



Glinton Village

NEIGHBOURHOOD PLAN

INTERIM CONSULTATION DOCUMENT



The purpose of this communication is to share with the community the interim plan enabling any comments to be integrated into the draft document prior to formal consultation. Please feel free to contact any of the team via the contact details on the final page.

Neighbourhood Development Plans come out of the Government's determination to ensure that local communities are closely involved in the decisions which affect them. The Glington Neighbourhood Development Plan has been developed to establish a vision for the village and to help deliver the local community's aspirations and needs for the plan period 2018 - 2030.

Unlike the Glington Village Design statement 2007 (peterborough.gov.uk/file/1328607) and Glington Neighbourhood Investment Plan 2008, upon which it builds, our Neighbourhood Development Plan is a statutory document that will be incorporated into the district planning frameworks and must be used by Peterborough City Council to determine planning applications. Our Plan has been produced by residents, with the support of the Parish Council, using the views of the residents of Glington.

The Working Group has consulted with, and listened to, the community and local organisations on a wide range of issues that will influence the wellbeing, sustainability and long-term preservation of our rural community. Every effort has been made to ensure that the views and policies contained in this document reflect those of Glington residents, in particular those who responded to the October 2016 Glington Village Neighbourhood Plan Village Questionnaire (35.8% of dwellings) which has formed the main evidence on which this document is based.

A Neighbourhood Plan has many benefits. The Glington Neighbourhood Plan has been developed by volunteers from the village to:

- Protect the village from uncontrolled, large scale, or misplaced development.
- Spread the development required by Peterborough City Council's Core Strategy around the village across several small sites.
- Ensure that development is sympathetic to, and improves, the look and feel of the village.
- Encourage new houses that meet the identified requirements of Glington residents and their family members.
- Minimise the loss of greenfield sites by, where possible, using infill space.
- Identify actions to improve Glington's facilities, services and local environment and to address issues beyond the scope of the Neighbourhood Plan.

The Parish Council would like to thank the members of the Working Group and pay tribute to their work since September 2013. The Parish Council is also grateful for the help and the engagement of many others in the village without which it would not have been possible to produce this Neighbourhood Plan.

Cllr Gerry Kirt

Chair / Glington Neighbourhood Development Plan Working Group

Introduction: Ginton – our future

Appreciating the uniqueness of our village is the starting point for producing our Neighbourhood Plan. We can address some of the concerns of residents as well as taking the opportunity to plan our village to 2030 and beyond. The Neighbourhood Planning Group considered a wide range of issues raised by Ginton residents from various consultations. From these we set out our Vision, Aims and Objectives. The Aims have been grouped into four themes.

1. **Housing and Development**
2. **Getting About - Transport and Communication**
3. **Landscape and Environment**
4. **Encouraging Micro and Small Business**

It should be noted that only the Housing and Development section of the plan will be carried over into policy by Peterborough City Council (PCC) and the remainder will be used to strongly influence future development of the village by the PCC and Ginton Parish Council.

The Government's intention is for local people to have a greater say in what happens in their area. The Localism Act allows for this. However, all Neighbourhood Plans must take account of national policy and guidance and be in general conformity with the strategic policies of the Local Development Plan in place at Peterborough City Council level.

This document has been developed and produced by the Ginton 2030 Neighbourhood Planning Group for Ginton Parish Council on behalf of the Ginton community. The group met regularly to discuss and develop aspects of the plan including content, structure and regulatory requirements.

Key points arising from the consultation

Housing and Development

Housing growth will be in line with the developments required to meet the needs given in the proposed Peterborough Local Plan – ie future growth should be limited to a maximum of 30 properties. The recent housing survey has revealed a potential small requirement for new affordable housing. Any growth should be met via small developments within and (possibly) on the edge of Ginton outside the present village envelope. According to 2016 Village Questionnaire the community does not support large-scale unsuitable development outside the village envelope, especially any causing erosion of the Green Wedge or coalescence with neighbouring communities. Large scale industrial and transport facilities should not be developed in the parish of Ginton.

