of some concern to the owners who worry about the effect of vibration on their foundations and structures.

ii) 13/00659/ADV - Illuminated Monolith sign at entrance of site, and secondary non-illuminated monument sign adjacent to reception entrance onsite at Barclays Personal Investment Management, Eagle Court, Lynch Wood, Peterborough

The Parish Council considered the proposal and the placements of the signs.

Resolved: no grounds for objection however the Clerk will submit the following observation to Peterborough City Council planning department, 'The Parish Council have observed that perhaps the signs should be installed the other way around to that as is shown on the plan. The 'monument' sign at the main entrance would then seem to be more consistent and in keeping with the appearance of other signage in the area'.

iii) 13/00702/FUL – Installation of external air conditioning condenser unit at NCR Ltd, Bakewell Road, Orton Southgate, Peterborough

Resolved: no grounds for objection.

There being no other business the meeting closed at 7:53 pm.