

PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE

**TUESDAY 4 SEPTEMBER 2012
1.30 PM**

AGENDA

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- 1. Apologies for Absence**
- 2. Declarations of Interest**
- 3. Members' Declaration of intention to make representations as Ward Councillor**
- 4. Minutes of the Meetings held on:**
 - 4.1 10 July 2012 1 - 20**
 - 4.2 24 July 2012 21 - 26**
 - 4.3 14 August 2012 27 - 32**
- 5. Development Control and Enforcement Matters**
 - 5.1 12/00881/MMFUL - David Harrison Metals, 13-14 Astore Park, Padholme Road, East Fengate, Peterborough 33 - 42**
 - 5.2 12/01054/FUL - Whitepost Cottage, White Post Road, North Newborough, Peterborough 43 - 50**
 - 5.3 12/01062/HHFUL - 19 Plough Lane, Newborough, Peterborough, PE6 7SR 51 - 56**
 - 5.4 12/01100/FUL - Peterborough Dairies, 3 John Wesley Road, Werrington, Peterborough 57 - 64**
 - 5.5 12/01102/FUL - Store Adjacent to 29 Hankey Street, Peterborough 65 - 72**



There is an induction hearing loop system available in all meeting rooms. Some of the systems are infra-red operated, if you wish to use this system then please contact Gemma George on 01733 452268 as soon as possible.

5.6 12/01123/FUL - Peterborough Regional College, Park Crescent, Peterborough, PE1 4DZ 73 - 80

6. Peterborough Community Infrastructure Levy (CIL) - Preliminary Draft Charging Schedule (PDCS) and Infrastructure Delivery Schedule (IDS) 81 - 164

Committee Members:

Councillors: Serluca (Chairman), Casey (Vice Chairman), Hiller, North, Stokes, Todd, Shabbir, Sylvester, Lane and Harrington

Substitutes: Councillors: Kreling, Martin and Ash

Further information about this meeting can be obtained from Gemma George on telephone 01733 452268 or by email – gemma.george@peterborough.gov.uk

CASE OFFICERS:

Planning and Development Team: Nicholas Harding, Lee Collins, Andrew Cundy, Paul Smith, Mike Roberts, Louise Lewis, Janet Maclennan, Astrid Hawley, David Jolley, Louise Lovegrove, Vicky Hurrell, Amanda McSherry, Sam Falco, Matt Thomson, Chris Edwards, Michael Freeman

Minerals and Waste: Theresa Nicholl, Alan Jones

Compliance: Nigel Barnes, Anthony Whittle, Karen Cole, Julie Robshaw

NOTES:

1. Any queries on completeness or accuracy of reports should be raised with the Case Officer or Head of Planning, Transport and Engineering Services as soon as possible.
2. The purpose of location plans is to assist Members in identifying the location of the site. Location plans may not be up-to-date, and may not always show the proposed development.
3. These reports take into account the Council's equal opportunities policy but have no implications for that policy, except where expressly stated.
4. The background papers for planning applications are the application file plus any documents specifically referred to in the report itself.
5. These reports may be updated orally at the meeting if additional relevant information is received after their preparation.



Minutes of a Meeting of the Planning and Environmental Protection Committee
Held at the Town Hall, Peterborough on 10 July 2012

Members Present:

Councillors – Serluca (Chairman), Casey (Vice Chairman), Hiller, North, Todd, Stokes, Shabbir, Sylvester, Lane and Harrington

Officers Present:

Simon Machen, Head of Planning Transport and Engineering Services
Nick Harding, Group Manager Development Management
Amanda McSherry, Principal Development Management Officer (Item 5.4)
Jez Tuttle, Senior Engineer (Development)
Carrie Denness, Senior Solicitor
Gemma George, Senior Governance Officer

1. Apologies for Absence

There were no apologies for absence received.

2. Declarations of Interests

Councillor Harrington declared a personal, non-prejudicial interest in item 5.2, in that he was acquainted with the Applicant, but this would in no way affect his decision. Councillor Harrington further declared that he was the Ward Councillor for items 5.3 and 5.6.

Councillor Todd declared a personal, prejudicial interest in item 5.4 due to her connections with the City of Peterborough Academy.

Councillor Shabbir declared that he was the Ward Councillor for item 5.4, but this would in no way affect his decision.

3. Minutes of the Meeting held on 12 June 2012

The minutes of the meeting held on 12 June 2012 were approved as a true and accurate record.

4. Members Declaration of Intention to make Representations as Ward Councillor

Councillor Harrington declared that he would be speaking on behalf of residents in relation to item 5.3 on the agenda.

Councillor Todd declared that she would be speaking on behalf of residents in relation to item 5.4 on the agenda.

Councillor Hiller declared that he would be speaking on behalf of residents in relation to item 5.2 on the agenda.

5. Development Control and Enforcement Matters

5.1 12/00329/OUT – Great Northern Railway Hotel, Station Road, Peterborough, PE1 1QL

The application site was approximately 0.75 hectares and was bound to the east by Bourges Boulevard and to the south, west and north by Station Road. The site lay within the city centre boundary and the Railway Station Opportunity Area and on the edge, but outside, the Central Retail Area as defined in the Adopted Peterborough Local Plan (First Replacement) 2005. The site contained a hotel building with 33 rooms, a large area of surface car parking to the east and a small garden area to the south and was accessed via Station Road. The site was generally flat and enclosed by mature trees along the northern, eastern and southern boundaries. The surrounding context was comprised of a mixture of uses and was dominated by hard infrastructure including the railway line to the west and the Bourges Boulevard dual carriageway/public transport corridor and main transport link to the city to the east; beyond which was a 4/5 storey car park associated with the Queensgate shopping centre. The site was situated directly north of the station surface car park and multi storey Perkins car park and lay directly opposite the railway station building to the west. To the north of the site was the former Royal Mail Sorting Office, which was currently in use as a temporary surface car park and Outline planning permission had recently been granted for 'Redevelopment to provide office (B1) and retailing (A1, A3 and A4)' (ref. 10/01461/OUT). The site was also in close proximity to the North Westgate Opportunity Area.

The application sought outline planning permission to establish;

- The principle of development;
- The quantum of development on the site; and
- Access to the site.

All matters relating to layout, scale, appearance and landscaping were to be reserved to a later stage. Indicative plans of the layout, floor plans and elevations showing the heights, widths and depths of the proposed scheme had been provided. The proposal included demolition of an extension to the east of the hotel building that contained the largest function room and outbuildings to the north. A new extension to the hotel would be built to the north (rear) of the hotel and a new office development was proposed on the eastern side, to be accommodated over six storeys stepped up in stages from the existing hotel building. The ground floor would provide café/retail uses with active frontages. Six residential apartments would be provided on the top floor of the office building. The development would provide two concealed parking areas, both of which would be accessed off Station Road to the north. Twenty no. spaces would serve the hotel and 31 no. spaces would serve the office/commercial/residential uses. A large public realm area

would be located to the south of the site. The proposal would provide:

- 13,010m² Gross Internal Area (GIA) B1 (office accommodation);
- 801m² GIA A1 (retail) and 801m² A3 (restaurant/café);
- 1,735m GIA C1 (hotel) extension to provide 47 additional bedrooms;
- 6 no. residential apartments (3 x 3-bed and 3 x 2-bed);
- 51 car parking spaces; and
- 200 no. cycle parking spaces

The Group Manager Development Management addressed the Committee and gave an overview of the proposal. It was advised that the Applicant had submitted a number of indicative drawings outlining what the proposal may look like once completed, however these drawings were not for approval at the current time.

The main issues for consideration were highlighted, these included landscape implications and highways issues amongst others. The recommendation was to grant the application subject to the signing of a legal agreement and the imposition of relevant conditions.

In accordance with Policy CS13 of the Adopted Peterborough Core Strategy, the development would have a burden on the services and infrastructural needs of the city therefore site related contributions and a monitoring fee were sought, these were comprised of a number of POIS contributions and a £1m Section 106 (S106) contribution towards Bourges Boulevard enhancement works.

An initial assessment conducted had highlighted that bats may be living in the existing hotel building and therefore a further detailed survey was to be conducted with a mitigation strategy to be produced.

The Committee was advised that authority was sought to issue planning consent subject to a satisfactory survey mitigation proposal as well as the implementation of a successful S106 agreement.

Members' attention was drawn to additional information contained within the update report. An additional condition was proposed in relation to the submission of a construction management plan prior to the commencement of any development.

Mr Peter Lee, from the Civic Society, addressed the Committee in objection to the application and responded to questions from Members. In summary the concerns highlighted to the Committee included:

- The retention of the historic Great Northern Hotel's core building was welcomed as was the open space and concourse on the southern side;
- The loss of trees, as specified within the committee report, was of no real concern and it was felt that the site had development potential;
- The main objection was in relation to building height. It was felt that the Applicant had not demonstrated that a building of such a height was acceptable at the location;
- There had been no attempt to address the impact of an eight storey

- building on Bourges Boulevard or on longer distance views;
- The building would be surrounded by other buildings and the drawings had not shown this;
- The maximum height limit of five to six storeys should be applied so as not to impinge on the views of the Cathedral from the west;
- The elevation facing Bourges Boulevard would be a flat blank façade. This would be the most visible façade in the scheme for most people. More needed to be made of this façade;
- There were concerns about the triangular balconies facing outwards from the site, a much more positive focal point was required. The balcony areas had also been included in the overall floorspace, which was incorrect;
- The adverse impact to the north. The building would overshadow the station egress road and the site to the north, where a new area of pedestrian public realm had recently been approved;
- With regards to the new bedroom block facing the station, this would be a four storey high building and it would be higher than the three storey Great Northern Hotel, could the fourth storey be put into a mansard roof?;
- The size of the retail units was questioned, if they were large retail units, would they come into direct competition with other units in the area?;
- The lack of public consultation. The exhibition had taken place for six hours on a working day and therefore it was felt that the results were flawed.

Following comments from the speaker, the Group Manager Development Management advised that the public consultation process had no fixed format to follow and therefore the Applicant had been under no obligation to undertake the consultation in any particular fashion. It was further highlighted that the Committee were not approving designs at the current time, just the maximum amount of floorspace permitted for development. The application had been presented to the Design Panel, made up of local and nationally based architects, and overall the comments received had been of a positive nature, however it had been mentioned that the final designs may require some additional work.

Following questions to the Group Manager Development Management in relation to the eight storey height of the building, Members were advised that the final design could be very different to that presented, and as long as the floorspace was achieved an eight storey proposal was not a certainty.

The Head of Planning Transport and Engineering Services addressed the Committee in response to the concerns raised by a number of Members in relation to the height of the proposal. He stated that the proposal would not appear out of place as both Queensgate and the recently approved ING development were large buildings. Furthermore, in order to make the scheme viable and to generate investment in the city, the floorspace would need to be maximised to its full potential.

Following debate, Members commented that the development was an exciting concept for the city, however when the application was submitted at the reserved matters stage the impact on the Great Northern Hotel and the impact on the views of the Cathedral needed to be taken into careful consideration. There were previous success stories where old buildings had been merged with new buildings,

and this needed to be achieved with this development.

A motion was put forward and seconded to grant the application subject to the imposition of an additional condition in relation to the production of a construction management plan, a satisfactory bat survey and mitigation proposal and the signing of a S106 agreement. The motion was carried by 8 votes, with 2 voting against.

RESOLVED: (8 For, 2 Against) to grant the application, as per Officer recommendation, subject to:

1. The conditions numbered C1 to C20 as detailed in the committee report;
2. The additional condition C21 as detailed in the update report:

Prior to the commencement of any development a construction management plan shall be submitted to and approved by the Local Planning Authority. The construction Management Plan shall include (but not exclusively) the following:-

- Haul Routes to and from the site;
- Hours of working;
- Parking, Turning and Loading/Unloading areas for all construction/contractors vehicles;
- Site compounds/storage areas;
- Temporary Access points; and
- Wheel cleansing facilities capable of cleaning the underside of the chassis and wheels of all vehicles entering and leaving the site during the period of construction.

In the interests of the safety of all users of the public highway in accordance with Policy CS14 of the adopted Peterborough Core Strategy DPD 2011

3. The completion of a satisfactory bat survey and mitigation proposal; and
4. The signing of a S106 agreement.

Reasons for the decision:

Subject to the imposition of the conditions, the proposal was acceptable having been assessed in the light of all material considerations, including weighing against relevant policies. Specifically;

- The proposal would provide 13,010m² of new office floorspace within the city centre and the site could accommodate the quantum of development within the indicative heights without detriment to the immediate context;
- The proposed A1/A3 uses would provide active frontages and would be complementary to the existing station;
- The site would be well related to services and facilities that would serve the residential needs of the future occupiers of the apartments;
- The extension to the hotel building would be complementary to the characteristics of the site and would enable the continued operation of one of

- Peterborough's historic assets;
- The public realm would enhance the sense of arrival to the city and improve the legibility to the city centre;
 - The proposal would not unduly impact on the surrounding highway network;
 - The proposal would not have an unsatisfactory impact on any ecological feature or trees of significant value;
 - The proposal would make satisfactory and justified off site provision towards improvements to Bourges Boulevard and a contribution towards the social and physical infrastructure demands that it would place on the city; and
 - The proposal would provide a high quality landmark building important to the city's image and would not prejudice the potential for the development of other sites within the Station Quarter Opportunity Area.

Hence the proposal was in accordance with policies CC12, CC15, CC16, LNE9 and LNE10 of the Adopted Peterborough Local Plan (First Replacement) 2005, policies CS3, CS4, CS10, CS12, CS13, CS14, CS16, CS17, CS21 and CS22 of the Adopted Peterborough Core Strategy DPD 2011 and the National Planning Policy Framework.

5.2 12/00609/HHFUL – Proposed single storey side and rear extensions with additional living space in roof

The site was a detached 1960's chalet style dwelling of brick and tile construction, located within the Etton Conservation Area, adjacent to the edge of the village envelope. The dwelling was one of three similar chalets; the other two had been altered by, in one case the insertion of a dormer window, and the other a porch. The site was enclosed by a large conifer hedge at the southern boundary and a mix of fencing and shrubbery for other site boundaries. The dwelling sat within a generous plot and there was parking for at least two vehicles to the front of the property.

Permission was sought for the erection of two storey side and rear extensions and a single storey extension. The two storey side extension would measure 4.25 metres wide by 8.4 metres deep, with a dual pitch roof measuring 2.5 metres above ground level at the eaves and 6.3 metres at the apex. The two storey rear extension would project beyond the rear wall of the existing dwelling by 3.75 metres, matching the 7 metre height of the existing dwelling. The single storey rear extension would measure 4.05 metres deep by 2.5 metres wide and would be located to the side of the proposed two storey rear extension.

The Group Manager Development Management addressed the Committee and gave an overview of the proposal. The main issues for consideration were highlighted, these included the impact of the development upon the character of Etton Conservation Area, the impact upon the amenity of the occupiers of neighbouring dwellings and the impact upon wildlife. The recommendation was to grant the application subject to the imposition of relevant conditions.

The conifer hedge enclosing the site was proposed for removal and this point was of main concern to the objectors. It was highlighted that permission was not required for its removal. If the hedge was to be removed, the Applicant had indicated that they would be happy to accept a condition requesting a more

traditional hedge to be planted in its place.

Councillor Peter Hiller, Ward Councillor, addressed the Committee on behalf of a local resident and responded to questions from Members. In summary the concerns highlighted to the Committee included:

- The extensions were clearly two storey extensions and would almost double the size of the current property;
- The application would be detrimental to the local resident's quality of life and also to the village of Etton's Conservation Area and the adjacent listed cottage;
- The properties either side were modest, one being similar to the property in question and one a small, listed cottage;
- The Conservation Officer's report was clear and stated that the property would be extremely dominant once it had been almost doubled in size. The Conservation Officer also had reservations with regards to the removal of the hedge;
- The property would dwarf its neighbours and alter the street scene irrevocably;
- The properties together would have far more impact on the street scene than had been suggested within the Planning Officer's comments contained within the committee report. They would also be seen together from many different positions;
- The Officer's comments with regards to the impact upon the amenity of the occupiers of the neighbouring dwelling, particularly in relation to the overshadowing of their conservatory and rear amenity space during the winter months, were somewhat disingenuous;
- Did the proposal accord with Policies CS16, CS17, PP1 and PP2?

Mr Martin Brook, a local resident, addressed the Committee in objection to the application and responded to questions from Members. In summary the concerns highlighted to the Committee included:

- Mr Brook lived in a neighbouring property and had moved to Etton to enjoy the countryside views;
- Mr Brook had carried out alterations to his property but these had not exceeded the limits of those already in place both in terms of footprint and height;
- The proposed main rear extension was in fact a two storey extension, with the ridge line being maintained seven metres above ground level. This was the main cause of objection;
- The proposed projection of the rear extension would extend further than Mr Brooks' conservatory. This would cause significant overshadowing and loss of light. It would reduce light into the first floor bedroom window, kitchen window, lounge window, conservatory, family room and rear garden. This would cause a significant reduction in quality of life, surroundings and loss of private amenities;
- The Officer's report acknowledged that access to direct light would be lost for a minimum of six months per year, due to the extent of the proposed extension;

- The proposal was contrary to planning considerations for both privacy and daylight;
- The change in the street scene to Main Road was also a cause for concern, especially the impact on the listed building;
- The increase in the size would dominate the currently well proportioned streetscene view;
- The Officer acknowledged that within a Conservation Area, trees with a diameter of 75mm, and 1 ½ metres high, were in fact protected. Had a survey therefore been undertaken on the hedgerow?
- There was no objection to the extension in principle, as long as it maintained the overall height and footprint already present.

Following questions to the speakers, Members debated the application and commented that it would have been of benefit if the Agent or Applicant had been present to outline the proposal.

It was further commented that the application would be overbearing and the impact on the neighbouring dwelling, including the loss of light, which would be experienced for a large portion of the year, would be unacceptable. If the hedge currently in place was removed the imposition of a new hedge could not be confirmed, the loss of this hedge and the impact of the proposal would have a negative impact on the streetscene and on the listed building.

Following debate, a motion was put forward and seconded to refuse the application, contrary to Officer recommendation, due to the overdevelopment of the site, its overbearing impact on the neighbouring dwelling leading to a loss of light and also the impact on the character of the Conservation Area with regards to the scale of the extension and the adverse impact on the streetscene and the listed building. Policies CS16, CS17, PP1 and PP2 were cited. The motion was carried by 8 votes, with 1 voting against and 1 abstaining.

RESOLVED: (8 For, 1 Against, 1 Abstention) to refuse the application, contrary to Officer recommendation.

Reasons for decision:

The proposed side extension was of a significant size and scale and of a design which did not preserve or enhance the Etton Conservation Area and which was detrimental to views of the nearby Listed Cottage. The proposal was therefore contrary to Policy CS17 of the Peterborough Core Strategy DPD 2011 which stated that ‘all new development must respect and enhance the local character and distinctiveness of the area’. The proposal was also contrary to emerging Policy PP1 of the Peterborough Planning Policies DPD (2012) which stated that new developments should ‘make a positive contribution to the quality of the built environment (in terms of its location, size, scale, massing, proportions)’ and ‘would not have a detrimental effect on the character of any immediately adjoining properties’.

The rear extension, including the extension to form the utility, would be detrimental to the amenity of the neighbouring property as it would be overbearing and cause

significant shading and loss of light. The proposal was therefore contrary to Policy CS16 of the Peterborough Core Strategy DPD 2011 which stated that 'new development should not result in unacceptable impact on the amenities of occupiers of any nearby properties. The proposal was also contrary to emerging Policy PP2 of the Peterborough Planning Policies DPD (2012) which stated that new developments should not result in unacceptable loss of 'light to and / or overshadowing of nearby properties' or have an 'overbearing impact'.

The meeting was adjourned for ten minutes.

5.3 12/00758/NONMAT – Non-material amendment to planning permission 06/01257/FUL – Erection of single storey dwelling and detached single garage

The application site was located within the limited growth village of Newborough. Williams Close was a residential cul-de-sac consisting of a mixture of single storey and two storey residential properties. The application site was formerly part of the garden of No.9, which was a single storey detached dwelling. The application site was located at the end of the street set back from the road in a corner position.

The properties on Hawthorn Close to the east of the application site were chalet bungalow style residential properties.

Planning permission had been refused under planning reference 06/01257/FUL for a single storey dwelling and detached single garage on the site. This decision had been overturned at appeal and planning permission had been allowed.

A non material amendment was being sought to planning permission 06/01257/FUL to position the bungalow closer to the eastern boundary of the site. The foundations had been installed on site and it had been found that the distance between the bungalow and the boundary varied between 1.5 metres and 1.9 metres due to the irregularity of the boundary line. The approved position under planning permission 06/01257/FUL was 2.4 metres, the plans did not show the irregular nature of the boundary correctly. Therefore the property had moved between 0.5 metres and 0.9 metres closer to the eastern boundary.

The application was therefore to consider the change to the building position on site only and if approved by the Committee, all of the conditions and drawings would remain as they were previously.

The Group Manager Development Management addressed the Committee and gave an overview of the proposal. It was advised that due to the irregularity of the boundary, the property being positioned slightly closer than originally approved would not be of detrimental impact to the neighbour, it was therefore advised that the recommendation was for the amendment to be considered as a non-material amendment to 06/01257/FUL.

Members' attention was drawn to additional information contained within the update report. A number of objector's comments had been received, a number of which were in relation to the piles being placed in different positions.