Getting About - Transport and Communication

The Highways Department should investigate and implement methods to slow down traffic within Ginton and adopt more appropriate parking solutions. The Highways Department should adequately maintain sections of the Green Wheel cycle route that pass through Ginton together with all footpaths and bridleways. The public should use permissive footpaths responsibly to encourage local landowners to keep them open. This can be achieved by education and focused signage.

Landscape and Environment

Maintain clear separation between Glinton and other communities. Protect wildlife and encourage it to flourish. Remain completely rural with the open views in and out of the village protected. Green spaces of importance, footpaths, play areas and strategic views should be protected. Medieval ridge and furrow fields (which also support wildlife) should be protected.

Encouraging Micro and Small Business

Encourage more residents to work within the village, either from home or suitable local premises, by preserving and developing local amenities and community assets. Promote local business opportunities by encouraging micro and small business proposals for small-scale commercial or small industrial developments.



TOP LEFT: THE LAST PUB IN THE VILLAGE - THE BLUEBELL ON WHAT REMAINS OF THE VILLAGE GREEN

TOP RIGHT: PART OF THE INFANTS SCHOOL

BOTTOM LEFT: THE GLINTON CHURCH - ST BENEDICTS - WITH ITS UNIQUE SPIRE

BOTTOM RIGHT: PLAY TIME AT THE RECREATION GROUND

1: Housing and Development

1.1 SUMMARY

Glington has exceptionally good amenities, schools, and public transport and its proximity to both Peterborough and Stamford make it a sought-after location. This is particularly true for professional families, and this manifests itself in recent small housing developments which have focused on larger dwellings with typically four



NORTH FEN ROAD IN THE CENTRE OF THE VILLAGE CONSERVATION AREA

or more bedrooms. Smaller existing properties with between two and three bedrooms are in very short supply and remain on sale only for a short time before being sold. No one-bedroom properties exist within the village.

Despite Glington's location, major expansion and coalescence with nearby communities has been avoided due in part by: a 'green

wedge' between the village and Werrington, created by Peterborough City Council to form a buffer, a large amount of Glebe land towards the South of Glington owned by the Church of England, and the proximity of a major gas compression plant and its associated high pressure distribution pipework which runs through the village. The HSE produces guidance that designed to reduce the risk to developments near these hazardous installations. The methodology that the HSE recommends planners to use is called Planning Advice for Developments near Hazardous Installations (PADHI). Developments are restricted relative to the potential hazard and PADHI recommends that residential development is not advised near any high-pressure gas pipelines or the compressor station.



FARTHINGSTONES - A MORE RECENT SMALL, INFILL DEVELOPMENT IN HELPSTON ROAD

In December 2016, according to Rightmove, Glington's overall average house price was 50.15% more expensive than nearby Werrington, 31.14% than Northborough and

27.57% than Helpston. Overall sold prices in Glington over the 12 months December 2015 – December 2016 were 52% up on the previous year and 46% up on the 2006. It should be noted that these figures probably represent a uncharacteristic spike caused by the number of large properties being sold during the period.

1.2 BASIS FOR THE RECOMMENDATIONS

To ensure Glington's Housing Policy meets the needs of its residents and is in keeping with the existing it was decided to use the results of two evidence based surveys:

- Glington Village Neighbourhood Plan Questionnaire (GVNPQ) carried out in October 2016 when 35.8% of dwellings responded.
- Glington Housing Need Survey (GNHS) carried out by Cambridgeshire ACRE in May 2015.

1.3 COMMUNITY FEEDBACK

1.3.1 **Development** - Glington is coming under increasing pressure to expand from its current size of 690 dwellings and when asked how residents would like Glington grow by 2030 most indicated no growth (40.2%) or it should be limited to 30 new dwellings (40.2%).

1.3.2 **Location of Development** - If development were to take place within Glington, most considered that several sites to infill empty spaces around the village would be the most desirable (58.8%). However, some thought concentrating it in one designated location better (32.4%).

1.3.3 **Coalescence** - Glington is a rural village and currently is separated from neighbouring villages by farmland. Most wanted to maintain the green areas without development in the countryside between Glington and the surrounding villages (92.0%).