Councillor David Harrington, Ward Councillor, addressed the Committee on behalf of residents and responded to questions from Members. In summary the concerns highlighted to the Committee included:

- The application had been going on for a long time and had originally been refused due to it being overbearing on the neighbouring properties;
- Many objections had been raised against the application previously, however the application had been granted at appeal;
- It was to be noted that the Planning Inspector had granted the application at appeal after having been provided the dimensions which had since been proven to be incorrect;
- The incorrect dimensions made the proposal site smaller and therefore the original objections were still relevant;
- Peterborough currently had no statutory criteria as to what a non-material amendment was, however guidance from other Local Authorities stated that any change to the red line outline of a site would not be considered under a non-material amendment. Therefore should this application be considered as non-material?;
- Although there was considerable screening to the boundary, if this was removed, what replacement landscaping could be implemented that would survive in such close proximity to the proposed building?;
- If the application was approved, how would this affect the boundary plans i.e. for the proposed patio? Would this be of further detriment to the neighbouring properties considering the implementation of a patio was to mitigate against headlight dazzle;
- The application should stand on its own merits as a new application.

Mr Colin Noble, a local resident, addressed the Committee in objection to the application and responded to questions from Members. In summary the concerns highlighted to the Committee included:

- The Planning Inspector had visited the site in October 2007 and all of the neighbours had been present;
- There were a number of reasons highlighted against the validity of the non-material amendment;
- The Applicant's original measurements had been inaccurate, therefore they were requesting to re-site the building nearer to the boundary of Hawthorn Close. Due to the plot being so small, any changes would have major significance;
- The proximity of the property to the eastern boundary was contrary to the Appeals Inspector's decision;
- Perhaps on a larger plot, differently positioned, the requested change to 1.5 metres would be acceptable, however in these circumstances it was nearly a 50% reduction in a key boundary;
- Peterborough City Council did not include on their website any guidance as to what could be included as non-material amendments. Many other councils did;
- The revised plan included a reduced construction width which was not in line with the approved appealed construction width;
- Building piles had been implemented without approval;

- It was requested that the Inspector's decision be adhered to.

Mr Anthony Nelder, the Applicant, addressed the Committee and responded to questions from Members. In summary the issues highlighted to the Committee included:

- The issue had arisen out of a poor site assessment;
- A new surveyor was now involved with new drawings completed from scratch;
- The boundary was not a straight line and there had been a mis-measurement at one end of the site;
- The appeal had taken into account the impact on Hawthorne Close;
- The boundary, being the leylandii hedge, was 25 metres from the back of the properties along Hawthorne Close. The hedge was on the neighbours side of the fence;
- Along this boundary, there would be one small window, which would be frosted;
- The issue needed to be rectified as it had been ongoing since 2006;
- The dimensions of the piles were exactly as they should be for the planning permission that had been granted, the error had occurred due to the wrong measurements of the plot.

Following comments from the speakers, the Group Manager Development Management advised that prior to making a decision, Planning Inspectors always visited sites prior to consideration at appeal. It was further advised that the type of application before the Committee was of no significance and should be treated as any other application, Members were simply being requested to determine what impact the changed siting would have upon the neighbours.

Members commented that there were a number of issues to be considered and there were arguments both for and against the application. The original application had been refused by the Authority due to the proximity of the property at 2 ½ metres. The Inspector had been satisfied with this proximity, however if measurements had been submitted with the property being nearer to the boundary, the Inspector may not have been in approval.

Members further commented that although the issue had been ongoing for a period of time and did need resolution, the amendment was a fundamental change.

Following debate, a motion was put forward and seconded to approve the application to permit the amendment sought to be considered a non-material amendment. The vote was tied with 5 voting against and 5 voting for, the Chairman exercised her casting vote and the motion was defeated with 6 votes against and 5 voting for.

A second motion was put forward and seconded to refuse the application, contrary to Officer recommendation, due to the overbearing impact of the proposal on the neighbour's amenity and the proximity of the property to the neighbour's land. The vote was tied with 5 voting for and 5 voting against, the Chairman exercised her casting vote and the motion was carried by 6 votes, with 5 voting against,

RESOLVED: (6 For, 5 Against, with the Chairman exercising her casting vote in favour) to refuse the application, contrary to Officer recommendation.

Reasons for the decision:

The siting of the bungalow closer to the boundary with the adjacent dwellings in Hawthorn Close, would be detrimental to their amenity as it would be overbearing.

The proposal was therefore contrary to Policy CS16 of the Peterborough Core Strategy DPD 2011 which stated that 'new development should not result in unacceptable impact on the amenities of occupiers of any nearby properties. The proposal was also contrary to emerging Policy PP2 of the Peterborough Planning Policies DPD (2012) which stated that new developments should not result in an 'overbearing impact'.

5.4 12/00717/R3FUL – Refurbishment and development of the former Hereward School buildings and site to create the new City of Peterborough Academy, works consist of refurbishment of the existing buildings including construction of a new two storey link block, two additional classrooms and a small extension to the changing rooms, demolition of existing plant room and a new single storey Special Education Needs (SEN) school for 90 pupils to also be constructed on the site.

The application site was the former Hereward Community College site. The site had not been used as a school since 2007; however Peterborough City Council had recently been using the buildings on a small scale informal basis for meetings, training space etc.

The site covered an area of 6.32 hectares, and was comprised of a mainly flat site, with school buildings, playing fields, car parking and landscaped areas.

The surrounding land uses were residential to the north and west, St John Fisher School to the south and Frank Perkins Parkway dual carriageway to the east.

The proposal was:

- To construct a new single storey Special Educational Needs School (SEN) of 2,414 square metres to accommodate 90 pupils;
- To refurbish and re-open the existing school buildings for the new City of Peterborough Academy;
- Three extensions to the main school building:
 1. undercroft classrooms (200 square metres gross internal area (g.i.a)) extension in Block 1;
 2. a two storey link block between existing buildings (687 square metres g.i.a); and
 3. an extension to the sports changing rooms (19 square metres g.i.a)
- New internal vehicle access road, car parking and cycle parking. A total of 143 car parking spaces were proposed and 136 cycle spaces with room for future expansion of the cycle parking facilities;

- Resurfacing of the existing tennis courts;
- Improvements to the existing grass pitches on the site;
- Replacement of the existing disused multi use games area (MUGA) with a third generation (3G) surface;
- Refurbishment of the existing pavilion changing block for school and community use;
- Re-location of wildlife area;
- New elevation screen structures to the east and west elevations;
- New pedestrian and cycle access to site from Viney Close;
- Widening of the access road from Reeves Way to school;
- Upgrading of two nearest bus stops to the site; and
- Landscaping

The Principal Development Management Officer addressed the Committee and gave an overview of the proposal. The main issues for consideration were the siting, design and layout of the new development, the impact on neighbours, ecology, trees, Sport England issues in relation to the loss of the former playing field, energy efficiency and drainage. The recommendation was to grant the application subject to the imposition of relevant conditions.

The Committee was advised that the access from Viney Close would be for emergency and maintenance vehicles only and the imposition of a pedestrian access into the site was also proposed. Residents had expressed concern at this aspect of the proposal stating that they believed that Viney Close would be used as a drop off point, however it was a narrow road and the turning capabilities at the end of the road were poor, it was therefore in Officer's opinion that the road would not be used as a drop off point.

The issue of surface water drainage was an issue that was yet to be resolved. The Environment Agency had looked at the Floodrisk Assessment and had advised that a different data source should have been used for the basis of the calculations. The Committee was therefore requested, should it be minded to approve the application, to allow the Head of Transport Planning and Engineering to issue planning permission once this Environment issue had been overcome.

Members' attention was drawn to additional information contained within the update report. The Landscape Officer had confirmed that the additional tree information requested had been received and was acceptable. Anglian Water had also raised no objection subject to the imposition of a condition that there should be no permanent occupation of the site until the Surface Water Strategy had been carried out. Members were also advised that an addendum to the Flood Risk Assessment had been sent to the Environment Agency and their comments were awaited.

Councillor Marion Todd, Ward Councillor, addressed the Committee and responded to questions from Members. In summary the issues highlighted to the Committee included:

- Councillor Todd had had a large amount of involvement with the site and this would be a welcome addition to the educational system;

- Comments contained within the committee report, highlighting that no public consultation responses had been received, were inaccurate;
- Many residents had been concerned with regards to the pedestrian access from Viney Close. This would encourage parents to drive their children to the area and it would get extremely congested. Members were therefore asked to consider this access;
- There were already issues with the other schools in the area with regards to congestion.

Councillor Todd left the meeting for the remaining duration of the item.

Following comments from Councillor Todd, the Principal Development Management Officer advised that the comments contained within the committee report were only those received in relation to the planning application. It was also in the Officer's opinion that the pedestrian access from Viney Close would be beneficial as it would ensure that those children who lived within the vicinity of the access would not have a considerable distance to walk, and it would therefore decrease the likelihood of their parents taking them by car.

If Members were minded to approve the application without the pedestrian access gate, this would be acceptable to the Applicant.

Following debate, Members commented that Viney Road was extremely narrow and many vehicles using it would cause extreme disruption and congestion to the area, a trialling system for the pedestrian access had been mentioned however it was felt that this would be of no real benefit. Sustainable transport was encouraged in the city and therefore only having one entrance into the site would be the preferred option. With regards to the school itself, the facility would be a great addition to the city and was greatly needed. A motion was put forward and seconded to grant the application, subject to the access from Viney Road being restricted to emergency and maintenance vehicles only and the resolution of the surface water objection from the Environment Agency and the addition of any required conditions. The motion was carried unanimously.

RESOLVED: (Unanimous) to grant the application, as per Officer recommendation, subject to:

1. The resolution of the surface water objection from the Environment Agency and the addition of any required conditions;
2. A condition ensuring that the access from Viney Close be restricted to emergency and maintenance vehicles only; and
3. The conditions numbered C1 to C28 as detailed in the committee report.

Reasons for the decision:

Subject to the imposition of the conditions, the proposal was acceptable having been assessed in the light of all material considerations, including weighting against relevant policies of the development plan and specifically:

- The siting, scale and design of the extensions and external alterations and the proposed new school building were considered to be appropriate and a visual

enhancement to the site. This was in accordance with Policy CS16 of the Core Strategy DPD 2011;

- The proposed buildings and layout of the site, including the widened access road and new car parking, were not considered to unacceptably impact on the amenities of neighbouring sites. This was in accordance with Policy CS16 of the Core Strategy DPD 2011;
- The proposed car parking and access road arrangements were considered to be sufficient for the school. The increased cycle parking and bus stop improvements were acceptable to encourage the increased use of more sustainable travel modes. This was in accordance with Policy CS14 of the Core Strategy DPD 2011; and
- The impact on existing trees and ecology was considered to be acceptable, and replacement trees and biodiversity/landscaping improvements were proposed. This was in accordance with Policies LNE9 and LNE10 of the adopted Peterborough Local Plan (First Replacement) 2005 and Policy CS21 of the Core Strategy DPD 2011.

Councillor Todd re-joined the meeting.

5.5 12/00983/CTR – Section 211 Notice, Conservation Area Application: Removal of all Norway Spruce trees apart from 1 row closest to the eastern boundary at 14 Russell Hill, Thornhaugh, PE8 6HL

In line with Section 211 of the Town & Country Planning Act, a Notice to fell Norway Spruce trees protected by Thornhaugh Conservation Area had been submitted.

The main considerations were:

- Were the works arboriculturally appropriate, and if not, were the trees worthy of protection by way of inclusion into a TPO?

There were in excess of 20 Norway Spruce trees located within the garden of 14 Russell Hill, Thornhaugh on the eastern strip between the side of the house and the neighbouring garden of Montagu House. This strip was approximately 10 metres wide by 30 metres long. Although the house was built in a cul-de-sac, the trees could be seen from both Russell Hill in Thornhaugh and the A47 heading west. It was advised that the recommendation was to raise no objection to the works.

The Group Manager Development Management addressed the Committee and gave an overview of the proposal. As the trees fell within the Conservation Area, this meant that consent was required to fell or undertake works on the trees. If the works were rejected, a Tree Preservation Order needed to be served for which supporting reasons would need to be provided for by the Committee. The trees were in extremely poor condition and it was in the opinion of Officers that the trees did not warrant preservation.

A motion was put forward and seconded to raise no objections to the Section 211 Notice and therefore to allow the trees to be felled. The motion was carried unanimously.

RESOLVED: (Unanimous) to raise no objections to the Section 211 Notice and therefore allow the trees to be felled, as per Officer recommendation.

Reasons for the decision:

It was the opinion of the Case Officer that no objections should be raised to the Section 211 Notice for the following reasons:-

- The trees were not worthy of a TPO due to their poor condition and the fact that they had an estimated life expectancy of less than 20 years;
- If a TPO was served and the owner thereafter applied to fell, and the application was duly refused, it was the Case Officer's opinion that due to the condition of the trees; the Planning Service would lose on appeal; and
- The trees were too close to the building and could not remain in that location without pruning works, which would reduce their visual amenity value.

5.6 T.P.O 7_11 – Provisional Tree Preservation Order 7_11 at 34 School Road, Newborough, Peterborough

A provisional Tree Preservation Order (TPO) 7_11 at 34 School Road, Newborough had been served following concerns from a member of the public that the tree was about to be felled. The provisional TPO had been the subject of public consultation and as an objection was received, the Committee was required to determine the application in accordance with paragraph 2.6.2.1 of the Council's Constitution.

The main considerations were:

- Were the trees worthy of inclusion into a TPO in terms of public visual amenity value?; and
- Were the proposals reasonable and justified having regard to the letters of objections raised?

The tree was a mature Ash (*Fraxinus Excelsior*) growing within the front garden of 34 School Road, Newborough, and the property was a brick built semi. The tree was approximately 20 metres high and had a crown spread of approximately 5 metres from centre point. The main trunk of the tree was located approximately 8 metres north west of the property and was growing within a gravel driveway adjacent to the neighbour's boundary and the adopted footway to the front of the dwelling.

The tree was one of only a handful of mature trees within the street and was visible when approached from both the east and west.

It was considered that the tree provided positive landscape value along School Road which was an area largely lacking in trees.

The Group Manager Development Management addressed the Committee and gave an overview of the proposal. Historically, extensive pruning works had been undertaken on the tree and at the time the tree had not met the criteria for it to be

considered worthy of a TPO. The tree had since recovered well and it contributed considerably to the streetscene. The owner of the tree had objected to the TPO for a number of reasons including the risk to persons and property, drainage damage and the lifting of pavements and driveways. These points had all been responded to by Officers. There were no objections to pruning or deadwooding of the tree. The recommendation was that the TPO be confirmed.

Following debate, Members highlighted that the loss of the tree would be detrimental to both the streetscene and the area. Local residents were in objection to the loss and there was a lack of mature trees in the area. A motion was put forward and seconded to confirm the TPO. The motion was carried unanimously.

RESOLVED: (Unanimous) to confirm the TPO, as per Officer recommendation.

Reasons for the decision:

It was the opinion of the Case Officer that the TPO should be confirmed for the following reasons:-

- The tree offered public visual amenity value and it was considered that the loss would be of detriment to the greater public and the landscape in this location; and
- It was the opinion of the Case Officer that tree appeared to be in good health and could provide 20 years plus visual amenity value based on its current condition.

5.7 06/00892/OUT – Revisions to the signed Section 106 agreement, Arborfield Mill, Helpston, Peterborough

The Legal Officer addressed the Committee and advised that the report contained exempt appendices and if the Committee wished to discuss any information contained within these appendices, it should be considered whether the press and public should be excluded from the meeting.

At its meeting in June 2012, the Committee resolved to defer the consideration of a proposed revision of the S106 agreement to allow for further information that supported the sales values that formed a key part of the viability assessment to be submitted in order to evidence the need to reduce the S106 burden.

Outline planning permission had been granted in April 2006 for residential dwellings and associated development (with approval of reserve matters 07/01462/REM being given for 42 dwellings in January 2008). The outline permission was subject to a S106 planning agreement which required the development to make provision for the following:

- A bus stop;
- 13 affordable dwellings;
- £105,511.98 contribution towards school places;
- £189,511.98 contribution towards community facilities; and
- £20,000.00 contribution towards the Clare Trust

A start had been made on the development, however no dwellings had been completed or sold. With the change in the housing economy, the developer had found that the development was uneconomic to build with all the S106 provisions in place. The developer had therefore come to the City Council to renegotiate the S106 agreement. Policy CS10 of the adopted Peterborough City Council Core Strategy recognised that S106 agreements should be negotiated on a site by site basis and Government had issued statements to the effect that Council's should renegotiate S106 agreements where developments had been found to be unviable as a result of changing market conditions.

Initially, the developer had requested that due to the poor viability of the scheme, there should be no S106 obligations at all. To support this request, an economic appraisal of the development costs had been submitted to the Local Planning Authority. Officers of the Council had looked at the appraisal and were satisfied that the costs and returns were representative. The conclusion of the appraisal was that even with there being no S106 agreement in place, the development would make a loss for the developer.

The Parish Council had been asked for its view on there being no S106 obligation agreement in 2011, and it responded by saying that this would be unacceptable.

Since this time, the City Council had considered a similar case at Newborough (Guntons Road). In that case, the PEP Committee had rejected a proposal to reduce the development's S106 contributions to zero and secured a contribution of £5000 towards Parish facilities. Using the principle that the PEP Committee would not accept a zero S106 contribution, Officers had re-entered into negotiations with Linden Homes. The results of these negotiations were:

- a) 6 No affordable housing units;
- b) £105,511.98 towards the provision of primary and secondary school places;
and
- c) £15,000 towards the provision of new or improved, sport, recreation, play or social facilities within Helpston Parish.

The bus stop provision from the existing agreement was to be retained.

Linden Homes was prepared to go forward with the development on the specified basis even though it would result in a financial loss. This was because it was important for the operation to have turnover (for turnovers sake) in the business. Linden Homes had stated that if the scheme was not progressed, this would increase the risk that staff in the locally based firm and external contractors may have to be made redundant.

Following the deferment at the previous Committee meeting, Linden Homes had submitted a report that had looked into actual sales values in comparison to those estimated in the viability report. The conclusion of these reports was that:

- a) The estimated values were appropriate; and
- b) That even with a 19% increase in sales values, the development would only break even.

The Group Manager Development Management addressed the Committee and gave an overview of the proposal. The recommendation was to permit the S106 Agreement to be varied.

Following debate, Members commented that adequate justification had been given by the developer for the figures outlined, however it was to be noted that the lack of provision of S106 contributions going forward, particularly in rural areas, was to be monitored. The sums were substantial and contributions towards infrastructure and community facilities would be lost leading to bigger issues. A motion was put forward and seconded to permit the S106 Agreement to be varied. The motion was carried by 7 votes, with 3 voting against.

RESOLVED: (7 For, 3 Against) to permit the S106 Agreement to be varied, as per Officer recommendation.

The existing S106 agreement to be varied as follows:

1. Delete (with the exception of the construction of a bus stop) the provisions of the current S106 with B to D below;
2. 6 No. affordable housing units;
3. £105,511.98 towards the provision of primary and secondary school places; and
4. £15,000 towards the provision of new or improved sport, recreation, play or social facilities with Helpston Parish.

Reasons for the decision:

It had been demonstrated that the approved development was not viable and the current S106 agreement worsened that situation. A revised S106 agreement had been negotiated which delivered local benefits and new development albeit at a financial loss for the developer. Whilst the proposed revised S106 did not provide as many benefits as desired by the Parish Council, it was considered by Officers that a satisfactory position had been negotiated.

1.30pm – 16.55pm
Chairman

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Minutes of a Meeting of the Planning and Environmental Protection Committee
Held at the Town Hall, Peterborough on 24 July 2012

Members Present:

Councillors – Serluca (Chairman), Casey (Vice Chairman), Harrington, Stokes, Todd, Sylvester, Hiller and North

Officers Present:

Nick Harding, Group Manager Development Management
Carrie Denness, Senior Lawyer – Growth Team
Karen S Dunleavy, Governance Officer

1. Apologies for Absence

Apologies for absence were received from Councillors Lane and Shabbir.

2. Declarations of Interests

Councillor Todd declared that although she did not have a disclosable pecuniary interest (DPI) in relation to item 3.2, Enforcement Action in Central Ward, she would not be speaking, voting or taking part on the item.

3. Development Control and Enforcement Matters

3.1 12/00979/FUL - Land to the South of Eyebury Cottages, Eyebury Road, Eye, Peterborough

The Group Manager introduced the application which sought planning permission for the construction of a four bedroom dwelling with attached double garage and detached stables. A similar application for the area had been previously approved; however, the design was much smaller and more simplified compared to the new design in respect of the current application.

The Officers' report had raised concerns regarding the design of the dwelling in that its appearance was too complicated and not in keeping with the dwellings in the surrounding area. Concerns had also been raised regarding the proposed materials to be used to construct the dwelling such as brick instead of stone and the type of slate in respect of the roofing. The Group Manager Development Management outlined the Planning Department's recommendations to the Committee for refusal of planning permission. It was further advised that if the Committee was minded to grant planning permission for the application; consideration should be given to introducing conditions to include the use of preferred materials to construct the dwelling, such as stone instead of brick and replica Collyweston roof tiles.

The site was located in open countryside approximately half a mile to the south of Eye village. Eyebury Road was located alongside the western most boundary of the application site that connected Eye village to the Eastern Industry area of the city and the North Bank Road to Whittlesey. To the west of the site beyond Eyebury Road and behind a lengthy 1.8 metre high stone wall was a large two storey barn that had been converted to residential use. The barn was

formerly within the curtilage of Eyebury Farmhouse, which was a grade II listed building, to the west of the barn.

The barn itself was approximately 70 metres away from the western most curtilage of the application site. The western boundary of the application site was delineated by close boarded fencing to a height of 1.8 metres. To the north/north west of the site were two attached dwellings known as Eyebury Cottages. These were stone wall/concrete tiled construction, of simple design, one and a half storey dwellings. Both dwellings were grade II listed. To the east of the cottages was a substantial sized, steeply pitched roof double garage that served the eastern most of the two cottages. The southern most boundaries of the two cottages were comprised of 1.8 metre high close boarded fencing. Other than the presence of the close by dwellings the site was surrounded by open countryside. Immediately to the north of the site and running alongside the front of Eyebury Cottages was Tanholt Lane. This was an unmade track that provided a vehicular access to the eastern most of the two cottages and had formed part of the route of the Peterborough Greenwheel. The track formed a 'T' junction with Eyebury Road and had restricted visibility in either direction.

The application site was entirely open and dominated by overgrown vegetation. A number of deciduous trees were scattered along all boundaries of the western most half of the site with a mature length of leylandii conifer trees to the south boundary. The middle and eastern most area of the site did, in the recent past, contain three large prefabricated barns. One of these barns was located on the site of the proposed dwelling.

The proposal sought planning approval for the erection of a substantial four bed detached dwelling of brick and natural slate construction to the southern side of Tanholt Lane.

The dwelling was to have a width of 14.7 metres and a depth of 9.5 metres. The roof of the dwelling was to be of pitched roof design with a ridge height of 8.9 metres. The west facing (i.e. to the rear) elevation of the dwelling was to feature a two storey high gable centrally located with two storey vertically emphasised glazing. This was to have a width of 5.1 metres.

To either side of the gable were single storey projections with mono-pitched roofs. The side elevations of the dwelling comprised no windows in the upper storeys. The front elevation, facing to the east, comprised two projecting rearward facing gables, both with a width of 5 metres each of which would have projecting bay window features to the ground floor.

Between the existing double garage, that served the eastern of the two Eyebury Cottages, and the dwelling house was a substantially sized double garage with a footprint measuring 7.6 metres in width and a length of 9 metres.

A store was shown within the roof space with two roof lights facing the dwelling. The building was to include a steeply pitched roof with the ridge height proposed at 7.2 metres. The garage doors were proposed to be of vertical timber construction. Four parking bays were shown aligned horizontally to the front of the dwelling off the access drive. The vehicular access to the dwelling was to be off Tanholt Lane, 20 metres past the Eyebury Cottages. The entrance to the access was to comprise a five bar gate.

The proposal also included a three bay stable block to the east of the dwelling. This was to have a width of 11.7 metres and a depth of 4 metres and was to abut the southern boundary. The stables were to be of principally timber construction with a black corrugated profile. Whilst the application detail did not specify, there was a large area of open space to the east of the dwelling which it was assumed would be used as a paddock. The (assumed paddock) area of the site had dimensions of approximately 50 metres in width and 90 metres in depth.

Mr Paul Sharman, the Agent for the application, speaking in support addressed the Committee highlighting issues which included:

- Revised application had been made after receiving refusal for the previous submission;
- Reasons previously given for refusals of the previous application was that there was little justification for a dwelling in the proposed location;
- The extant permission was granted on the condition that the large modern barns that were being used for car storage were removed and an open market house approved in place of which the permission expired in eight months;
- The size of the building was not in keeping with similar properties in the area. However, there were two buildings adjacent to the proposed dwelling, which had been restored, but not sympathetically;
- The proposed dwelling stood away from the recent renovated properties in the area by some considerable distance and was of a different type of use. There was no reason for the proposed building to mimic them apart from the small gables, which had been included in the design sheet;
- Though the proposed dwelling was not simple, for example, a flat fronted cottage or farmhouse design, it was of an understated style and quality that would sit well within the plot and was classic to the local vernacular;
- The proposed dwelling design was well laid out, proportioned and composed;
- The client did not wish for a cottage design;
- The planning conservation officer originally recommended the application for approval. However, comments received eight weeks later had changed 100% for the same building in the same location on the same plot;
- It was impossible to receive a Section 106 (S106) document when the agent had not been sent one by the planners. The S106 agreement document would be received after the planning permission had a resolution to approve;
- The planners report had accepted installation of the stables, but proposals to use surrounding land would require separate permission. The agent confirmed that the client would only use the land as a pony paddock area, to be used in conjunction with the stables;
- The gable end of the building was designed to be smaller at 5.8 metres rather than that of the extant planning permission which had been granted on the installation of a 7.6 metre gable;
- The extant dwelling design was more liking to a seventies dwelling with a flat front with a small canopy. No concerns had been raised by officers over this design; and
- The Agent's new proposal was well designed to fit in and enhance the location.

Responses to questions from the Committee included:

- The increase in size for the proposal compared with the extant approval was eighteen to twenty percent;
- The proposed build was to become a three storey property instead of two, which would also encompass installation of conservation roof lights within the design;
- The proposed garage was to become a two storey garage, which would be used as a 'do it yourself' room and storage for the clients hobby;
- The proposed stables would be used by the client for horses rather than for storage; and
- The materials proposed on the original design had changed from stone to brick due to the modern design of the house, which was the Agent's design preference rather than a cost saving exercise.

During debate, key points that were raised included:

- Members commented that the original proposal to build a modest family home of a seventies style, was of an uninteresting design. Villages were made up of various styles of properties and Members were of the opinion that the new proposal was of a handsome design. Although the proposed building size was thought to be slightly imposing, the garden was not oversized and the use of the stables by the client had been clarified by the Agent;
- The application proposed to build an attractive house in a village, which would be of benefit to Eye and surrounding Peterborough areas;
- Members raised a concern over the use of the stables, as previously the land had been used to store old cars. Members suggested that a condition should be included within the planning permission, if granted, for the part of land proposed to be used as stables;
- The Group Manager Development Management advised the Committee that if it was minded to approve the application, it may wish to apply a condition which would ensure that the land connected as part of the stables would become a designated garden and pony paddock. Emphasis should be outlined within the condition in order to specify which part of the land would be designated as the pony paddock. This was thought to ensure that no development or planting of shrubberies would take place in the future. The proposed condition would not specify that the land should not be used for the storage of cars; however, introducing the pony paddock condition, would cover the use of the land in accordance with planning regulations;
- Members commented that the main issue, which was highlighted by Planning Officers within the proposal, related mainly to the type of materials to be used for the construction of the dwelling. Historically some dwellings within the community had been constructed from brick, so it would be difficult for the Committee, in principle, to object to the proposal;
- Members commented that the new design proposal was more attractive than the original approved design; however, consideration should be given to the type of materials that were to be used in the construction of the property. If permission was granted then the property should be sympathetic to the surrounding area.
- The Group Manager Development Management, advised Members that the Planning Department had raised concerns over the new proposed design and its complexity and that it was important to highlight the issues with Planning Committee in order that a sound decision would be made. The new proposal had too many twists and turns and did not appear to be sympathetic to existing buildings in the area. Members were also advised that consideration should also be given to the type of materials used in construction of the dwelling and that it should match the simplicity of many existing listed buildings in the area;
- Members commented that planning decisions that had been taken in the past were not necessarily good ones; however, a line must be drawn under those decisions taken. The Committee should move to agree the planning application and disagreed with the planning officers' recommendation to refuse planning permission. The proposals sat well on the plot and the materials used should be outlined within the granted permission. Proposals for the garage were adequate and the garden area was found to be acceptable; however, the permission should include delineation of the pony paddock area in order to deter any adverse development of the land;

A motion was put forward and seconded to go against Officer recommendation and approve planning permission subject to the consideration of materials used; delineation of the garden and pony paddock area; pony paddock to be associated with the house; and the signing of a S106 Agreement. The motion was carried unanimously.

RESOLVED: To approve the application, contrary to Officer recommendation, subject to:

1. Materials of the main house to consist of stone and slate with the potential for alternative materials used for the garage;
2. Officers to negotiate delineation of the garden and pony paddock areas with the Applicant; and
3. The stable to be associated with the house only and neither the pony paddock or the stables to be commercially operated with other associated planning conditions such as planning officers subsequently see fit; and
4. The client was to enter into a S106 agreement in accordance with the Planning Obligation Implementation Scheme.

Reasons for the decision

Although the property was felt by Officers to be not in keeping with countryside and other listed buildings, the conditions applied would provide a sympathetic approach in developing the dwelling.

Councillor Todd left the meeting.

3.2 E1 - Enforcement Action in Central Ward

Members were asked to determine whether the item, which contained exempt information relating to an individual or would be likely to reveal the identify of an individual and information relating to the financial or business affairs of a particular person (including the authority holding that information), as defined by Paragraphs 1, 2 and 3 of Schedule 12A of Part 1 of the Local Government Act 1972, should be exempt and the press and public excluded from the meeting during the item, or whether the public interest in disclosing the information outweighed the public interest in maintaining the exemption.

The Committee unanimously agreed to the exemption and the press and public were excluded from the meeting.

The Committee received a report requesting it to consider appropriate enforcement action in relation to non-compliance with a planning condition in relation to obscure glazing.

Following debate, a motion was put forward and seconded to approve the Officers recommendation to initiate enforcement action. The motion was carried by 5 votes, with 3 abstaining.

RESOLVED: (5 For, 3 Abstentions), to agree that enforcement action be commenced, as per officer recommendation.

Reasons for the decision:

The Committee considered that enforcement action was required as per the reasons outlined in the exempt committee report.

1.30pm – 14.20pm
Chairman

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Minutes of an Extraordinary Meeting of the Planning and Environmental Protection
Committee
Held at the Town Hall, Peterborough on 14 August 2012

Members Present:

Councillors – Serluca (Chairman), Casey (Vice Chairman), Hiller, Stokes, Shabbir, Harrington, Martin and Ash

Officers Present:

Nick Harding, Group Manager Development Management
Amanda McSherry, Principal Development Management Officer (Item 5.4)
Jez Tuttle, Senior Engineer (Development)
Ruth Lea, Lawyer – Growth Team
Gemma George, Senior Governance Officer

1. Apologies for Absence

Apologies for absence were received from Councillors North, Todd, Lane and Sylvester.

Councillors Martin and Ash were in attendance as substitutes.

2. Declarations of Interests

There were no declarations of interest.

3. Development Control and Enforcement Matters

3.1 12/00290/OUT – Construction of a retail foodstore (Class A1), training and skills centre (Uses Classes B1/D1), a cycle facility (Use Class D1/Ancillary A1), children’s play barn (Class D2) with associated open play area, access, associated car and cycle parking, servicing and hard and soft landscaping

The site was located on the edge of Peterborough, positioned between Dogsthorpe and Parnwell to the south, and Eye village to the north east.

The site was bounded to the north by the landfill site, and to the south the Paston Parkway dual carriageway and Junction 8 roundabout. The existing Garden Park retail development was located to the west and the petrol filling station, KFC restaurant to the east. The site was accessed via the Garden Park vehicle access from Eye Road.

The site covered an area of 4.32ha, and currently formed part of the adjacent Garden Park retail development. The site was made up of car parking, wooded area and some unused land.

Planning permission was sought for construction of a retail foodstore (Class A1), training and skills centre (Use Classes B1/D1), a cycle facility (Use Class D1/ancillary A1), children's play barn (Class D2) with associated open air play area, access, associated car and cycle parking, servicing and hard and soft landscaping

The application sought outline planning permission to establish;

- The principle of development;
- The quantum of development on the site; and
- Access to the site

The proposal would provide:

- 6,040 square metre A1 retail foodstore;
- Skills centre including workshop facilities and an arts and crafts showroom (288 square metre) GEA;
- A leisure cycle hub (390 square metre) Gross External Area (GEA);
- Children's play barn and play area (360 square metre) GEA; and
- 430 car parking spaces, the imposition of which would involve the removal of some trees from along the tree belt.

It was advised that the access would remain as existing, with improvements being made to the traffic light controlled junction, so there would two lanes at each of the approach legs to the junction. This junction would be monitored for a year and if it was found that congestion issues arose, right turning vehicles travelling from Eye into the site would be prevented.

The site would be served by two bus stops, both located along the Peterborough Road and these were both within 400 metres of the heart of the development. This was the accepted walking distance between bus stops and destinations. The Applicant had further indicated that should the proposal be approved, negotiations with the bus service provider would be undertaken to identify whether buses could be routed directly to the heart of the development. In addition, contained within the proposal S106 a contribution towards sustainable travel had been secured.

All matters relating to layout, scale, appearance and landscaping were reserved to a later stage.

The Group Manager Development Management addressed the Committee and gave an overview of the proposal. It was advised that Government Policy within the National Planning Policy Framework (NPPF) and the Council's own retail development policy, sought for retail development to be located in the city centre, existing local centres and in the centres planned for the urban extensions e.g. Great Haddon. As the proposal was located outside of the town centre, it was required to be assessed against the sequential test. This would identify whether

there were any sites in available in or adjacent to the city centre, and if not, if there were any sites in existing centres or planned centres that the development could be located. The Applicant had assessed all other existing options as required and the conclusion drawn was that there were no other suitable sites available.

The second area, on which the proposal was required to be assessed, was in terms of its retail impact both in terms of the development on its own and also the development in conjunction with the impact of other retail schemes approved by the Council, but not yet implemented. The impacts on surrounding stores were outlined and highlighted as being acceptable. The cumulative impact was also highlighted as being acceptable. All of the retail impacts were slight and could be mitigated against by the imposition of a £600k public realm works contribution and this would be used to make improvements to the public realm in existing centres. The impact figures did not factor in the newly published population figures for Peterborough, which outlined that there were many more people in the city than first envisaged. It was further advised that no retail operators had objected to the proposal.

Members' attention was drawn to additional information contained within the update report. There had been a number of revisions to conditions and these were outlined in the report. Comments had also been received from Councillor David Sanders and Councillor Dale McKean, Eye and Thorney Ward Councillors, raising a number of points in relation to the junction improvements and the replacement tree planting to be undertaken due to the loss of a number of trees along the tree belt.

Further comments had been received from Councillor Nick Sandford, Walton Ward Councillor, in objection to the proposal due to it being located out of town and the proposal being unsustainable due to travel arrangements.

Mr John Holmes and Mr Gordon Eddington, the Applicants, addressed the Committee jointly and responded to questions from Members. In summary the issues highlighted to the Committee included:

- The foodstore would give Peterborough Garden Park the critical mass it needed;
- Footfall from Monday to Friday was particularly weak and the foodstore would make a difference to this particular time of the week;
- Customers had indicated that 79% would make a linked trip to the site, to visit both the foodstore and garden park at the same time;
- The development would include many aspects that had been requested by local residents, such as the skills centre and a leisure cycle hub;
- The current children's play are needed significant improvements and the implementation of a play barn was required due to the inconsistent weather;
- Extensive consultation had been undertaken on the application and support for the proposal had been overwhelming;
- Confidence was high in the technical aspects of the proposal in particular the proposed improvements to the junction;
- The Peterborough Garden Park was a unique offering in Peterborough and

- the proposal would help to ensure its long term future;
- The transport links into the heart of the site could not be established until the customer base increased;
- A detailed analysis of all sequential sites within the Peterborough catchment area had been undertaken and it had been agreed that there were no other sequentially preferable sites;
- The impact assessment demonstrated that the level of impact on existing centres and the city centre was acceptable, subject to the S106 being in place.

Following comments and questions to the speakers, Members sought clarification as to whether the proposal would go before the Secretary of State for ratification. Members were advised that this would be the case should the proposal be approved.

Following debate and further questions to the Group Manager Development Management in relation to the impact of the proposal on other centres, the improvement works to the junction and pedestrian access, Members commented that the application had much local support and would be a great addition to the site. A motion was put forward and seconded to approve the application. The motion was carried unanimously.

RESOLVED: (Unanimous) to grant the application, as per Officer recommendation, subject to:

1. Reference to Government Office as a Departure application under the Town and Country Planning (Departures Direction) 1999 and as a Retail proposal under the Town and Country Planning (Shopping Development) (England and Wales) (No. 2) Direction 1993;
2. The completion of a Section 106 Planning Obligation;
3. The conditions numbered C1 to C38 as detailed in the committee report;
4. The amended conditions C24, C26, C20 and C11 as detailed in the update report;
5. The deletion of conditions C25 and C18 as detailed in the update report;
6. If the S106 had not been completed within 3 months of the date of this resolution without good cause, the Head of Planning Transport and Engineering Services be authorised to refuse planning permission for the reason R1 as detailed in the committee report.

Reasons for the decision:

This was a finely balanced planning application. There was some conflict with local and national retail planning policy. However, the proposal had received significant levels of support and offered a package of measures that could help to offset any policy harm and retail impact. This package of measures, linked to the impacts of the development, were transparent. The proposal represented a significant investment and job creation opportunity, consistent with the wider aims of the NPPF and there were no objections from retail operators or retail landowners in the city and district centres. The amount of comparison goods floor space proposed had been reduced from 40% to 25%, recognising the need to protect the city centre and future investment there in particular. On this basis, and again

recognising that it was finely balanced, officers considered that subject to the imposition of conditions and the S106 package, the proposal was acceptable having been assessed in the light of all material considerations, including weighting against relevant national and local policies. Therefore the proposal:

- Would not result in a significant material impact on the City Centre or Districts centres as a consequence of trade draw either individually or in conjunction with other recent developments, planning approvals or schemes under construction;
- Any impact caused to the city, district or local centres would be offset via a S106 obligation, with contributions towards strategic infrastructure and public realm improvements;
- Was located on the edge of an existing retail park so there were likely to be linked trips to the other units within the retail park;
- Would not result in an unacceptable impact on the local road network or compromise highway safety;
- Provided an appropriate level of parking;
- Could be controlled by condition in respect of design and layout, crime and disorder, environment capital/renewable energy, infrastructure / infrastructure provision, transport, biodiversity, flood risk and archaeology;
- Would not result in a detrimental impact on protected species or related habitat; and
- Represented significant investment and employment creation in one of the most deprived parts of Peterborough.

The proposal was therefore considered to be in accordance with Core Strategy Policies CS3, CS4, CS10, CS11, CS12, CS13, CS14, CS15, CS16, CS21, CS22, the Peterborough Planning Obligations Implementation Strategy SPD, Local Plan Policies T6, T8, T9, T10, LNE9.

3.2 E1 – Enforcement Action in Stanground Central Ward

Members were asked to determine whether the item, which contained exempt information relating to an individual or would be likely to reveal the identity of an individual and information relating to the financial or business affairs of a particular person (including the authority holding that information), as defined by Paragraphs 1, 2 and 3 of Schedule 12A of Part 1 of the Local Government Act 1972, should be exempt and the press and public excluded from the meeting during the item, or whether the public interest in disclosing the information outweighed the public interest in maintaining the exemption.

The Committee unanimously agreed to the exemption and the press and public were excluded from the meeting.

The Committee received a report requesting it to consider appropriate enforcement action in relation to non-compliance with an approved planning drawing.

Following debate, a motion was put forward and seconded to agree that no enforcement action be taken. The motion was carried unanimously.

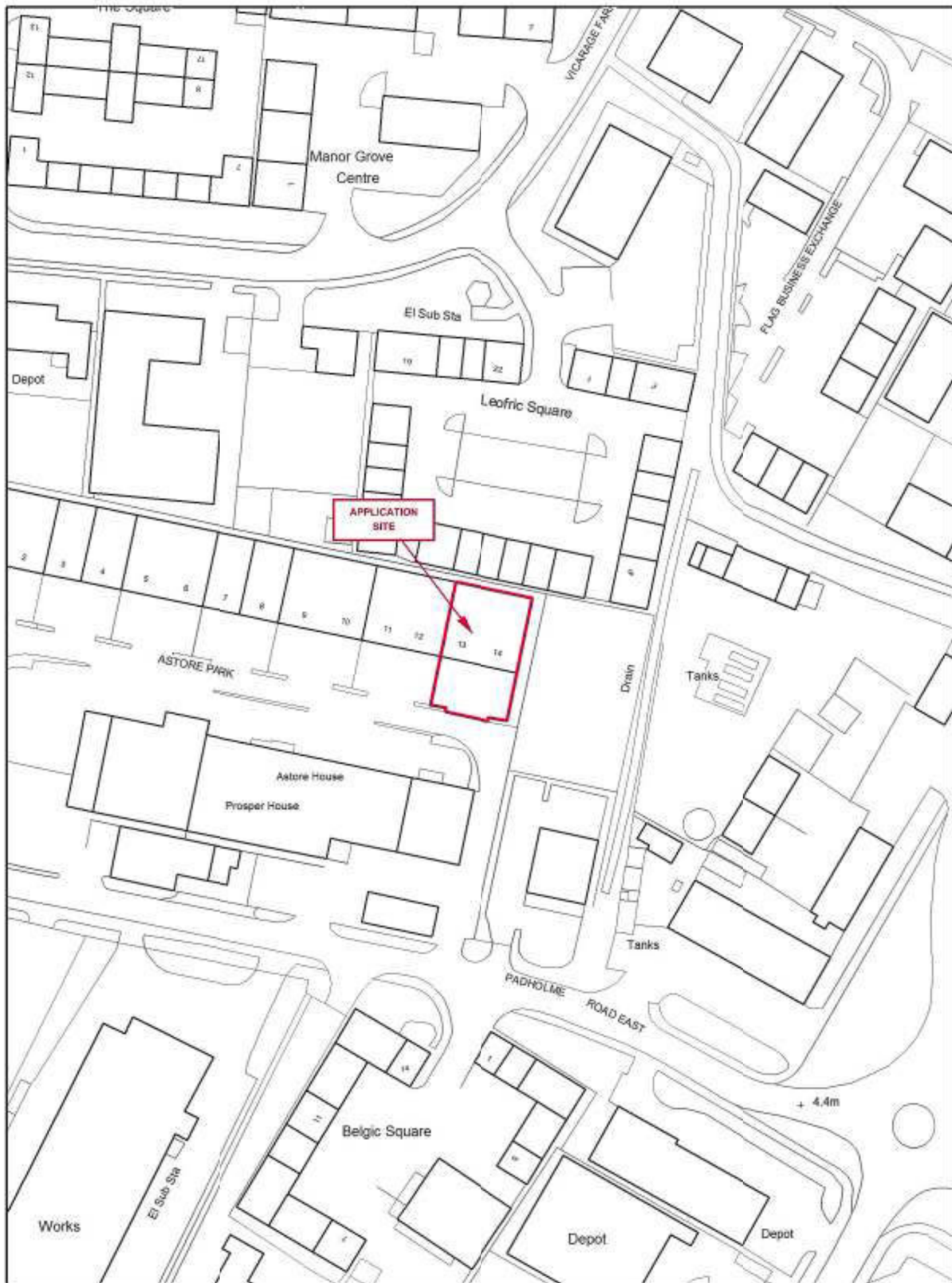
RESOLVED: (Unanimously), to agree that no enforcement action be taken, as per

officer recommendation.