1.3.4 **Congestion** - Congestion during peak times is a problem within Glington and if developments are planned in these areas, most respondents considered they should be rejected if additional off-road parking is not provided (93.2%).

1.3.5 **Housing Type** - Glington's residents would like a mixture of property sizes to be developed in the village; affordable housing (33.8%); starter homes (28.6%); two bedroom houses (21.3%); three bedroom houses (35.0%) and retirement (35.6%). There was less appetite for four bedroom houses (16.7%).

1.3.6 **Housing Specification** - It was thought that all new houses should have adequate off-road parking (88.1%), probably to avoid further congestion. The requirement to provide environmental facilities was perhaps less important than might have been anticipated given Glington's status as a 'Green village': solar panels (28.8%), charging point for electric car (12.1%), combined heat and power units (16.1%), and grey water systems (20.9%). However, the concept of providing a garden capable of having a modest vegetable plot proved attractive (37.6%).

1.3.7 **Green Attributes** - Developers should in many peoples opinion include in any new developments of 6 dwellings and above: hedges (42.9%), trees (54.3%), open grassed areas (62.4%), and to a lesser extent children's play areas (28.0%)

1.4 RECOMMENDATIONS

Based on feedback obtained from results arising from the GVN PQ and GNHS surveys:

- New housing should be limited to a maximum of 30 properties by 2030.
- Development should use infill spaces around the village; however one designated location may be considered but it must not involve any green area which separates Glington from neighbouring villages, and under no circumstances should it be allowed in known congestion areas.
- A mix of affordable, starter and retirement properties should be provided, offering between 1 and 3 bedrooms.
- New properties should provide adequate off road parking (perhaps a reflection of the congestion within Glington, and be capable of having a modest vegetable plot and solar panels. Other green systems although desirable were not viewed as essential and could be offered as an option.
- Developments of 6 or more dwellings should contain hedges, trees and open grassed areas
- To protect the architecturally and historically important character of the village, new housing should not be provided in the form of large featureless estates but rather in small groups of houses integrated into the village.
- Encourage all new developments to adopt the Design Councils 'Building for Life 12' scheme (<http://www.designcouncil.org.uk/resources/guide/building-life-12-third-edition>).

2: Getting About – Transport And Communication

2.1 SUMMARY

While a Neighbourhood Plan cannot forge highway, policy can help influence it and act as a forum for the views of the community.

Glinton is bisected by the former A15, which connects the village to Northborough and the Deepings (to the north), and Werrington and Peterborough (to the south). The main entry point from the east is through the village of Peakirk, and takes traffic to and from Peterborough. This joins the main - and during peak hours, very busy - junction in its centre.

Bus services connect Glinton to the main local towns and villages, and to the city of Peterborough. While a good network of public footpaths is available for walkers, suitable facilities for cyclists are limited. Except for the roadside, some of which is disappearing behind yellow lines, there are no public car parks.

Glinton has been upgraded to 'fibre to the cabinet' broadband which, while not super-fast is largely acceptable compared to many other semi-rural communities. Mobile phone coverage across the village is patchy.

Residents are mostly happy with local transport services - the main areas of contention are speed control, parking and the congestion in the village during the schools opening and closing times.

2.2 BASIS FOR THE RECOMMENDATIONS

To ensure Glinton's Transport and Communications meets the needs of its residents it was decided to use the evidence base of Glinton Village Neighbourhood Plan Questionnaire (GVNPQ) carried out in October 2016 when 35.8% of dwellings responded.

2.3 COMMUNITY FEEDBACK

2.3.1 Public Transport – Generally Glinton is served well by bus services during normal working hours. Most residents are either very satisfied or satisfied with them (34.2% & 37.8%). Only a small number use the services daily (4%), considerable numbers use them weekly and monthly (18.3% & 19.1%), while the majority use the services either rarely or never (38.8% & 18.5%). Those residents needing train services must first travel into Peterborough. A small 3% of Glinton residents work in London and almost certainly form a part of the approximate 56% who use a motor vehicle to get into Peterborough every working day.