Reasons for the decision:

The Committee considered that no enforcement action was required as per the reasons outlined in the exempt committee report.

10.30am – 11.20am
Chairman



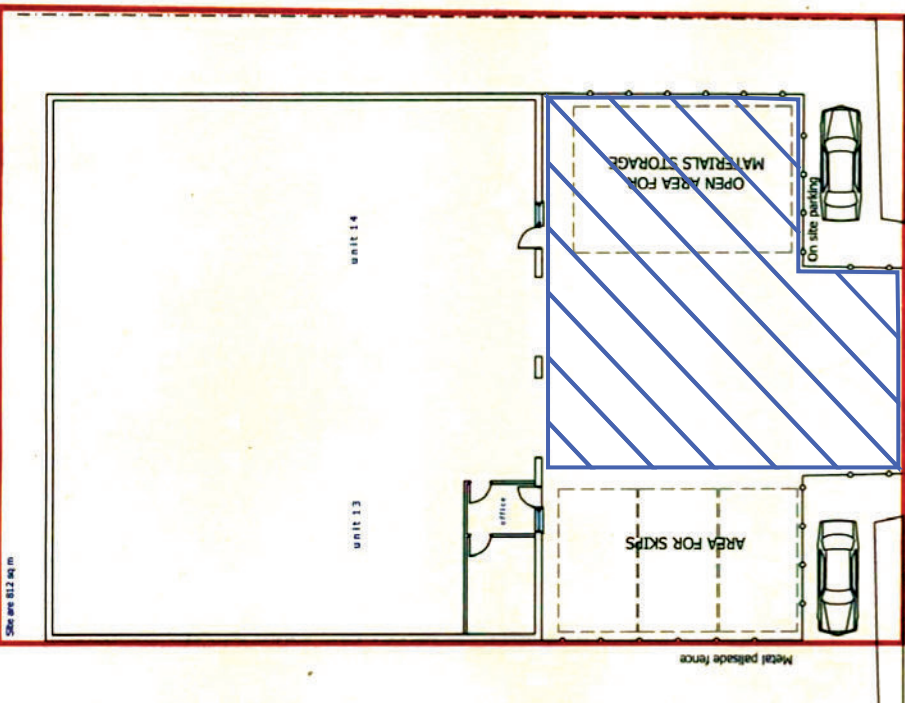
LOCATION PLAN 12/00881/MMFUL

David Harrison Metals, 13-14 Astore Park, Padholme Road East

Scale NTS **Date** 22/8/2012 **Name** AA **Department** Planning Services



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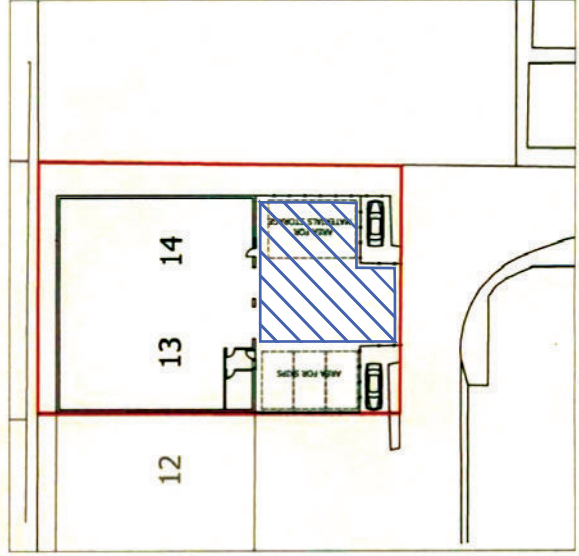
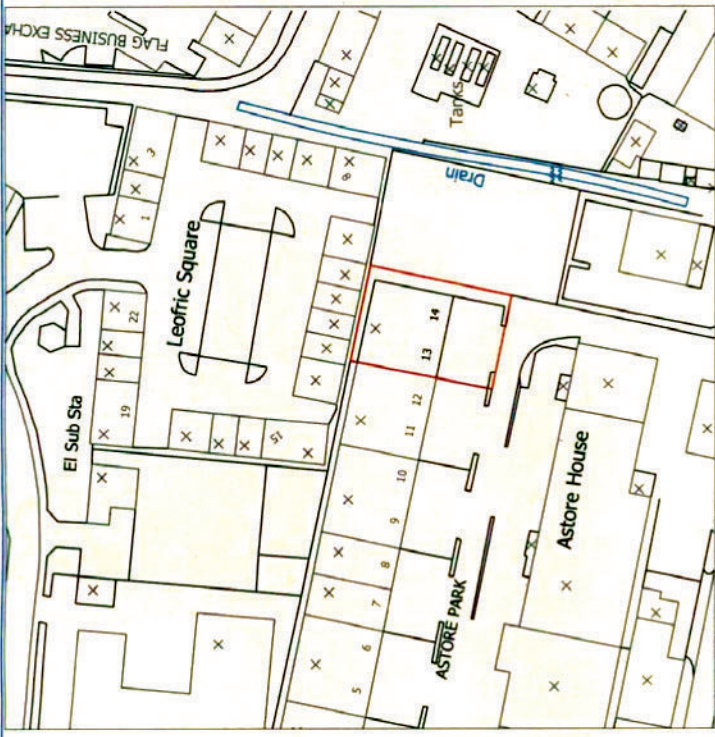


CONTEXT:
 Previous use of site was B1 (Army surplus store)
 Current use of site is metal recycling. (series of temporary permissions)
 Non Hazardous metals are taken to the site for sorting.
 Batches of sorted metal scrap is then sent on for processing elsewhere.
 David Harrison Metals have an Environment Agency Licence and exemption certificate. No hazardous materials are accepted. (no pollutants, no heavy metals, no batteries, no fluids, no electrical items, no fridges etc.
 As a condition of the licence the Environment Agency require the site to be fenced and secured.
 Enforcement officer has visited the site on numerous occasions to satisfy concerns over storage of materials.

DESIGN PRINCIPLES & CONCEPTS
 Astore Park, Eastern Industrial Estate chosen as an appropriate site for this business.
LOCAL DEVELOPMENT FRAMEWORK / CONSULTATION
 Environment Agency Licence No PS2/C151
 Scrap Metal Dealer Reg 049516
 Consultation previously with Karen Cole & (Prenkushy) Anne Dew
ACCESS / PUBLIC TRANSPORT
 Driveway access for vans delivering goods and taking away batches of sorted metal.
 Parking for staff and visitors.
MAINTENANCE & ACCESS
 Galvanised fencing requires minimal maintenance whilst providing high levels of security.

This drawing is the copyright of Catherine L Symonds
 Do not scale from this drawing. Check all dimensions on site.
 The contractor shall bring any discrepancies immediately to the notice of the designer

JOB	1201	DWG 01
CLIENT	David Harrison Metals	S I T E
SCALE	1:200@A3	Units 13-14 Astore Park, Fengate, Peterborough Application for change of use



CLEAR DESIGN
 Tel. 07939 485037

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Application Ref: 12/00881/MMFUL

Proposal: Change of Use to metal recycling yard

Site: David Harrison Metals, 13 - 14 Astore Park, Padholme Road East, Fengate

Applicant: David Harrison Metals

Agent: Clear Design - Mrs Catherine Symonds

Referred by: Councillor Todd

Reason: The operator has been reported as having caused vehicular obstruction, burns hazardous waste, erected fencing, contrary to regs. B1, B2, B8.

Site visit: 19.07.2012

Case officer: Mr A O Jones

Telephone No. 01733 454440

E-Mail: alan.jones@peterborough.gov.uk

Recommendation: **GRANT** subject to relevant conditions

1 Description of the site and surroundings and Summary of the proposal

Site and Surroundings

The site is located within Fengate at the eastern end of Astore Park within the Eastern General Employment Area (SA11 GEA3). The site is set back from Padholme Road East to the south and accessed by a private road. Industrial units in Leofric Square lie to the north (the rear of the site), and a Builders merchant lies directly to the east (with separate access). The character of the area is of an industrial nature. The 14 units comprising 'Astore Park' were granted permission under application P0546/87 and were of a consistent and uniform design with a one way system designed to ease traffic movements through the 'park'. Units 13-14 have since been subject to two temporary permissions for the current use.

Proposal

The proposal is for a (permanent) change of use to a metal recycling yard (following two temporary permissions for this usage).

2 Planning History

Reference	Proposal	Decision	Date
07/01918/MMFUL	Change of use to metal recycling yard and repositioning of perimeter fence - temporary until 31 January 2009	Application Permitted	12/05/2008
09/00135/WCMM	Variation of condition C1 of Planning Permission Ref: 07/01918/MMFUL to allow temporary use as a metal recycling yard until 31 January 2012	Application Permitted	12/05/2009

3 Planning Policy

Decisions must be taken in accordance with the development plan polices below, unless material considerations indicate otherwise.

Peterborough Site Allocations DPD (2012)

SA11 - General Employment Areas and Business Parks

Within the allocated General Employment Areas and Business Parks planning permission will be granted for employment uses (classes B1, B2 and B3 within the GEAs, classes B1(a) and B1(b) within the BPs).

Cambridgeshire & Peterborough Mineral and Waste Core Strategy DPD (2011)

MW02 - Strategic Vision and Objectives for Sustainable Waste Management Development

Growth will be supported by a network of waste management facilities which will deliver sustainable waste management. The facilities will be 'new generation' which will achieve higher levels of waste recovery and recycling in line with relevant targets. They will also be of high quality design and operation, contributing towards addressing climate change and minimising impacts on communities in Cambridgeshire and Peterborough. There will be a network of stand alone facilities but also co-located facilities in modern waste management 'eco-parks'. The network will manage a wide range of wastes from the plan area, contributing to self sufficiency but also accommodating the apportioned waste residues from London or authorities in the East of England. Any long distance movement of waste should be through sustainable transport means - such facilities will be safeguarded via Transport Zones. A flexible approach regarding different types of suitable waste technology on different sites will be taken and Waste Consultation Areas and Waste Water Treatment Works Safeguarding Areas will be designated to safeguard waste management sites from incompatible development. A proactive approach to sustainable construction and recycling will be taken and strategic developments will need to facilitate temporary waste facilities to maximise the reuse, recovery and recycling of inert and sustainable construction waste throughout the development period. Where inert waste cannot be recycled it will be used in a positive manner to restore sites. The natural and built historic environment will continue to be protected with an increased emphasis on operational practices which contribute towards climate change and minimise the impact of such development on local communities. (Policy CS2 sets out a list of strategic objectives to support this vision; those of relevance will be discussed in the body of the report).

MW18 - Waste Management Proposals Outside Allocated Areas

Waste management development proposals outside allocated areas will be considered favourably where they meet the listed criteria.

MW32 - Traffic and Highways

Minerals and Waste development will only be permitted where it meets the criteria set out in this policy.

MW34 - Protecting Surrounding Uses

Mineral and waste management development will only be permitted where it can be demonstrated (with mitigation where necessary) there is no significant harm to the environment, human health or safety, existing or proposed neighbouring land uses, visual intrusion or loss of residential/other amenity.

MW39 - Water Resources and Water Pollution Prevention

Mineral and waste management development will only be permitted where it is demonstrated there is no significant adverse impact or risk to;

- a. Quantity or quality of groundwater/water resources
- b. Quantity or quality of water enjoyed by current abstractors unless alternative provision is made
- c. Flow of groundwater in or near the site

Adequate water pollution control measures will need to be incorporated.

Peterborough Planning Policies DPD (Submission Version 2012)

Whilst this document is not yet adopted planning policy, it is at an advanced stage of preparation.

In accordance with the National Planning Policy Framework (paragraph 216), considerable weight can be given to the policies contained within the document in decision-making.

4 Consultations/Representations

Transport and Engineering Services (06.08.12)

No objections. There is a discrepancy between staff numbers from the application form (2) and the supporting statement (6). Two parking spaces and a clear unloading area are provided to the front of the site. Short term parking in front of units on Astore Park appears to be prevalent, and the one way system from Unit 3 onwards has no obvious road signage or road markings; as a private road these issues would need to be enforced by the management company. Provision for cycle parking, and the retention of the loading / unloading area within the site should be conditioned.

Pollution Team (06.08.12)

No objections. The site is regulated by the Environment Agency. No statutory Nuisance complaints have been recorded against the site.

Building Control Surveyor

No comments received

Environment Agency (08.08.12)

The site operates under a T9 exemption (i.e. treating scrap metal by sorting, grading, shearing, baling, crushing or cutting with hand held equipment at a small scale). Storage in sealed skips is acceptable; whereas open storage is only acceptable to 'sealed drainage' (i.e. not just road drains).

Local Residents/Interested Parties

Initial consultations: 11

Total number of responses: 4

Total number of objections: 4

Total number in support: 0

- The negative visual impact of the site detracts from the quality of Astore Park, giving a poor impression to other visitors, encouraging unsavoury characters and fly-tipping.
- The premises are unsuitable to the use proposed.
- There are significant traffic problems associated the site including; the inability of large vehicles to access the site for drop-off and/or collection; the lack of staff and customer parking; the congestion and blocking of the one way system in place through Astore Park.
- The environmental aspects of the proposal need to be considered.
- The use of acetylene cutting equipment is a fire hazard.

5 Assessment of the planning issues

The main considerations are;

- Suitability of the proposal
- Environmental impact
- Traffic impact
- Amenity impact

a) Suitability of the proposal

The proposal must be considered as a waste management proposal outside allocated areas under policy CS18 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (the Minerals and Waste Core Strategy). Policy CS18 refers to proposals outside the scope of the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals DPD. The policy clearly states (part b) that "waste recovery and recycling facilities may be permitted where they are on land identified for general industrial use". The proposal site sits within the "Eastern General Employment Area" (GEA3) as allocated in the Peterborough Site Allocations DPD. The location of the site in principle is therefore acceptable.

b) Environmental impact

The site is subject to environmental regulation by the Environment Agency (EA). The site is permitted under exemption T9 which applies to the small scale recovery of scrap metal, which excludes the treating of end-of-life vehicles, the treating of hazardous waste and the burning of waste. The safe operation of the site can therefore be governed by EA permit. Notwithstanding this, scrap metal must be stored over 'sealed drainage' and not to road drains. Minerals and Waste policy CS39 specifies that development will only be permitted where it is demonstrated that there will be no significant adverse impact or risk to the quality of surface water resources. It is therefore proposed to condition that no outside storage of waste takes place except within the skip area.

c) Traffic impact

Astore Park is a private road, used as a one-way system from Unit 3 out to it's junction with Padholme Road East beyond Units 13-14. Two parking spaces are provided, for the 2-6 employees on site, leaving no room for visitor parking. Short term parking appears to be common to the development site, as it also appears to be too many of the units in Astore Park. As such, enforcement along the road is subject to a private management company. The development will not have a detrimental impact on the public highway. Notwithstanding this, the Minerals and Waste Core Strategy policy CS2 seeks to ensure that the design and operation of facilities minimises any impacts on the environment and local communities. It is not considered that formal cycle parking needs to be conditioned as cycles can be secured within the building. Although the current parking situation does not impact on the public highway, the proposed condition requiring that the area to the front of the building be kept free from outside storage could result in the potential for further on site parking being available.

d) Amenity impact

Environmental impacts (including human health) and traffic related impacts have been covered above. In addition to these elements, Minerals and Waste policy CS34 states that development will only be permitted where it can be demonstrated that there would be no significant harm to existing or proposed neighbouring land uses, visual intrusion or loss to other amenities. Any person storing/handling/dealing with waste must keep that waste secure in order to be compliant with the Duty of Care for waste. This may necessitate palisade fencing and barbed wire for instance. It is considered that this is acceptable in this location and there is no need to condition fencing. It should be noted that there are no planning restrictions on any of the other units erecting up to 2 metre high fencing to the front of units of any design or material. Despite this, the appearance of the development must seek to minimise the negative visual impact on the surrounding business community of Astore Park.

The appearance and operation of the proposal must therefore be considered against the potential harm to neighbouring land uses. The uncontained outside storage of scrap to the front of the unit, as well as presenting a potential pollution issue does give a poor visual impression when entering Astore Park. It is therefore considered that the use of the site as a scrap metal recycling yard is acceptable subject to a condition requiring that the space to the front of the building currently used to store "uncontained" scrap be kept free from outside storage.

6 Conclusions

Subject to the imposition of the attached conditions, the proposal is acceptable having been assessed in light of all material considerations, including weighing against relevant policies of the development plan (Cambridgeshire and Peterborough Minerals and Waste Core Strategy July 2011 and Peterborough Site Allocations DPD April 2012).

The site is within a General Employment Area (SA11) which in principle is an appropriate location for waste recovery and recycling uses (CS18).

The open storage of materials is required by the Environment Agency to be over sealed drainage

to prevent pollution; therefore to satisfy policy CS39 it will be necessary to condition out the use of open areas for storage at the site.

Through conditioning out the use of open areas for storage additional space will be available within the development site, reducing the detrimental impact of visitor parking and loading/unloading on Astore Park. This will also have the effect of reducing the visual impact of the site, thus satisfying policies CS2 and CS34.

7 Recommendation

The Head of Planning, Transport and Engineering Services recommends that planning permission is **GRANTED** subject to the following conditions:

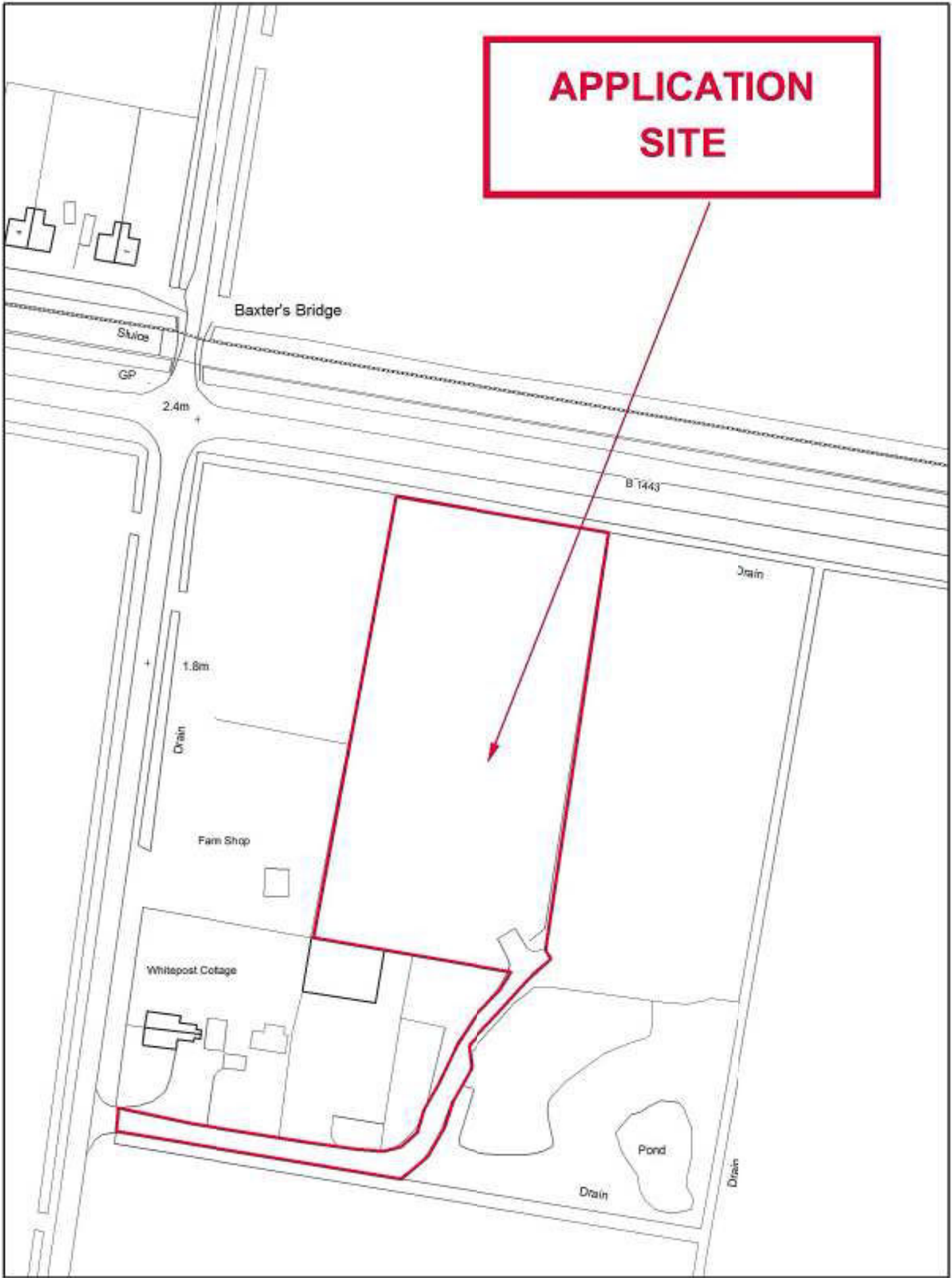
- C 1 Notwithstanding the submitted details, no outside storage of any material or equipment shall take place within the area to the front of the building shown hatched on the approved drawing 01. This area may be used for the parking of employee and visitor vehicles/cycles which are used as transport to and from the site only.