2.3.2 Public Footpaths - Glinton is favoured with an excellent network of footpaths which link with surrounding villages including Peakirk, Etton, Helpston, Northborough and Maxey and are largely kept in good condition. These are well used by the local community. Over 96% of residents regard the footpath network as an important resource and a community asset.

2.3.3 Cycle Paths - While Peterborough has developed an excellent network of cycle pathways. Nearly 46% of residents make use of the cycle paths with over 7% using them to ride to and from their place of employment. This figure probably excludes the large number of children who cycle to the near villages from school.

Over 76% support public investment to widen and improve cycle ways, particularly on the Lincoln Road towards Northborough.

2.3.4 Roads and Parking - Traffic calming measures in the centre of Glinton often causes gridlock during peak hours. While 37.2% felt considered it fit for purpose, 70.4% supported the need for a redesign and improvement. 50.9% of respondents thought speed cameras should be installed, however 77.5% believed that illuminated speed indicator signs were a better alternative. Nearly 80% would welcome a reduction in the excessive number of traffic information signs around the centre of the village.

2.3.5 School related congestion - The issue of school related traffic congestion, parents dropping off and collecting their children at the two schools and parking is a frequent resident complaint. 92.4% of respondents would welcome a resolution to the problem that routes traffic away from the village centre.

2.4 RECOMMENDATIONS

Based on feedback obtained from results arising from the GVNPQ survey:

- The Highways Department should investigate, and implement methods to slow down traffic within Glinton and adopt more appropriate parking solutions.
- The Highways Department should adequately maintain sections of the Green Wheel cycle route that pass through Glinton together with all footpaths and bridleways.
- The public should use permissive footpaths responsibly to encourage local landowners to keep them open. This can be achieved by education and focused signage.

3: Landscape and Environment

3.1 SUMMARY



THE PUBLIC FOOTPATH BESIDE THE RIDGE AND FURROW FIELDS TO THE NORTH OF THE VILLAGE

Glinton is an attractive Fen Edge village of some 690 houses with a population of c.1,740 and has a long history, which is reflected in the archaeological remains and field patterns. It is separated from the nearby villages of Peakirk; Northborough; Werrington; Helpston and Northborough by arable farmland.

Glinton rises a few meters above sea level on a gravel island, and the surrounding landscape is characterised by arable farmland and is intersected by drainage dykes and smaller drains.

The fields surrounding the village retain hedgerows and tree lines which are responsible for a more enclosed feel to the landscape and an attractive visual impression.

3.2 BASIS FOR THE RECOMMENDATIONS

To ensure Glinton's Landscape and Environment meets the needs of its residents it was decided to use the evidence arising from the Glinton Village Neighbourhood Plan Questionnaire (GVNPQ) carried out in October 2016 when 35.8% of dwellings responded.

3.3 COMMUNITY FEEDBACK

3.3.1 Separation - 87.7% of respondents wish to see both the village and the parish of Glinton continue as a rural community, with clear separation from the villages of Northborough and Peakirk, and from the outskirts of Werrington.

3.3.2 Views – Outside of the village envelope, Glinton is mostly arable farmland. This separates it from neighbouring villages and provides open views, which 91.5% of respondents consider 'highly valued'.

3.3.3 Footpaths - Glinton is surrounded by a network of public and permissive footpaths, which 96.2% of respondents consider an important asset to the village.

3.3.4 Wildlife Habitats - There is a rich variety of wildlife which 85.9% of questionnaire respondents are keen to conserve, and would support a move to protect the habitats and make Glinton a wildlife-friendly village.

3.3.5 Heritage – There are a dozen houses of architectural and historical significance in the village, all of which help to define the village character. Several of Glinton's ancient fields are characteristic of early mediaeval settlements, and are



THE PERMISSIVE FOOTPATH NEAR TO THE EASTERN BOUNDARY

a key element in the distinctiveness of the village landscape. The retention of these important historical and archaeological features was supported by 88% of questionnaire respondents.

3.3.6 Verges – 93.6% of respondents consider the wide verges along approach roads, the remnants of the village green adjacent to the church and the wide verges to the north and east sides of the church wall should be preserved and 83.3% stated that they supported the wide road verges being managed in favour of wildlife. 81.3% of respondents would support a scheme to turn a wide area of grass and trees alongside Lincoln Road opposite the garage/McDonald's site into a wildflower meadow.

3.3.7 Green Areas - 62.4% residents supported the provision of open grassed areas in new developments of over 6 houses.

3.4 RECOMMENDATIONS

Based on feedback obtained from results arising from the GVNPQ survey:

- Maintain clear separation between Glinton and other communities.
- Preserve and protect footpaths.
- Protect and encourage wildlife to flourish.
- Remain completely rural with open views in and out of the village protected.
- Encourage all new developments to adopt the Design Councils 'Building for Life 12' scheme (<http://www.designcouncil.org.uk/resources/guide/building-life-12-third-edition>).

4: Encouraging Micro and Small Business

4.1 SUMMARY

Glinton is predominantly residential with very limited local services and community facilities. Glinton has retained its Post Office, which has now been extended to



THE RECENTLY RE-BUILT POST OFFICE AND SMALL SUPERMARKET

provide a small supermarket. There is a small pharmacy which serves the needs of Glinton residents. Saint Benedict's church is well-attended and well-maintained, and is the hub of the parochial area.

There are some small businesses in various locations, and there is also a secure unit for young women; Clare Lodge (the

sole female-only provision in the UK) which has its own access road opening off the Lincoln Road to the south of the village. Except for Clare Lodge, these facilities are important to the community but those without their own space for cars have between them created a parking problem which is particularly apparent during school delivery and collection times. In particular, parents of students at Arthur Mellows Village College are responsible for a large amount of congestion along neighbouring roads, which is compounded by the traffic calming measures in place along the Lincoln Road. It is high on the list of complaints by residents who are increasingly frustrated with the lack of parking and ease of navigation. Any new business opportunities would need to carefully consider the effects which increased traffic flows and parking issues would have on an already congested village.

The NPPF promotes a prosperous rural economy by encouraging the retention and development of local services and community facilities in villages; however, only a very small number of survey respondents identified the need for additional business support or facilities within Glinton with poor Broadband connection being identified as the most common issue.

4.2 BASIS FOR THE RECOMMENDATIONS

To ensure Glinton's Micro and Small Businesses meets the needs of its residents it was decided to use the evidence base of the Glinton Village Neighbourhood Plan Questionnaire (GVNPQ) carried out in October 2016 when 35.8% of dwellings responded.

4.3 COMMUNITY FEEDBACK

4.3.1 **Place of Employment** - Only 52% of respondents were working with only 10% employed in Glinton. The majority (23%) of workers' place of employment was Peterborough. Over 50% of workers used cars to commute to their place of employment.

4.3.2 **Small Business and Leisure Development** - The development of small family run shops (food/services) was supported by 57% of respondents with 35% supporting leisure development.

4.3.3 **Industrial Development** - There is little support for the development of small industrial, offices or transport facilities (park & ride or lorry parks) in Glinton with no support for any large industrial or warehousing developments.

4.4 RECOMMENDATIONS

Based on feedback obtained from results arising from the GVN PQ survey:

Encourage more residents to work within the village, either from home or suitable local premises, and meet the following objectives:

- Preserve and develop local amenities and community assets
- Seek to establish local business opportunities. Policy XX: 'Encouraging Micro and Small Business'. Proposals for small-scale commercial or industrial development in the categories A1 (Shops), A2 (Financial & Professional), A3 (Restaurants & Cafes) and B1 (Business Offices) will be supported

The following types of development will be supported:

- Premises for business start-ups, including Micro businesses
- Extensions and small new buildings enabling working from home
- Provision of serviced offices
- Community facilities

If you wish to comment on this document

If you wish to make any comment on the content of this interim document please write them down and pass them to any one of the Neighbourhood Plan committee members listed below. The closure date for comments is **31st August 2017**.

Claire Bysse	6 The Willows
Gerry Kirt	5 Rectory Lane
Bob Randall	14 Holmes Road
Andy & Judy Staines	53 Lincoln Road
Dave Wragg	12 Webster Close
Bob Johnson	5 North Fen Road