Reason: In the interests of avoiding adverse impacts on surface water quality, environmental and local amenity detriment in accordance with policies CS2, CS34 and CS39 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy.

Copy to Councillors N Shabbir, Y M Todd, J Johnson

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**APPLICATION
SITE**



LOCATION PLAN 12/01054/FUL
Whitepost Cottage, White Post Road North, Newborough
Scale NTS **Date** 22/8/2012 **Name** AA Department Planning Services



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Application Ref:	12/01054/FUL
Proposal:	Change use of land for all year round storage of up to 150 touring caravans
Site:	Whitepost Cottage, White Post Road North, Newborough, Peterborough
Applicant:	Mr and Mrs Christopher Clarke
Agent:	N/A
Referred by	Cllr Thacker
Site visit:	24 July 2012
Case officer:	Mr M Roberts
Telephone No.	01733 454410
E-Mail:	mike.roberts@peterborough.gov.uk
Recommendation:	GRANT subject to relevant conditions

1 Description of the site and surroundings and Summary of the proposal

Site and Surroundings

The site lies within the open countryside 1km to the east of Newborough Village and 270m to the west of a roundabout junction of the recently opened realigned A1078 road. The site lies immediately to the south of the B1443 Thorney Road and very close to White Post Road that flanks the western flank boundary of land in the ownership of the applicant. The latter road is bisected by the realigned A1078 road such that Whitepost Road is no longer a through route for traffic. The site itself would occupy an area of 0.43 hectares, the depth of the site being 80m and the width 50m. The site area is located centrally within a group of four fields that internally are marked out with substantially sized native hedgerows with heights being in excess of 4-5m and widths of up to 8m. The two fields either side of the application field also have external boundaries defined by mature hedging of similar substantially sized hedgerows as does the northern boundary of the application immediately beyond which there runs a ditch separating Thorney Road from the application site. These fields have an entirely grassed coverage. These fields cannot be viewed from anywhere other than within the site.

There is a detached dwelling known as Whitepost Cottage on the eastern side of Whitepost Road approximately 160m from the junction of Whitepost Road and Thorney Road. This is served by a 5m wide vehicular access immediately to the south. This access also serves an established car repairs business to the east of the dwelling and also the aforementioned fields beyond. The car repair business comprises a detached barn and parking areas which are not visible from outside of the site. The field immediately to the south east of the application field is being used as a certified touring caravan site for up to 5 caravans. The two larger fields have been used for many years for caravan rallies. The application field and the field immediately to the east have on occasion been used for caravan rallies comprising up to 50 caravans at a time. There is a hamlet of 4 dwellings within Speechly Drove to the north of its junction with Thorney Road.

To the north of the dwelling there is small florists shop with a small accompanying tea room.

Proposal

The application seeks planning permission for the use of part of the land for the open storage of up to 150 caravans all year round. However, based on the site area and the requirements of each storage pitch it is likely that no more than 100 caravans could be sited within the application field. The site is to be accessed via the existing 5m wide vehicular access shared access with the dwelling house, the car repair business and the fields. The access has an entrance width of 5m with visibility splays. The proposal is to retain all of the mature hedgerows both that surround the application site and the existing neighbouring fields. The proposal does not propose any areas of

hard standing within the site other than an area of gravel at the entrance to the site off the access road.

The current application represents a revised submission following the refusal of an application, (reference 09/00231), for the storage of 204 caravans and within an area of 1.26 hectares. The width of that application site being significantly larger than the current proposal which also involved the removal of all of the existing hedgerows to be replaced with a 2m high earth bund along all of the boundaries. The appeal against the refusal was dismissed.

2 Planning History

Reference	Proposal	Decision	Date
93/P0553	Change of use to service and repair of agricultural machinery and equipment, light commercial vehicles and cars (as amended by layout plan received 9th September 1993)	Application Permitted	13/10/1993
96/P0774	Renewal of planning permission 93/P0553 for repairs and servicing of agricultural machinery, light commercial vehicles and cars	Application Permitted	05/12/1996
99/00639/FUL	Use as horticulture business with shop, polytunnels, plant sales area, growing area and car park	Application Permitted	02/12/1999
09/00231/FUL	Change of use of paddock/agricultural use to all year round caravan storage	Application Refused	09/07/2009

3 Planning Policy

Decisions must be taken in accordance with the development plan policies below, unless material considerations indicate otherwise.

National Planning Policy Framework (2012)

Section 3 – Supporting a prosperous rural economy

Planning should support sustainable growth and the expansion of all types of business and enterprise in rural areas, through both the conversion of existing buildings and well designed new buildings.

Peterborough Core Strategy DPD (2011)

CS01 – Settlement Hierarchy and the Countryside

The location/ scale of new development should accord with the settlement hierarchy. Development in the countryside will be permitted only where key criteria are met.

CS03 – Spatial Strategy for the Location of Employment Development

Provision will be made for between 213 and 243 hectares of employment land from April 2007 to March 2026 in accordance with the broad distribution set out in the policy.

CS14 – Transport

Promotes a reduction in the need to travel, sustainable transport, the Council's UK Environment Capital aspirations and development which would improve the quality of environments for residents.

CS16 – Urban Design and the Public Realm

Design should be of high quality, appropriate to the site and area, improve the public realm, address vulnerability to crime, be accessible to all users and not result in any unacceptable impact upon the amenities of neighbouring residents.

CS22 – Flood Risk

Development in Flood Zones 2 and 3 will only be permitted if specific criteria are met. Sustainable drainage systems should be used where appropriate.

Peterborough Local Plan (First Replacement) (2005)

OIW07 – Employment Uses Outside Identified Areas (Urban Area)

Will be permitted where there would be no adverse amenity impacts, the development would be related to an existing use and of a small scale.

OIW12 – Expansion of Employment Uses in the Open Countryside

Permission will be granted subject to there being no adverse impact on the environment/ local amenity including traffic impacts and acceptable design.

OIW14 – Open Storage

Permission subject to the site being within a General Employment Area/other suitable employment location with suitable screening and resulting in no unacceptable harm to local amenity.

U01 – Water Supply, Sewerage Disposal and Surface Water Drainage

Development will only be permitted if there is or will be adequate capacity and this can be achieved without a detrimental on the environment.

Peterborough Planning Policies DPD (Submission Version 2012)

Whilst this document is not yet adopted planning policy, it is at an advanced stage of preparation. In accordance with the National Planning Policy Framework (paragraph 216), considerable weight can be given to the policies contained within the document in decision-making.

PP06 – The Rural Economy

In the countryside, development involving the expansion of an existing employment use on its current site will be acceptable for employment uses within Classes B1 to B8, provided that the building is not in such a state of dereliction or disrepair that significant reconstruction would be required.

PP10 – The Transport Implications of Development

Planning permission will only be granted for development if appropriate provision has been made for safe access by all user groups and that the development would not result in an unacceptable impact on any element of the transportation network.

4 Consultations/Representations

Parish Council (17.07.12)

No objections.

National Grid

No comments received

North Level District Internal Drainage Board

No comments received.

Police Architectural Liaison Officer (18.07.12)

No objections, recommendations or observations.

Transport and Engineering Services (30.07.12)

No objections providing that customers visit the site during daylight hours. The junction of Whitepost Road and Thorney Road is safe and adequate to take the level of trips anticipated from the proposal and the access to the site off Whitepost Road is sufficient.

Drainage Team (26.07.12)

Date: 13.08.2012

No surface water drainage implications.

Local Residents/Interested Parties

Initial consultations: 5
Total number of responses: 1
Total number of objections: 0
Total number in support: 0

No neighbour representations have been received.

Cllr Thacker – I have no objections to the proposal for the following reasons:

- The site and adjoining fields are screened by mature hedging which will restrict views of the caravans stored in the field. As a result the caravans would not be visible from nearby vantage points such that there would be no harm to the character and appearance of the surrounding countryside
- Whitepost Road is no longer a through route for traffic following the opening of the new A16 road where as before hand the road was heavily trafficked as a rat run for vehicles travelling to/from the A47 to the south. Thus the level of traffic now having to turn into and out of Whitepost Road is now minimal thereby reducing the potential for accidents.
- Caravan rallies have been held within the application site and the adjacent field for a number of years. These caravans approach and exit the site by the junction of Thorney Road and Whitepost Road and there have been no accidents as a result
- There are existing caravan storage facilities within the Newborough area that have not caused detriment to the visual amenities of the countryside and this proposal is similar to those all of which have had planning permission.

5 Assessment of the planning issues

The main considerations are:-

- **The impact of the proposal upon the character and appearance of the immediate countryside**
- **The impact of the proposal upon highway safety**
- **The impact of the proposal upon the drainage of water from the site**

The impact of the proposal upon the character and appearance of the immediate countryside.

The proposal significantly differs from the previous proposal as the mature boundary hedging is to be retained and the site area is significantly smaller. The previous application was to completely open up the current application site and land either side for the storage of caravans through the removal of the boundary hedging and its replacement with 2m high earth bunding along all boundaries which would have introduced a significant intrusion with the immediate countryside to the detriment of its character. The Planning Inspectorate upheld the Councils concerns in this regard.

The current proposal however differs significantly from the previous proposal with a reduction in the storage area and the retention of all of the various mature hedgerows along all boundaries of the application site and the adjoining fields on all sides. This will mean that the caravans would not be visible from outside of the site for the vast majority of the year and thus the storage of them would not have any adverse impacts upon the character and appearance of the immediate countryside.

The impact of the proposal upon highway safety

The previous proposal for the storage of up to 204 caravans was refused due to the lack of a Transport Statement to enable an assessment of the traffic that would be expected to be generated by the caravan storage use, upon highway safety. The Planning Inspectorate supported this requirement. However the Local Highways Authority has not required such a Statement with

regards to the current proposal due to the reduced site area, the reduced number of caravans that would be accommodated and the recent closure of Whitepost Road as a through route for traffic. The planning appeal decision however raised concerns that the number of touring caravan movements associated with the storage facility, to/from Thorney Road to/from Whitepost Road could raise issues of highway safety as vehicles travelling along the Thorney Road could be tempted to overtake them due to the cautious and slower speeds of the drivers towing touring caravans. Further the Planning Inspectorate was not satisfied that the new roundabout junction to the east of the site within the realigned A1078 roadway, now the A16, would reduce the speed of traffic from the roundabout to Whitepost Road given the separation distance between the two.

However, the authority's Highway Control Team is satisfied that the junction of Whitepost Road and Thorney Road has good and sufficient visibility splays that would allow for the safe exit of caravans onto Thorney Road. This is assisted by the reduced number of caravan movements and the major reduction of vehicle movements using Whitepost Road as a short cut for drivers to and from the A47 to the south.

The Planning Inspectors concerns with respect to the speeding of vehicles along Thorney Road approaching its junction with Whitepost Road is still a material consideration in connection with the determination of the current application. In this respect it is considered necessary to impose a temporary period of time to allow the assessment of the touring caravan movements associated with the storage both into and from Whitepost Road. Whilst the application seeks permission for the storage of up to 150 caravans it is considered the initial capacity of the storage of the touring caravans should be limited to a maximum of 50 caravans and be a temporary approval for a period of two years to ensure that the use would not cause harm to highway safety. Further to ensure the safety of the junction of Whitepost Road with Thorney Road the movements of the caravans should be restricted between 9am and 4pm throughout the year as required by the Highways section advice. This time restriction matches that of the submitted information.

In support of the application the applicant has advised that the fields including the application site are used for touring caravan rallies which can comprise up to 40-60 caravans and that these normally involve the arrival and leaving of caravans within a reasonably short time period and that this far this use has not resulted in any vehicle accidents.

The impact of the proposal upon the drainage of water from the site

The boundary bunding proposal, as a part of the previous application, was considered by the Council to make the site susceptible to flooding. However the Planning Inspectorate considered that the drainage of the site could have been dealt with by condition. No objections have been raised by the Drainage Team with respect to the current proposal. The applicant has advised that the field is drained by pipes and that there is to be no alterations proposed to the grassed surface of the field.

6 Conclusions

Subject to the imposition of the attached conditions, the proposal is acceptable having been assessed in the light of all material considerations, including weighting against relevant policies of the development plan and specifically:

- The proposal would not adversely impact upon the character and visual amenities of the immediate rural scene due to the retention of the mature hedgerows that surround the application site and the adjoining fields in accordance with policy CS1 of the Peterborough Core Strategy DPD. (2011)
- A temporary permission for a two year period with a restriction of 50 caravans is necessary to enable the Authority to ensure that the traffic generated by the use would not be detrimental to highways safety in accordance with policy PP10 Peterborough Planning Policies DPD (Submission Version 2012)

7 Recommendation

The case officer recommends that planning permission is **GRANTED** subject to the following conditions

C1 The caravan storage use hereby approved shall be for a temporary period expiring on 1ST October 2014.

Reason: To enable the Local Planning Authority time to assess the highway safety implications of the use in accordance with policy PP10 Peterborough Planning Policies DPD (Submission Version 2012)

C2 The number of caravans stored on the site shall be limited to 50 in number.

Reason: To enable the Local Planning Authority to assess the highway safety implications of the use in accordance with policy PP10 Peterborough Planning Policies DPD (Submission Version 2012)

C3 The vehicle access to the site shall be solely via the existing vehicular access to the application site off Whitepost Road.

Reason: In the interests of highway safety in accordance with policy CS14 of the Peterborough Core Strategy DPD (2011).

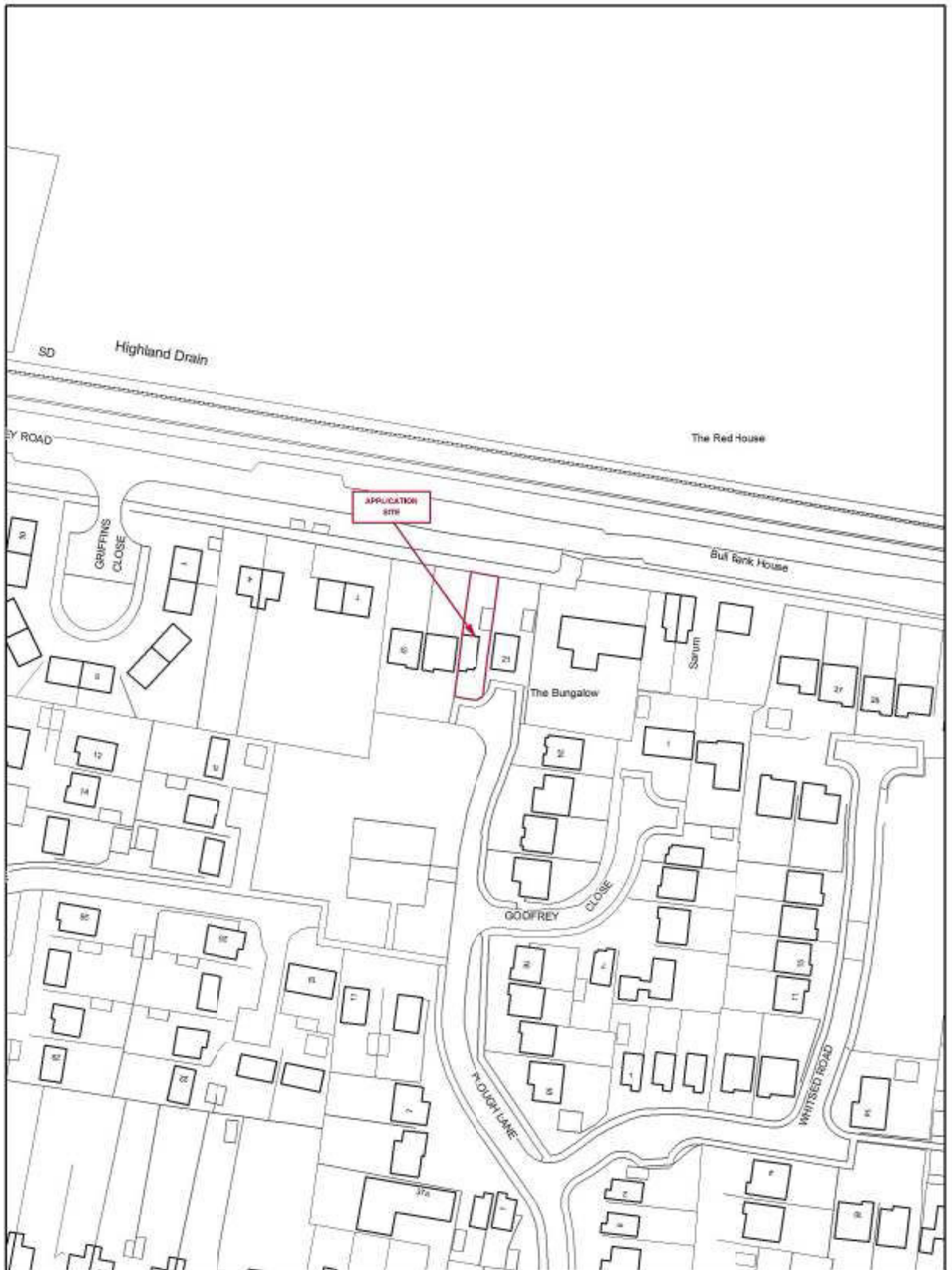
C4 No lighting of the site or erection of security fencing shall be implemented unless in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details.

Reason: In the interests of the visual amenities of the immediate countryside in accordance with policy CS1 of the Peterborough Core Strategy DPD (2011).

C5 None of the hedgerows surrounding the application site shall be removed or have their heights altered unless otherwise agreed in accordance with details to be submitted in writing by the Local Planning Authority. Thereafter any such works shall accord with the approved details.

Reason: In order to protect the visual amenities of the open countryside in accordance with policy LNE12 of the Peterborough Local Plan 2005 (First Replacement).

Copy to Councillor D N Harrington



LOCATION PLAN 12/01062/HHFUL

19 Plough Lane, Newborough, Peterborough PE6 7SR

Scale NTS Date 23/8/2012 Name AA Department Planning Services



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Application Ref: 12/01062/HHFUL

Proposal: Construction of two storey side , conversion of garage to habitable space and single storey rear extension

Site: 19 Plough Lane, Newborough, Peterborough, PE6 7SR

Applicant: Miss Jane Mann

Agent:

Referred by: Cllr Harrington

Reason: In the wider public interest

Site visit: 01.08.2012

Case officer: Mr S Falco

Telephone No. 01733 454408

E-Mail: sam.falco@peterborough.gov.uk

Recommendation: REFUSE

1 Description of the site and surroundings and Summary of the proposal

Site Description:

The site consists of a two storey detached property, built circa late 1990's on a modern estate in Newborough. The dwelling has light red brick elevations, white upvc windows and doors and a terracotta coloured pantile roof.

Proposal:

Planning permission is sought for the construction of a two storey side extension, the conversion of the existing garage into habitable space and a single storey extension to link the proposed side extension with the converted garage. The two storey side extension measures 2.6m (Width) x 8.5m (Depth) with a ridge and eaves height the same as the existing dwelling. The single storey link element measures 3m (width) x 1.8m (depth) with an eaves height of 2.3m and a ridge height of 3.3m, matching that of the existing garage.

2 Planning History

Reference	Proposal	Decision	Date
99/00750/FUL	Erection of detached garage	Application Permitted	04/08/1999

3 Planning Policy

Decisions must be taken in accordance with the development plan polices below, unless material considerations indicate otherwise.

National Planning Policies

Paragraph 56:

The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Paragraph 60:

Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated

requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.

Peterborough Core Strategy DPD (2011)

CS16 - Urban Design and the Public Realm

Design should be of high quality, appropriate to the site and area, improve the public realm, address vulnerability to crime, be accessible to all users and not result in any unacceptable impact upon the amenities of neighbouring residents.

4 Consultations/Representations

Parish Council (17.07.12)

No objections

North Level District Internal Drainage Board

No comments received

Local Residents/Interested Parties

Initial consultations: 4

Total number of responses: 2

Total number of objections: 1

Total number in support: 0

One letter of objection received raising the following planning issues:

Our home is a two bedroom bungalow with a conservatory attached, the extension will:

- Have an overbearing impact
- Overshadow our conservatory, causing a loss of natural daylight and sunlight
- Cause a loss of privacy
- The proposal will exceed the current building line

The second response was received from the Parish Council who stated they had no objections to the proposal.

Cllr Harrington

I am in favour of supporting this application for the following reasons;

Ms Mann has lived in the village for her whole life, her father a widower lives nearby and her late mother is buried in the church graveyard. Ms Mann's brother and his family also live in the village. The applicant's children attend Newborough School.

This application for an extension to the existing dwelling is based on the needs of the applicant to be able to provide more space for her growing family, extra bedrooms etc.

Ms Mann wants to remain close to her family who all live nearby. She has looked at properties as they became available within the village, which might have suited her needs, but found the cost of these, in most cases, above her range in price.

I do think it is important that we try and support families who want to live and remain close to their extended families, which in turn helps greatly with the sustainability of our rural communities.

5 Assessment of the planning issues

1 Character and Appearance:

1.1 The host dwelling is located to the bottom of a cul-de-sac and is visible from a significant distance when driving along Plough Lane. The immediate streetscene is that of 2 bulky detached two storey dwellings to the left (no's 15 & 17), then the host property which forms a more modest two storey dwelling with a side driveway and then to the right a bungalow (no.21).

1.2 The proposed extensions will be located on the existing driveway to the side of the house and will effectively fill the gap between the host dwelling and the bungalow. It is

considered that the side extension will cause significant detriment to the character and appearance of the area by way of an odd juxtaposition between a small and large scale property in such close proximity.

1.3 In addition, it is felt that the architectural design of the existing property does not lend itself to a harmonious extension due to the lack of a prominent and principle feature that a side extension can be designed against.

1.4 The conversion of the garage and the link extension from the rear of the side extension to the garage will not be visible from the public realm and will therefore have no impact on the character and appearance of the area.
However, the proposal, when assessed as a whole, for reasons of its odd juxtaposition and dominating appearance with the neighbouring bungalow at no.21 and resultant detriment to the character and appearance of the area is considered to be contrary to Paragraphs 56 and 60 of the National Planning Policy Framework 2012 and Policy CS16 of the Peterborough Core Strategy DPD 2011.

2 Neighbour Amenity:

2.1 The proposal is located to the side of the dwelling and will effectively run the entire length of the neighbouring bungalow. The west elevation of the bungalow has no windows and therefore the proposal is unlikely to have any considerable overshadowing impact on the main house.

2.2 When stood in the north facing conservatory of the neighbouring property, it is apparent that at certain times of the afternoon and evening it benefits from sunlight that comes between driveway of the application dwelling and then west across the rear of the garden of the application property.
The overshadowing upon the conservatory is likely to be caused by both the two storey element and the single storey link from the back of the extension to the converted garage.

2.3 It is prudent to note that a single storey side extension that projects off the rear of the proposed two storey element is not considered to cause significant levels of overshadowing as the main dwelling sits directly behind and is of considerably larger scale.

2.4 The two storey side element is deemed to cause the issue of overbearing and overshadowing on the amenity of the occupiers of the bungalow (no.21), specifically the conservatory. The two storey side extension extends the whole depth of the house and projects 500mm off the rear wall of the original house. Having visited the bungalow at no.21 in the middle of the afternoon, it was apparent that the proposal was likely to block natural sunlight from the rear conservatory at certain points of the day. It is considered by the LPA that the conservatory, being north facing does not benefit from considerable levels of natural sunlight and the small windows of sunlight that it does benefit from are of importance to the amenity of the occupiers of no.21.

2.5 On balance, it is deemed that the proposed extensions and in particular the first floor element on the site will cumulatively increase the impact on neighbour amenity to an unacceptable level, in terms of overshadowing and therefore this proposal is deemed to be contrary to relevant sections of Policy CS16 of the Peterborough Core Strategy DPD 2011.

3 Consultation Responses:

3.1 The objection received has been carefully considered and the proposals have been carefully assessed from the most affected property. The reasons of objection including; Overbearing, Overshadowing, Loss of natural daylight, loss of privacy and exceeding the current house line have been carefully assessed. It is considered that as there are no windows in the side elevation the objection in relation to loss of privacy is not founded. The comment with regards to exceeding the house line, this is to the rear and as such will not have significant impact on the character and appearance of the area; however this has formed part of the assessment of neighbour amenity.

6 Conclusions

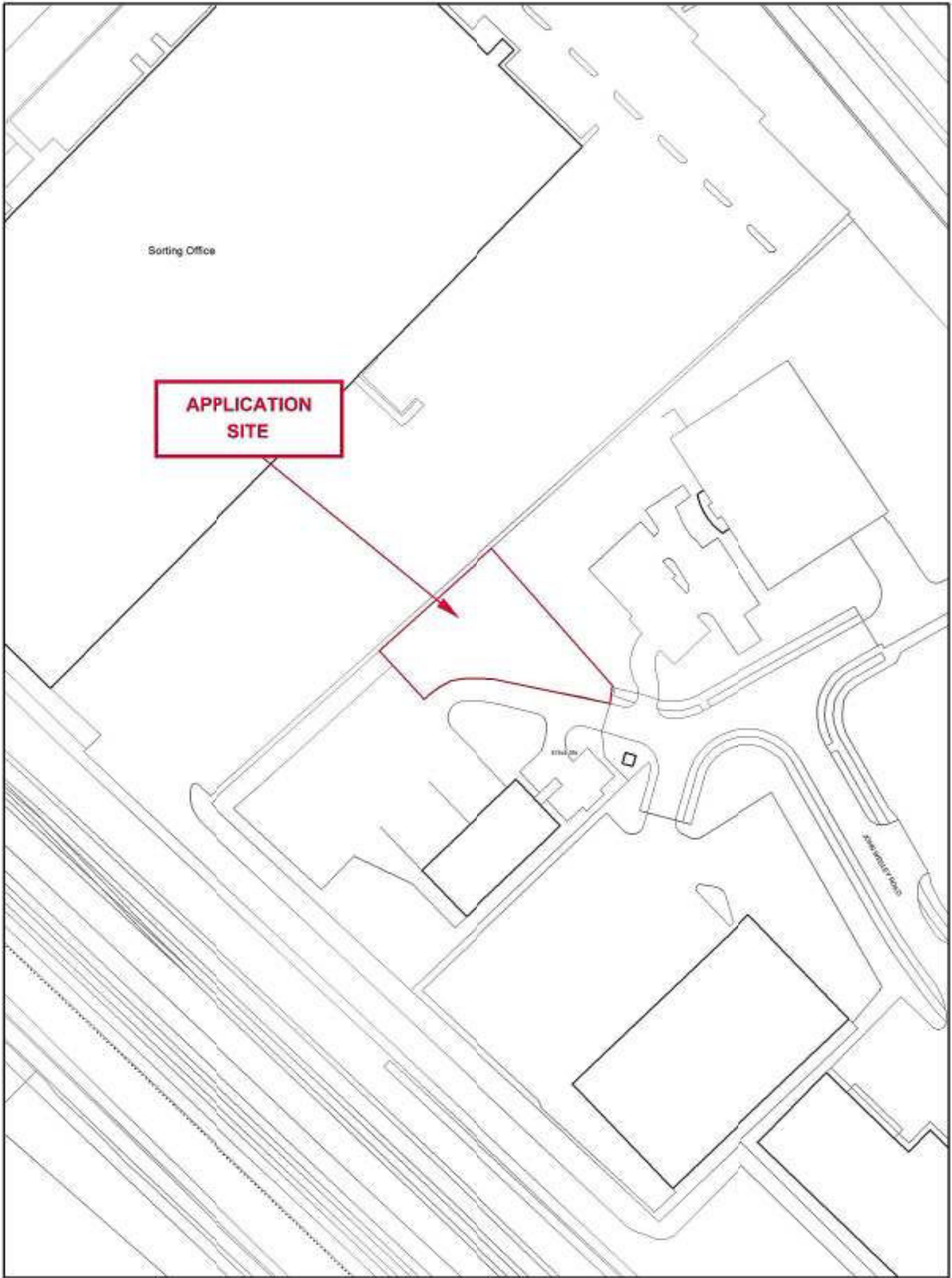
The proposal is unacceptable having been assessed in light of all material considerations, including weighing against relevant policies of the development plan and for the specific reasons given below.

7 Recommendation

The Head of Planning, Transport and Engineering Services recommends that planning permission is **REFUSED**

- R 1 The proposal, by reason of its odd juxtaposition and dominating appearance set alongside a neighbouring bungalow at no.21 Plough Lane would have a harmful impact on the character and appearance of the area. The proposal is therefore considered contrary to Paragraphs 56 and 60 of the National Planning Policy Framework 2012 and Policy CS16 of the Peterborough Core Strategy DPD 2011.
- R 2 The proposed extensions on the site will cumulatively increase the impact on neighbour amenity to an unacceptable level in terms of overshadowing. As a result, this proposal is deemed to be contrary to Policy CS16 of the Peterborough Core Strategy DPD 2011.

Copy to Councillor D N Harrington



LOCATION PLAN 12/01100/FUL

Peterborough Dairies, 3 John Wesley Road, Werrington

Scale NTS Date 23/8/2012 Name AA Department Planning Services



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Application Ref: 12/01100/FUL

Proposal: Temporary residential accommodation for occupation by managers of Peterborough Dairies

Site: Peterborough Dairies, 3 John Wesley Road, Werrington, Peterborough

Applicant: Peterborough Dairies

Agent: David Shaw

Referred by: Head of Planning, Transport and Engineering Services

Reason: To allow open discussion as part of a transparent decision making process

Site visit: 16.08.2012

Case officer: Miss L C Lovegrove

Telephone No.: 01733 454439

E-Mail: louise.lovegrove@peterborough.gov.uk

Recommendation: **REFUSE**

1 Description of the site and surroundings and Summary of the proposal

Site and Surroundings

The application site comprises an area of open landscaped grassland within the curtilage of the industrial building currently occupied by Peterborough Dairies. The wider site is occupied by a large B2 General Industrial Unit which receives deliveries of fresh milk for processing before being distributed to local businesses within Peterborough and the wider area. There is an associated car park immediately at the site entrance and a large area for the turning and manoeuvring of delivery vehicles to the rear. The application site is located within the identified Werrington General Employment Area and is accessed via the Werrington Parkway. The surrounding units are occupied by a variety of general industrial and storage/distribution businesses.

Proposal

The application seeks planning permission for the erection of temporary residential accommodation to allow the owners of Peterborough Dairies to live on the site of their business until it is established. The temporary accommodation is to provide three no. bedrooms and requisite living space within a temporary structure of dimensions: 19.8 metres (length) x 6 metres (width) x 2.3 metres (height to ridge).

2 Planning History

Reference	Proposal	Decision	Date
03/01609/NTA	Erection of cold store, vehicle workshop and amenities	Application Permitted	12/12/2003

3 Planning Policy

Decisions must be taken in accordance with the development plan policies below, unless material considerations indicate otherwise.

National Planning Policy Framework (2012)

Section 1 – Building a strong, competitive economy

Planning should operate to encourage, not act as an impediment to sustainable growth and significant weight should be placed on the need to support economic growth through the planning system.

Section 11 – Conserving and enhancing the natural environment

Planning decisions should ensure that the site is suitable for its new use taking account of ground conditions, including natural hazards or former activities and that after remediation, the land should not be capable of being determined as contaminated land.

Peterborough Core Strategy DPD (2011)

CS01 – Settlement Hierarchy

The location/ scale of new development should accord with the settlement hierarchy.

CS10 – Environment Capital

Development should make a clear contribution towards the Council's aspiration to become Environment Capital of the UK.

CS12 – Infrastructure

Permission will only be granted where there is, or will be via mitigation measures, sufficient infrastructure capacity to support the impacts of the development.

CS13 – Development Contributions to Infrastructure Provision

Contributions should be secured in accordance with the Planning Obligations Implementation Scheme SPD (POIS).

CS14 – Transport

Promotes a reduction in the need to travel, sustainable transport, the Council's UK Environment Capital aspirations and development which would improve the quality of environments for residents.

CS16 – Urban Design and the Public Realm

Design should be of high quality, appropriate to the site and area, improve the public realm, address vulnerability to crime, be accessible to all users and not result in any unacceptable impact upon the amenities of neighbouring residents.

Peterborough Site Allocations DPD (2012)

SA11 – General Employment Areas and Business Parks

Within the General Employment Areas identified, planning permission will be granted for development within Use Classes B1, B2 and B8.

Peterborough Planning Policies DPD (Submission Version 2012)

Whilst this document is not yet adopted planning policy, it is at an advanced stage of preparation. In accordance with the National Planning Policy Framework (paragraph 216), considerable weight can be given to the policies contained within the document in decision-making.

PP03 – Amenity Provision in New Residential Development

Proposals for new residential development should be designed and located to ensure that the needs of future residents are provided.

PP10 – The Transport Implications of Development

Planning permission will only be granted for development if appropriate provision has been made for safe access by all user groups and that the development would not result in an unacceptable impact on any element of the transportation network.

PP11 – Parking Standards

Planning permission will only be granted for development if the proposal makes appropriate parking provision for all modes of transport in accordance with the standard set in Appendix A.

Peterborough Local Plan (First Replacement) (2005)

H07 – Housing Development on Unallocated Sites

Permission will be granted subject to the site not being allocated for another purpose or within an employment area, it being accessible and the layout appropriate.

H16 – Residential Design and Amenity

Permission will only be granted for residential development (including change of use) where adequate amenity for the residents is provided.

OIW06 – Non Employment Uses in General Employment Areas

Will not be permitted unless there is no unacceptable impact on amount/quality of employment land, there are no adverse traffic impacts and where appropriate it accords with the sequential test principles.

4 Consultations/Representations

Building Control Surveyor (08.08.12)

Building Regulations approval not required as the structure is a 'mobile home'.

The Woodland Trust

No comments received.

Forestry Commission

No comments received.

Transport and Engineering Services (25.07.12)

No objections - the proposed dwelling will require two additional car parking spaces to be provided, preferably adjacent to the dwelling and it is assumed that the refuse collection arrangements will be incorporated into the existing arrangements for the dairy.

Parish Council

No comments received.

Section 106 Minor Group (19.07.12)

No planning obligations sought as the proposal is for temporary residential accommodation. However this should be secured through appropriate conditions restricting the occupation.

FAO Emma Doran Pollution Team (15.08.12)

No objections subject to the imposition of conditions relating to noise assessment and contaminated land.

Education Department

No comments received.

Waste Management

No comments received.

Local Residents/Interested Parties

Initial consultations: 5

Total number of responses: 0

Total number of objections: 0

Total number in support: 0

No neighbour representations have been received.

5 Assessment of the planning issues

The main considerations are:

- Principle of residential development
- Parking and highway implications
- Residential amenity
- Contamination
- Developer contributions

a) Principle of residential development

As highlighted above, the application site is located within the identified Werrington General Employment Area in accordance with the Peterborough Site Allocations DPD (2011). Accordingly, the site is safeguarded for employment uses falling within Classes B1, B2 and B8. At present, the site is occupied by Peterborough Dairies, a general industrial use which process and distributes milk to businesses in the surrounding area. The application scheme has been submitted by the owners of the Dairy as they require on site residential premises in order to establish the business. At present, the owners live away from the site in South Bretton but are required to be on site 24 hours a day, seven days per week in order to oversee incoming and outgoing deliveries which take place throughout the day and night.

Given the location of the application site, Officers would not support the construction of a permanent dwelling as it would be wholly contrary to adopted planning policy. General Employment Areas can be occupied by a number and variety of heavy industrial uses which generate considerable levels of noise, odour and traffic and can cause significant disturbance to the amenities of occupants.

However, in line with the City Council's and national agenda for the promotion of economic growth, it is accepted that there is a need for temporary residential accommodation on the site to allow the owners and their family of two children to be present at all times and ensure that the business runs effectively and efficiently while being established. On this basis, the principle of residential accommodation for a temporary period and on a personal basis during the infancy of the business is accepted, given that the owners cannot at present afford for 24 hour management by another worker. However for the reasons detailed below, the current proposal is not considered to be acceptable.

The proposed temporary dwelling extends to a footprint of approximately 110 square metres and will provide three bedroomed living accommodation including study, ensuite, family bathroom, kitchen, living/dining room and utility room. The total length of the unit is to extend to approximately 19.8 metres with the overall width at just over 6 metres and will be constructed of a traditional dual pitched roof with small projecting gable to create a covered storm porch. This should be considered in comparison to more conventional permanent dwellings and on the basis of other developments within the City, 3 bedroomed dwellings are typically of an internal size of between 74 and 91 square metres. Furthermore, there are a large number of similar temporary units available on the market of smaller dimensions which accommodate adequate living space for a family and which Officers would accept.

It is considered that the dwelling proposed on the site far exceeds the level of ancillary accommodation that is required on the site to support the business and represents development tantamount to the creation of a permanent dwelling which would not be acceptable for the reasons highlighted above. Accordingly, it is considered that the proposal represents inappropriate development within the identified General Employment Area and is therefore contrary to Policies H7 and OI7 of the Peterborough Local Plan (First Replacement) (2005).

b) Parking and highway implications

The Local Highway Authority (LHA) has raised no objections to the proposed temporary dwelling on the basis that two car parking spaces are provided for the occupants, in line with the emerging parking standards set out in Policy PP11 of the Peterborough Planning Policies DPD (Submission Version). At the time of submission, no parking spaces were proposed the applicant's agent has advised that the current submission will not be providing any additional

car parking for the dwelling as this is not considered necessary. Sufficient parking is provided at present on the site for the Dairy and given that the dwelling is solely for occupation by the owners of the site who are present already, no additional car parking is required. The LHA maintains its position in requiring the provision of two parking spaces. There is concern from the LHA Officer that any visitors to the occupants of the dwelling would need to park in the existing parking area for staff working at the Dairy and cross the internal access road in order to reach the dwelling, thereby creating health and safety issues. Whilst this is acknowledged, a common sense approach must be taken and Officers consider that the situation would be no worse in safety terms than crossing a roadway in a residential area. Furthermore, the applicant's position in terms of parking for occupants of the dwelling is accepted. As such, a reason for refusal could not be justified on this basis.

c) Residential amenity

Given that the application site is located within a General Employment Area there are a number of surrounding uses which could generate significant noise disturbance to the occupants of the proposed dwelling, particularly the Dairy within the site itself. In order to ensure an adequate level of amenity for the occupants of the dwelling, it is necessary to require the applicant to undertake a full noise assessment and detail suitable measures for mitigating against any harmful impact. Without such measures, occupants of the proposed dwelling could suffer from an unacceptable level of noise disturbance which would be contrary to Policy H16 of the Peterborough Local Plan (First Replacement) (2005) and Policy PP3 of the emerging Planning Policies DPD (Submission Version).

With regards to drainage, no details regarding this have been submitted. However, should Members consider the application acceptable, this could be secured by way of a condition.

d) Contamination

Owing to the location of the application site on industrial land, there is potential for ground contamination to exist. Where there is known or suspected contamination, it is the responsibility of the Local Planning Authority to ensure that this is fully and responsibly assessed and mitigated by the Applicant prior to the commencement of development, in accordance with the National Planning Policy Framework (2012). Accordingly, the City Council's Environmental and Pollution Control Officer requires a condition be imposed if planning permission is to be granted on this basis.

e) Developer contributions

In line with Policies CS12 and CS13 of the Peterborough Core Strategy DPD (2011), all new development is required to make a financial contribution towards the infrastructure demands that it will generate. However, as the proposal would not provide permanent accommodation, no financial contribution would be sought in this case.

6 Conclusions

The proposal is unacceptable having been assessed in light of all material considerations, including weighing against relevant policies of the development plan and for the specific reason given below.

7 Recommendation

The Head of Planning, Transport and Engineering Services recommends that planning permission is **REFUSED**.

R 1 The proposed temporary residential unit is considered far larger than that which could reasonably be deemed ancillary accommodation in relation to the existing business on the site. The level of accommodation proposed is tantamount to the creation of a permanent dwelling and, given the location of the site within an identified General Employment Area, represents wholly inappropriate development. The proposal is therefore contrary to Policies H7 and OIW6 of the Peterborough Local Plan (First Replacement) (2005) which state:

Policy H7

Within the Urban Area residential development on any site not allocated in Policy H3, including by infilling, redevelopment, and change of use of existing buildings, will be permitted where the site:

- (a) is not allocated for any other purpose; and
- (b) is not within a defined Employment Area; and
- (c) is, or will be, well related to existing or proposed services and facilities to meet residential needs, including public transport;

and where development would:

- (d) make efficient use of the site or building in terms of density and layout; and
- (e) respect the character of the surrounding area; and
- (f) provide good quality living conditions for residents; and
- (g) be acceptable in terms of highway safety and traffic flow; and
- (h) not unacceptably constrain development on adjoining land for an allocated or permitted use; and
- (i) not result in loss of open space of recreational or amenity value or potential.

Policy OIW6

Within General Employment Areas, planning permission for uses other than those within Use Classes B1, B2 and B8 will not be permitted unless:

- (a) the amount or choice of land or premises available for employment use would not be reduced to a level below that needed in the Plan period; and
- (b) the development would not unacceptably inhibit or prejudice the activities of an existing or future employment use; and
- (c) the proposal would not lead to the loss of an employment site considered by the Council to be of particularly high quality; and
- (d) the development would not generate levels of traffic or parking which would result in unacceptable congestion or road safety hazard; and
- (e) the development would provide safe and convenient access by foot, cycle and public transport and maximise the proportion of trips generated by these modes; and
- (f) where necessary, the proposal would be in accordance with the principles of a sequential approach to development as outlined elsewhere in the Plan.

Copy to Councillors D Fower, P V Thacker (MBE) and J Davidson



LOCATION PLAN 12/01102/FUL

Store Adjacent to 29 Hankey Street, Peterborough

Scale NTS **Date** 24/8/2012 **Name** AA **Department** Planning Services



PETERBOROUGH



CITY COUNCIL

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Application Ref: 12/01102/FUL

Proposal: Change of use to storage of shop goods with proposed alterations including reposition of entrance, installation of roller shutter, increased wall height, addition of roof, rendering and painting of elevations - Resubmission

Site: Store Adjacent To 29, Hankey Street, Peterborough,
Applicant: Mr Z Ali

Agent: Branston Assoc.

Site visit: 30 July 2012

Case officer: Mr M Roberts
Telephone No. 01733 454410
E-Mail: mike.roberts@peterborough.gov.uk

Recommendation: REFUSE

1 Description of the site and surroundings and Summary of the proposal

Site and Surroundings

Hankey Street for the most part is residential in character comprising 2 storey dwellings. The application site used to comprise 7 lock up garages with vehicular access alongside no.25 Hankey Street. These garages have been part demolished and the retained flank boundaries have been added to by way of breeze blocks and brickwork to form a storage building. At the time of the site inspection the breeze block work had not been rendered. The storage building covers the majority of the site with a set in of 1m to the western flank boundary. The eastern boundary is part open for the first 6m to the frontage of the building. Thereafter the eastern elevation of the storage building forms the common boundary with no.25 for a depth of 12m. The storage building has a shallow pitched roof that is 3.4m high at the frontage with a rear elevation of a height 3.8m.

The front of the building is set back by 3.2m from the back edge of the pavement. The store floor area measures 18m deep by 9.3m at its widest. At the time of the site visit there were no openings within the front elevation of the building. However there is an opening, with a width of 2m, protected with a roller shutter, set back by 6m from the eastern side frontage of the building. The front of the building has retained the rear elevations of 3 of the former garages and the height has been added to but not with matching brickwork. There are movable bollards at the back edge of the pavement with the front elevation of the building set back 3m from these. To the west of the site at the southern side of the junction of Hankey Street and Gladstone Road is a retail shop.

Proposal

The application seeks part retrospective planning permission to use the building for the storage of goods related to the retail store at no. 233-237 Gladstone Street. Associated with the proposal is an opening to the front of the building to a width of 3m. This is to be protected by a sliding timber door. The steel roller shutter door in the recessed part of the storage building is to be retained. The proposal is to retain the height of the building at 3.4m to the front elevation and 3.8m to the rear elevation. The external walls of the building are proposed to be rendered and painted. The application has been re-submitted following refusal of the same scheme under application reference 12/00771/FUL. That application was refused planning permission on the grounds that the storage building would have a detrimental impact upon the appearance of the street scene and it would impact adversely upon the amenities of the occupiers of the adjoining residential properties.

2 Planning History

Reference	Proposal	Decision	Date
12/00771/FUL	Change of use to storage of shop goods with proposed alterations including reposition of entrance, installation of roller shutter, increased wall height, addition of roof, rendering and painting of elevations	Application Refused	06/07/2012

3 Planning Policy

Decisions must be taken in accordance with the development plan policies below, unless material considerations indicate otherwise.

National Planning Policy Framework (2012)

Section 7 – Requiring good design

Planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Peterborough Core Strategy DPD (2011)

CS14 – Transport

Promotes a reduction in the need to travel, sustainable transport, the Council's UK Environment Capital aspirations and development which would improve the quality of environments for residents.

CS16 – Urban Design and the Public Realm

Design should be of high quality, appropriate to the site and area, improve the public realm, address vulnerability to crime, be accessible to all users and not result in any unacceptable impact upon the amenities of neighbouring residents.

Peterborough Planning Policies DPD (Submission Version 2012)

Whilst this document is not yet adopted planning policy, it is at an advanced stage of preparation. In accordance with the National Planning Policy Framework (paragraph 216), considerable weight can be given to the policies contained within the document in decision-making.

PP1 – Design Quality

Planning permission will only be granted where the proposal makes a positive contribution to the built and natural environment; does not have a detrimental effect on the character of the area; is sufficiently robust to withstand/adapt to climate change impacts; and is designed with longevity as a key objective.

PP2 – Impacts of New Development

Planning permission will not be granted where development would result in loss of privacy, public and/or private green space or natural daylight; or it would cause noise and/or general disturbance, odour and/or pollution, overbearing impact or opportunities for crime and disorder.

PP9 – Shop Frontages, Security Shutters and Canopies

Planning permission for the installation of an external security shutter will only be granted where it can be demonstrated that there is a persistent problem of crime; the property is not listed or within a conservation area; the shutter is designed to a high standard; and the design is open mesh/perforated style.

PP10 – The Transport Implications of Development

Planning permission will only be granted for development if appropriate provision has been made for safe access by all user groups and that the development would not result in an unacceptable impact on any element of the transportation network.

Peterborough Local Plan (First Replacement) (2005)

DA20 – Security Shutters

Permission will only be granted where there is an identified crime/vandalism issue subject to the building not being listed and the shutter design being high quality.

4 Consultations/Representations

FAO Emma Doran Pollution Team

No comments received.

Police Architectural Liaison Officer (30.07.12)

No objections to the use of this area as shop storage and whilst the proposed roller shutter would be helpful for access and security, it is of poor design and would be an unattractive feature within the residential area.

Transport and Engineering Services (25.07.12)

No objections - the continuing use of the building for storage is unlikely to have an adverse impact on the adjacent highway network.

Parish Council

No comments received

Local Residents/Interested Parties

Initial consultations: 11

Total number of responses: 0

Total number of objections: 0

Total number in support: 0

No neighbour representations have been received.

5 Assessment of the planning issues

The main considerations are

- The impact of the building upon the character and appearance of the street scene
- The impact of the storage building and its use upon the amenities of the occupiers of the adjacent residential properties.

The impact of the building upon the character and appearance of the street scene

The immediate street scene is characterised by semi-detached and terraced dwellings that front directly onto the back edge of the pavement. The site was previously used for garage car parking with the front elevation to the street comprising an approximate height of 2.5m of brick construction which afforded a poor, but well established, appearance within the street scene. The proposed front elevation to the store adds a further 0.9m to the height of the front elevation of the building. As a result the increased height of the Hankey Street elevation and the resultant mass of the building overall the buildings impact provides a poor incongruous related building to the overall detriment of the visual amenities and character of the general street scene.

The impact of the storage building and its use upon the amenities of the occupiers of the adjacent residential properties.

The rise in the height of the storage building compared to that of the height of the garages and associated boundary walls that linked the two rows of the garages causes a significant overbearing presence to the detriment of the amenities of all of the adjacent residential properties that abut the site. The increase in height of the of the storage building is considered particular harmful to the amenities of the occupiers of no.25 Hankey Street as the east elevation of the storage building also

forms the common boundary with no.25. This elevation is located adjacent to a small back yard of the dwelling area with windows of the dwelling facing the constructed elevation being only 2m away from the boundary. This increase in height is significant and would result in the a greater detrimental increase in the overshadowing of the dwellings' rear yard area, its west facing windows and the forward most part of the rear garden of the dwelling as opposed to the former relationship with the east elevation of the former garage.

The rear garden areas of the curtilages of nos.239 - 245 (odd) Gladstone Street, would be faced with a greater dominant flank elevation of the storage building to that of the west facing elevations of the previous garages that occupied the site. This would provide for an adverse overbearing presence for the occupiers of those properties in comparison to that as a result of the former garages that occupied the site. Similarly the rearmost elevation of the storage building forms part of the common flank boundary with no. 247 Gladstone Street. This forms a substantial part of the rear garden of that dwelling and provides for an increase in height of the elevation from approximately 2.7m to 3.8m resulting in harm by an adverse overbearing and overshadowing effect within the rear curtilage area of that dwelling.

The occupiers of no.25 Hankey Street would also suffer from disturbance through the use of the recessed opening of the storage unit as a result of the unloading/loading activity that would occur anytime of the day. This activity would afford a greater degree of disturbance to that of the driving of vehicles to and from the garages which would have been undertaken at low vehicle speeds and for brief moments only. Unloading activity of products would be expected to take place within this recessed area over a greater period of time and hence a greater degree of disturbance could be expected.

6 Conclusions

The proposal is unacceptable having been assessed in light of all material considerations, including weighing against relevant policies of the development plan and for the specific reasons given below.

7 Recommendation

The case officer recommends that planning permission is **REFUSED** on the grounds that:-

R1 The storage unit is of a design and appearance that is completely out of keeping with the dominant residential character of Hankey Street to the detriment of the visual amenities of the street scene. Therefore the proposed retention of the storage unit would be contrary to policy CS16 of the Peterborough Core Strategy which states:

Policy CS16: -

High quality and inclusive design will be required for all new developments as part of a strategy to achieve an attractive, safe, healthy, accessible and sustainable environment throughout Peterborough. Design solutions should take the following principles into account.

-New development should respond appropriately to the particular character of the site and its surrounding, using innovative design solutions where appropriate; make, the most efficient use of land; enhance local distinctiveness through the size and arrangement of development plots, the position, orientation, proportion, scale and massing of buildings and the arrangement of spaces between them; and make use of appropriate materials and architectural features

-New development should not result in unacceptable impacts on the amenities of the occupiers of nearby properties.

R2 The scale and siting of the storage unit close to the flank and rear boundaries of the adjacent residential properties results in an adverse overbearing impact to the detriment of the amenities of the occupiers of those properties. Therefore the proposal is contrary to policy CS16 of the Peterborough Core Strategy DPD which states:-

Policy CS16:

High quality and inclusive design will be required for all new developments as part of a strategy to achieve an attractive, safe, healthy, accessible and sustainable environment throughout Peterborough. Design solutions should take the following principles into account.

- New development should respond appropriately to the particular character of the site and its surrounding, using innovative design solutions where appropriate; make, the most efficient use of land; enhance local distinctiveness through the size and arrangement of development plots, the position, orientation, proportion, scale and massing of buildings and the arrangement of spaces between them; and make use of appropriate materials and architectural features
- New development should not result in unacceptable impacts on the amenities of the occupiers of nearby properties.

R3 The use of the recessed opening of the storage building, including the vehicular access to it, for the off loading of goods would increase the general levels of activity in this area of the site by way of noise and disturbance to the detriment of the amenities of the occupiers of no.25 Hankey Street. Therefore the proposed retention of the storage unit would be contrary to policy CS16 of the Peterborough Core Strategy which states:

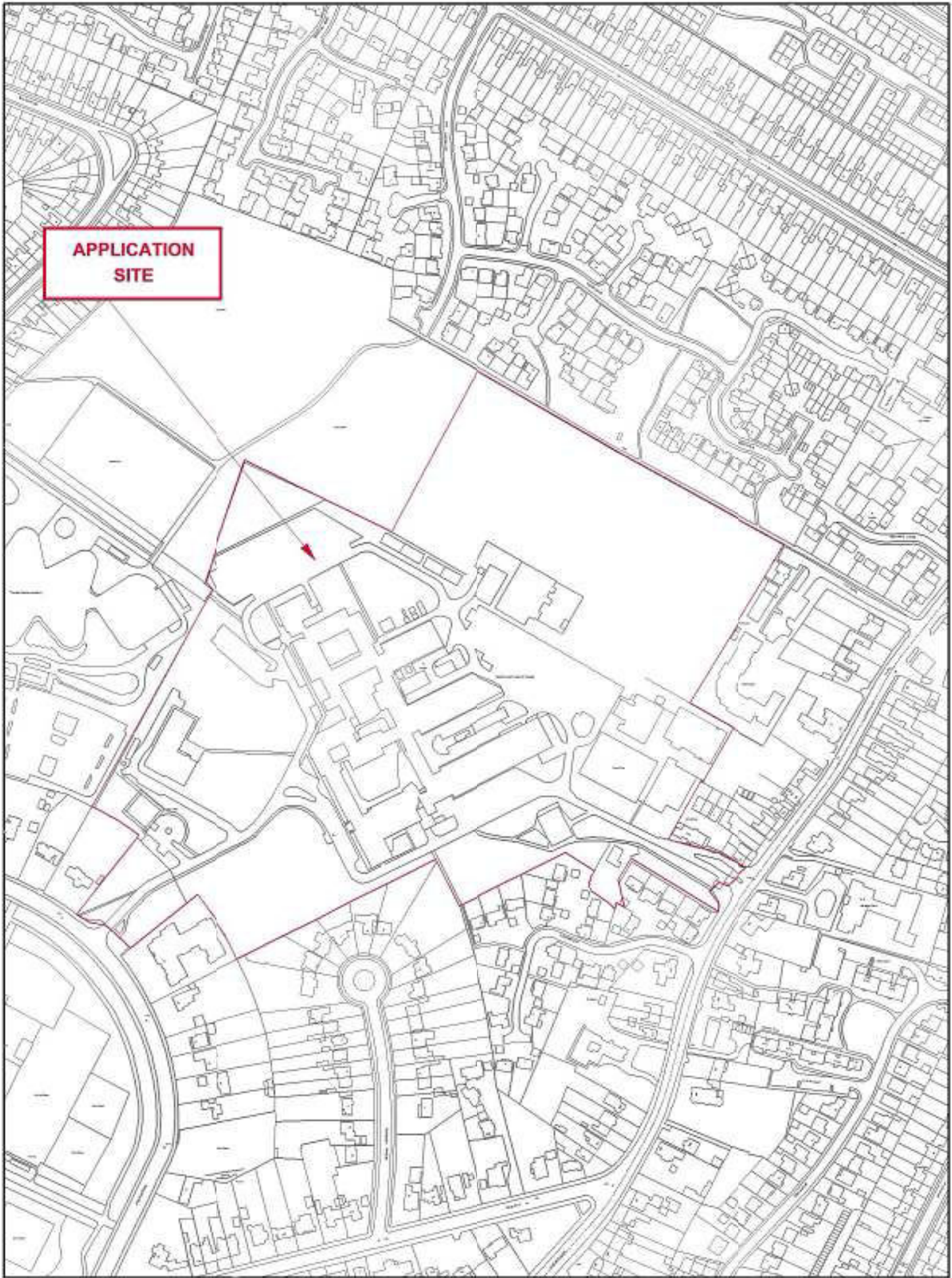
Policy CS16:

High quality and inclusive design will be required for all new developments as part of a strategy to achieve an attractive, safe, healthy, accessible and sustainable environment throughout Peterborough. Design solutions should take the following principles into account.

- New development should respond appropriately to the particular character of the site and its surrounding, using innovative design solutions where appropriate; make, the most efficient use of land; enhance local distinctiveness through the size and arrangement of development plots, the position, orientation, proportion, scale and massing of buildings and the arrangement of spaces between them; and make use of appropriate materials and architectural features
- New development should not result in unacceptable impacts on the amenities of the occupiers of nearby properties.

Copy to Councillors M Nadeem, N Khan (MBE) and M Jamil

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**APPLICATION
SITE**

LOCATION PLAN 12/01123/FUL

Peterborough Regional College, Park Crescent, Peterborough

Scale NTS **Date** 23/8/2012 **Name** AA Department Planning Services



PETERBOROUGH



CITY COUNCIL

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Application Ref: 12/01123/FUL

Proposal: Construction of fencing to contain rugby/football balls

Site: Peterborough Regional College, Park Crescent, Peterborough, PE1 4DZ

Applicant: Mr G Dolan
Peterborough Regional College

Agent: David Shaw

Referred by: Councillor J Peach and Councillor J Shearman

Reason: Harmful impact upon the visual amenity of the area

Site visit: 15.08.2012

Case officer: Miss L C Lovegrove

Telephone No. 01733 454439

E-Mail: louise.lovegrove@peterborough.gov.uk

Recommendation: **GRANT** subject to relevant conditions

1 Description of the site and surroundings and Summary of the proposal

Site and Surroundings

The application site comprises an area of playing fields associated with the wider site of Peterborough Regional College and is sited immediately adjacent to the College Sports Hall. The site boundary currently comprises 2.4 metre high steel palisade fencing and to the south west by mature shrubbery which separates the site from the residential premises on Tait Close. To the east is a public footway lined by an area of open space with mature Lime trees which are the subject of group Tree Preservation Order. Beyond this are residential properties on Derby Drive whose gardens face towards the site.

Proposal

The application seeks planning permission for the erection of 5 metre high black chain link fencing along the south eastern boundary of the site and 1.8 metre high black netting to the south western boundary which can be raised to a height of 5 metres when the pitches are in use. The fencing/netting is proposed to ensure that footballs and rugby balls are contained within the site whilst matches are being played and prevent balls from straying into gardens and the public realm.

2 Planning History

Reference	Proposal	Decision	Date
12/00534/FUL	Construction of fencing to contain rugby/football balls	Application Withdrawn	11/06/2012

3 Planning Policy

Decisions must be taken in accordance with the development plan policies below, unless material considerations indicate otherwise.

National Planning Policy Framework (2012)

Section 7 – Requiring good design

Planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Peterborough Core Strategy DPD (2011)

CS16 - Urban Design and the Public Realm

Design should be of high quality, appropriate to the site and area, improve the public realm, address vulnerability to crime, be accessible to all users and not result in any unacceptable impact upon the amenities of neighbouring residents.

Peterborough Local Plan (First Replacement) (2005)

LNE09 - Landscaping Implications of Development Proposals

Adequate provision should be made for the retention/protection of trees and other natural features and for new landscaping.

Peterborough Planning Policies DPD (Submission Version 2012)

Whilst this document is not yet adopted planning policy, it is at an advanced stage of preparation. In accordance with the National Planning Policy Framework (paragraph 216), considerable weight can be given to the policies contained within the document in decision-making.

PP01 – Design Quality

Planning permission will only be granted where the proposal makes a positive contribution to the built and natural environment; does not have a detrimental effect on the character of the area; is sufficiently robust to withstand/adapt to climate change impacts; and is designed with longevity as a key objective.

PP02 – Impacts of New Development

Planning permission will not be granted where development would result in loss of privacy, public and/or private green space or natural daylight; or it would cause noise and/or general disturbance, odour and/or pollution, overbearing impact or opportunities for crime and disorder.

PP14 – The Landscaping and Biodiversity Implications of Development

Planning permission will only be granted if the proposal makes provision for the retention of trees and natural features that make a significant contribution to the landscape or biodiversity value of the local environment.

4 Consultations/Representations

Victoria Park Residents Association

No comments received.

Sport England (08.08.12)

No objections - the fencing will not impact upon the existing pitches and will benefit local residents and users of the playing field.

Landscape Officer (14.08.12)

No objections - the proposal will not have a detrimental impact upon the protected trees.

Local Residents/Interested Parties

Initial consultations: 57

Total number of responses: 5

Total number of objections: 5

Total number in support: 0

Three neighbour objections have been received in respect of the application and the following objections raised:

- There is no need for the fencing as balls have never come into rear gardens and there is a deep strip of land with tall trees preventing this already
- Not aware of any playing fields within or near residential properties that have this type of

- fencing
- The fence would look an eyesore

Councillor J Peach - Supports the objections received from residents along Derby Drive

Councillor J Shearman - Supports the objections received from residents along Derby Drive. The fence is unnecessary as no resident has experienced balls entering their garden or damaging their property. Furthermore, there are a number of trees along the footpath which already act as an impediment and prevent balls from causing damage. The fencing will have a seriously detrimental effect on the visual amenity of the area, contrary to Policy CS16.

5 Assessment of the planning issues

The main considerations are:

- Design and impact upon the character and appearance of the surrounding area
- Neighbour amenity
- Landscape implications
- Other matters

a) Design and impact upon the character and appearance of the surrounding area

It is acknowledged that the proposed fencing and netting would exceed the height of the existing 2.4 metre steel palisade fencing that surrounds the application site. However, it is not considered that this would appear incongruous or alien within the locality and will not result in significant harm to the visual amenity of the area. This type of fencing and netting is commonplace on playing fields and is used to prevent balls from leaving the playing field area and there is already an example of the 5 metre high wire mesh fencing in place immediately adjacent to the application site, on the playing fields associated with Thomas Deacon Academy.

It is considered that the proposed fencing, whilst taller than the existing fencing, will not appear unduly obtrusive when viewed from the public realm. The design of the fencing permits views through and accordingly, will not represent an obtrusive element within the public realm. With regards to the proposed 1.8 metre netting, extending to a height of 5 metres as required with the main posts retained at this height at all times, this is proposed to be sited adjacent to a boundary with heavy screening and accordingly will not be substantially visible from the public realm. On this basis, it is considered that the proposal is in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and emerging Policy PP1 of the Peterborough Planning Policies DPD (Submission Version 2012).

b) Neighbour amenity

Three objections have been received from residents of Derby Drive which have been further supported by comments received from Councillors Peach and Shearman. The objections mainly focus on the loss of visual amenity to the area, as discussed in the preceding section. With regards to the impact of the proposal upon neighbour amenity, it is not considered that the proposed fencing and netting will result in any significant loss to the amenities of neighbouring residents. The fencing to the south east of the site is sited a sufficient distance from the nearest residential properties (approximately 20 metres to the nearest rear garden) and will be significantly screened from view by the line of mature Lime trees between the application site and Derby Drive.

Furthermore, it is acknowledged that there is little separation distance between the proposed netting and properties on Tait Close to the south west of the site. In order to prevent any harmful impact upon occupants by virtue of overbearing or overshadowing impact, the netting is proposed to be at a height of only 1.8 metres, raised to a total height of 5 metres only during time when the pitches are in use (approximately 15 hours per week). As such, the proposal is in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and emerging Policy PP2 of the Peterborough Planning Policies DPD (Submission Version 2012).

c) Landscape implications

The proposed fencing to the south eastern boundary of the site is to be sited in close proximity

to a line of mature Lime trees which are protected by way of a group Tree Preservation Order. The application has been accompanied by an Arboricultural Assessment in relation to the impact of the proposed fencing upon the root protection areas of these trees. The Assessment demonstrates that the proposals will not have a detrimental impact upon the protected trees and this is accepted by the City Council's Landscape Officer. On this basis, the proposal will not result in harm to or loss of trees worthy of retention and is therefore in accordance with Policy LNE9 of the Peterborough Local Plan (First Replacement) (2005) and emerging Policy PP14 of the Peterborough Planning Policies DPD (Submission Version 2012).

d) Other matters

Neighbour objections have been received in respect of this application, questioning the need for the proposed fencing and highlighting that there are no other examples of such fencing in residential areas. The question of need is not a material planning consideration and accordingly cannot be considered through the planning system. Furthermore, each site must be assessed on its own merits and accordingly, the assessment of other similar sites cannot be a material consideration in the determination of this proposal.

6 Conclusions

Subject to the imposition of the attached conditions, the proposal is acceptable having been assessed in the light of all material considerations, including weighing against relevant policies of the development plan and specifically:

- the proposed fencing and netting will not appear incongruous or overbearing within the public realm and will not result in harm to the character, appearance and visual amenity of the surrounding area, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP1 of the Peterborough Planning Policies DPD (Submission Version 2012);
- the proposal will not result in harm to the amenities of neighbouring residents by virtue of overbearing or overshadowing impact, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (Submission Version 2012); and
- no harm will result to the line of trees protected by way of a Tree Preservation Order immediately adjacent to the site, in accordance with Policy LNE9 of the Peterborough Local Plan (First Replacement) (2005) and Policy PP14 of the Peterborough Planning Policies DPD (Submission Version 2012).

7 Recommendation

The Head of Planning, Transport and Engineering Services recommends that planning permission is **GRANTED** subject to the following conditions:

C 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended).

C 2 Notwithstanding the details hereby approved, the netting to be erected along the south western boundary of the site shall be kept at a height no greater than 1.8 metres except for those times when the immediately adjacent playing fields are in use at which times the netting shall not exceed a height of 5 metres.

Reason: In order to protect the amenities of neighbouring residents, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP1 of the Peterborough Planning Policies DPD (Submission Version 2012).

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PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE	AGENDA ITEM No. 6
4 SEPTEMBER 2012	PUBLIC REPORT

Cabinet Members responsible:	Lead Members: - Cllr Cereste (Leader of the Council and Cabinet Member for Growth, Strategic Planning, Economic Development, Business Engagement and Environment Capital) - Cllr Hiller (Housing, Neighbourhoods and Planning)	
Contact/Reporting Officers:	Richard Kay (Group Manager Strategic Planning, Housing & Environment) Simon Pickstone (Strategic Planning Officer)	Tel. 863795 Tel. 863879
Head of Service:	Simon Machen, Head of Planning, Transport and Engineering Services	Tel. 453475

PETERBOROUGH ‘COMMUNITY INFRASTRUCTURE LEVY (CIL) – PRELIMINARY DRAFT CHARGING SCHEDULE (PDCS)’ AND INFRASTRUCTURE DELIVERY SCHEDULE (IDS)

R E C O M M E N D A T I O N S	
FROM : Head of Planning Services	Deadline date : 7 September 2012
That the Committee provides comment in relation to the proposals set out in this document.	

1. ORIGIN OF REPORT

- 1.1 This report is submitted to the Committee prior to its consideration by, and in order to inform, Cabinet on 24 September 2012.
- 1.2 Responsibility for this report, and for overseeing CIL generally, falls within the Strategic Planning function of the city council. However, the content of this report is based upon work undertaken by the IDS Working Group, a group of senior officers from across the city council.

2. PURPOSE AND REASON FOR REPORT

- 2.1 This report is submitted to this Committee for information and comment. The purpose of the report is to draw attention to important proposed changes to the way in which we collect and administer Developer Contributions in the light of recent statutory and regulatory changes instigated at the national scale.

3. TIMESCALE.

Is this a Major Policy Item/Statutory Plan?	YES	If Yes, date for relevant Cabinet Meeting	24 September 2012
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Date for relevant Council Meeting:	Late 2013/early 2014	Date for submission to Government Dept (please specify which Government Dept)	N/A
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4. WHAT ARE THE CRITICAL ITEMS/ISSUES FOR FOCUS?

4.1 CIL

The CIL is a new nationally based optional approach to securing developer contributions (financial or in-kind contributions e.g. land) which, if adopted by the city council, will largely be replacing the current S106/POIS tariff-based system which will become unworkable for funding the majority of large infrastructure projects from April 2014 due to recently introduced legal limitations on the use of planning obligations¹, and the ‘pooling’ of contributions in particular.

It is important to note at this stage that CIL will not be a radical new initiative in Peterborough. It is very similar to the existing POIS system we have successfully had in place in Peterborough for the past few years, i.e. a ‘levy’ placed on development, a similar set of ‘£’ rates, and a similar proposed spending arrangement. It is not therefore anticipated to cause undue concern by the vast majority of developers and investors in the city.

Cabinet endorsed work to research into the potential for adopting a CIL on 8 February 2010. In order to set a CIL in Peterborough we need to consult on and ultimately adopt a CIL Charging Schedule. In order to be in a position to do this we have commissioned consultants (Roger Tym and Partners) to undertake a development viability study² and we have undertaken work internally to refresh and update our approach to Infrastructure Planning. This latter work is required to both demonstrate we have a valid need for developer contributions towards infrastructure to support growth and that we have a realistic idea of what infrastructure is necessary to accommodate this growth.

There are a number of important points to note about the CIL:

- First, from April 2014 it will be unlawful for Local Authorities to pool contributions from more than 5 planning obligations secured via Section 106 agreements for funding any single infrastructure project. In effect, this makes our current S106/POIS tariff-based system unlawful from April 2014 and a CIL will become the only available mechanism to pool funds.
- Second, the setting of a CIL charge for development must be based on viability grounds (and backed up by the demonstration of an infrastructure funding gap) as opposed to being used as a policy mechanism i.e. you can not set artificially low rates in order to attract development, nor too high if this would make the majority or specific types of development unviable.
- Third, differential rates can be set by geographical zone, by land use, or by both. Zero rates can also be set where viability evidence shows that development across the area would be unviable because of the imposition of a charge. The statutory guidance is clear that Charging Authorities should avoid ‘undue complexity’ when setting rates and should seek to achieve an ‘appropriate balance between the need to fund infrastructure and the potential implications for the economic viability of development’³.
- Fourth, the drivers for seeking contributions are:
 - to mitigate for additional pressures placed on existing infrastructure;
 - to help fund infrastructure needs arising from development;

¹ Regulations 122 and 123 of the CIL Regulations 2010.

² Peterborough City Council Community Infrastructure Levy Study, Roger Tym and Partners, May 2012.

³ DCLG (March 2010) *CIL Charge Setting and Charging Schedule Procedures* (10)

- to ensure infrastructure is in place to attract private investment in Peterborough; and
 - to help ensure we deliver sustainable communities.
- Fifth, if adopted, the levy will become a fixed, non-negotiable charge placed on all applicable development.
 - Sixth, money collected through a CIL is not as limited in terms of how it is spent (unlike Section 106). This will provide a simple process which is flexible, predictable and transparent.
 - Seventh, three forms of Discretionary Relief are available to Charging Authorities (CAs) in addition to mandatory relief set out in the regulations. These are **Discretionary Charitable Relief**, **Discretionary Relief for Exceptional Circumstances** and the ability to adopt an alternative **Instalments Policy**⁴ than that set out in the original CIL Regulations⁵. Although these elements do not strictly need to be decided upon until after a CIL is adopted, it is considered prudent to set out our intentions as early on in the CIL adoption process as possible and give people an opportunity to comment on them. It is the officers' view that the **Discretionary Charitable Relief** is not included in our policy, because of the complexity and infrequent likely use of such relief, but we do take advantage of the other two forms of relief. Full details are in the Draft Preliminary Draft Charging Schedule.

The proposed charges in Peterborough are set out in Table 1 below:

Table 1: Proposed Preliminary Draft Charging Schedule (PDCS)

Use	CIL charge (per sq m)
Private market houses on:	
(i) Sites where no affordable housing provision is secured via a S106 Planning Obligation	£110
(ii) Sites of up to 799 units where affordable housing provision is secured via a S106 Planning Obligation	£75
(iii) Strategic Development Sites (800 plus residential units)	£30
Apartments or flats with*/without** affordable housing requirement	£10*/£50**
Retail development:	
(a) All Comparison*/Convenience** retail development unless covered by (b) or (c)	£175*/£400**
(b) All retail development within the City Centre Primary Shopping Area	£10
(c) All retail development below 280 sq m (net additional floorspace) within a District or Local Centre	£10
Public/institutional facilities as follows: education, health, community and emergency services	£0
All other chargeable development	£10

The PDCS will, by law, be consulted upon in public before it can be drafted into the 'Draft Charging Schedule (DCS)' (which is also required, by law, to go through a second round of public consultation plus independent examination before being adopted by Full Council).

4.2 INFRASTRUCTURE DELIVERY SCHEDULE (IDS)

In order for Charging Authorities (Peterborough City Council in this instance) to justify setting a CIL, they not only need to demonstrate that CIL rates will not make overall

⁴ Regulation 69B of the CIL (Amendment) Regulations 2011.

⁵ Regulation 70 of the CIL Regulations 2010.

development of the area unviable (which is the purpose of the CIL Viability Study⁶), but they also need to demonstrate they have an 'Infrastructure Funding Gap' larger than the amount they anticipate securing through the imposition of a CIL. This provides the 'moral' justification (although it is also required as part of the evidence base for examination) for seeking contributions from the private development sector to contribute towards infrastructure provision.

In order to demonstrate an **Infrastructure Funding Gap** it is first necessary to demonstrate an understanding of the infrastructure requirements of the area covering the plan period and where the likely sources of funding for these items will come from. This has largely been achieved through the work to adopt the Integrated Development Programme, adopted by Cabinet in 2009, but has required a significant level of updating and refreshing since then.

Once all possible sources of public funding have been identified and quantified, the gap between what can be publicly funded and what is required overall to accommodate the growth planned over the plan period (to 2026) is referred to as the 'gap'.

A schedule of infrastructure projects is provided in Appendix 3, along with their estimated costs and anticipated source/s of funding.

In summary, we are currently able to demonstrate a rough⁷ 'infrastructure funding gap' across all relevant 'Thematic Areas' of approximately £491 million over the period 2011-2026 which is far in excess of what is required to justify the anticipated CIL revenue income of approximately £67 million over the same period from implementing the current proposed CIL Charging Schedule.

The Infrastructure Delivery Schedule at Appendix 3 continues to be worked on, with a refined version presented to Cabinet on 24 September. The aim is to have a definitive and robustly evidence based infrastructure delivery schedule prepared in time for public consultation anticipated in October to December 2012. Any infrastructure projects which do not have appropriate justification/evidence base will unfortunately not make it onto the list to be presented for independent examination scheduled for 2013. Ultimately, once CIL is adopted and running, only projects on the schedule will be able to access CIL funds.

It is intended that the Infrastructure Delivery Schedule is refreshed and agreed by Cabinet annually, in summer, in order to keep it up to date, supported by the council and in order to inform the autumn/winter round of corporate financial planning decisions.

4.3 SPENDING CIL RECEIPTS

Whilst not required by law to be part of the CIL adoption/consultation process, agreement on how we decide corporately to allocate the CIL funds once they begin to accrue is a crucial part of the governance arrangements relating to the administration of our Infrastructure Delivery Plans/Commitments. Taking forward the current Council agreed 'POIS Split' (Appendix 1) formed the starting point of the options⁸.

A user-friendly guide titled: 'How CIL may work in Peterborough: A Simple Guide' will also be published on the city council website and is provided in Appendix 4 to this report.

Work to prepare a 'split' for the CIL pot was undertaken by the IDS Working Group and the current proposal is as follows:

⁶ Peterborough City Council Community Infrastructure Levy Study, Roger Tym and Partners, May 2012.

⁷ It is only a 'rough estimate' as it includes an element of S106 which still needs to be sifted out of the overall figure.

⁸ Note that the 'Infrastructure Type' (POIS) and 'Thematic Areas' (IDS) differ slightly.

Table 2: Proposed CIL funding split.

Transport	28%
Education & Skills	38%
Community Infrastructure	9%
Utilities & Services	5%
Emergency Services	5%
Environmental Sustainability	5%
Health & Wellbeing	5%
'Meaningful Proportion' for neighbourhoods as set out in CAP's	5%

One of the key changes from the original POIS approach has been the introduction of a 5% contribution to 'neighbourhoods'. This is in keeping with the Localism Act 2011 requirement for a 'meaningful proportion' of CIL funds to be given to local communities.

4.4 HOW WILL THE 'MEANINGFUL PROPORTION' CONTRIBUTION TO NEIGHBOURHOODS WORK?

The ability of the council to invest flexibly in services, facilities and resources in our neighbourhoods has been restricted to those areas where tangible growth has attracted a direct planning contribution. This has the effect of benefitting areas of growth over other areas where perhaps growth is less viable. In recent years we have tried to address this through, for example, maximising the delegations to Neighbourhood Committees so that service delivery can be shaped and influenced by communities. However, this goes only so far in tackling some of the more deep-rooted or entrenched issues, spatial or otherwise, where more significant and real investment would have a greater effect.

There is likely to be an opportunity to effectively top-slice CIL contributions by 5% with the specific purpose of forming a flexible fund to invest in communities. Our estimations suggest that this could amount to a figure in the region of £220k per annum. This development coincides with the drafting of our Community Action Plans, which set out the social and economic issues in neighbourhoods and begins to suggest actions that address those issues. The plans themselves are overseen by each Neighbourhood Committee but will provide a robust evidence based set of recommendations and actions, and so our proposal is that investment into neighbourhoods from the 5% pot will be made in direct support of these actions. We propose that the pot is managed and allocated as flexibly as possible on both revenue and capital projects, with the overall budget remaining under the control of the Neighbourhood Managers in the same way that the current allocation is of £25k per Neighbourhood Committee.

5. WHAT ACTIONS DO YOU WANT PEP TO TAKE?

- 5.1 To note the work on preparing a CIL and an IDS, and to make any comments as it sees fit in order to assist Cabinet when it meets to consider this item on 24 September 2012.

6. CONSULTATION

- 6.1 The Regulations require a minimum of 6 weeks public consultation on the proposed Preliminary Draft Charging Schedule. Subject to approval at Cabinet on the 24 September, the PDCS will be put out for public consultation towards the end of 2012.
- 6.2 The CIL PDCS and supporting documentation (particularly the Infrastructure Delivery Schedule) have been prepared by working closely with infrastructure providers across the board. This documentation has been considered by a wide range of consultees.
- 6.3 The Rural Scrutiny Commission Panel was also given a high level briefing on the implications of these emerging changes on the 16 July 2012.

7. ANTICIPATED OUTCOMES

- 7.1 We anticipate that there will be a significant level of public interest in the proposals being set out in the PDCS, particularly from landowners, businesses and developers. As this is only a preliminary consultation we will be collating all comments and amending the Charging Schedule in the light of relevant comments prior to submitting it for independent examination in late 2013. Whilst we anticipate possible debate, particularly around the technical details relating to our viability calculations and assumptions and hence the level at which we set charges for different types of development; we are confident that we have robust evidence to underpin our proposals. The important message to get across is that the sum total of the costs being placed on developers and landowners through this mechanism is not dissimilar to our current POIS which the CIL will be replacing.

8. REASONS FOR RECOMMENDATIONS

- 8.1 Government is introducing changes to the way Developer Contributions can be collected and spent. Charging Authorities have the option of adopting a CIL. From April 2014 the use of our existing methodology for collecting Developer Contribution (POIS) will become unlawful and so unless a CIL is adopted, the collection and use of Developer Contributions will be severely limited from that date. Adopting a CIL will also introduce a clearer and simpler system for collecting and spending Developer Contributions for strategic infrastructure considered necessary to accommodate future growth.

9. ALTERNATIVE OPTIONS CONSIDERED

- 9.1 The option to not adopt a CIL has been considered and rejected. This option may have been acceptable if, for example, Peterborough was only expecting very minimal growth over the plan period and the majority of that growth could be dealt with through the limited pooling of contributions for strategic infrastructure. This would have made the adoption of a CIL superfluous. Since Peterborough is expecting to deliver a significant number of houses and jobs over the plan period this option was rejected.

10. IMPLICATIONS

- 10.1 **Legal Implications** – The proposed changes have been prepared and will be consulted on in accordance with the regulations and statutory guidance issued by national government. There are legal implications arising from the changes relating to the implementation, monitoring and enforcement of the CIL once adopted and implemented.
- 10.2 **Financial Implications** – There are financial implications in terms of the way we collect, administer and spend CIL receipts.
- 10.3 **Human Resources** – Can be delivered within existing resources but will potentially require additional training and changes to existing work practises.
- 10.4 **Equality & Diversity** – The changes will have a positive impact on our customers and help to ensure continued investment in infrastructure considered critical to maintaining sustainable communities.

11. NEXT STEPS

- 6 September 2012 – Sustainable Growth and Environment Capital Scrutiny Committee.
- 24 September 2012 – Cabinet asked to approve the CIL PDCS for the purpose of public consultation.
- Autumn/Winter 2012 – 6 weeks public consultation.
- Spring/Summer 2013 – 4 weeks public consultation on CIL DCS (following internal approvals process similar to that for PDCS).
- Autumn/Winter 2013 – Independent Examination of the CIL DCS and presentation at the next appropriate Full Council Meeting for formal Adoption once any amendments proposed by the examiner have been addressed.

12. SUPPORTING DOCUMENTS

- Appendix 1: POIS Split (see below)

Separate PDF documents provided alongside this report:

- Appendix 2: Peterborough CIL Consultation Document – Incorporating the Preliminary Draft Charging Schedule.
- Appendix 3: Peterborough Infrastructure Delivery Schedule – Project List (Note: Colour Table).
- Appendix 4: 'How CIL may work in Peterborough: A Simple Guide'.

APPENDIX 1: POIS SPLIT

<i>Infrastructure Type</i>	<i>Strategic 'Pool'</i>	<i>Neighbourhood 'Pools'</i>
<i>Transport & Communications</i>	25%	5%
<i>Community & Leisure</i>	5%	5%
<i>Education & Learning</i>	20%	20%
<i>Emergency Services</i>	5%	
<i>Environment</i>	5%	5%
<i>Health & Adult Social Care</i>		5%
<i>Total</i>	60%	40%



Peterborough Community Infrastructure Levy

Incorporating the Preliminary Draft Charging Schedule



Consultation Document
November 2012

How to comment on this document

Your comments and views are welcomed on the Preliminary Draft Charging Schedule and other elements of the proposed approach for introducing a Community Infrastructure Levy (CIL). Please set out your responses according to our questions in this document which are also available as a separate printable/downloadable document (see below). Any comments you have which are not covered by our questions can be raised at the end in the 'any other comments' section. The city council is keen to set the CIL at a level which allows for continued growth in Peterborough, whilst supporting the delivery of necessary infrastructure, facilities and services. Please qualify any observations or proposals you make as much as possible by providing evidence to support your argument rather than simply stating your views.

Our preference is for people to access the documents and comment using our online consultation portal: [address to be inserted here]. However, we recognise that it may not always be preferable or possible to do this and so we have made the documentation available in a number of alternative formats as follows:

- As Printable Downloadable Documents (PDFs) on our website; and
- As Hard Copy Reference Documents in our Public Libraries and at our Bayard Place Office on Broadway.

The deadline for submission of comments is [to be determined].

Alternatively, comments can be made in writing using the PDF Questionnaire Form to:

**Planning Policy Team
Peterborough City Council
Stuart House East Wing
St John's Street
PE1 5DD**

Or via email (scanned completed questionnaire form) to: planningpolicy@peterborough.gov.uk.

A PDF version of the questionnaire can be found on our website at [address to be inserted here] and can also be completed and submitted electronically by clicking the 'submit button' at the top right-hand side of the document if preferred.

If you have any further questions, please call Simon Pickstone, Strategic Planning Officer on (01733) 863879.

Any comments/information that you provide will be used for the purpose of CIL production, and processed in accordance with the Data Protection Act.

Executive Summary

This document sets out the opening proposals of Peterborough City Council for introducing a Community Infrastructure Levy (CIL). It also presents an opportunity for people to comment on these proposals and explains why and how the city council has gone about justifying a new levy on development. In addition to consulting people on the proposed charges for different types of development (which is the primary focus of the Preliminary Draft Charging Schedule consultation exercise), we have taken the opportunity to extend the document to cover broader related elements such as how we intend to administer and spend monies raised and various other discretionary measures which might be applied to this process. We have chosen to open this out for comment at an early stage to help inform our final preferred approach to be submitted for independent examination anticipated in late 2013.

The primary driver for introducing a levy is due to Legislative and Regulatory changes at the National Level. It is important to emphasize at this point that this new levy is not additional to the existing practise of seeking S106 Planning Obligations in association with new development. It will be complimentary to it. The primary goal has been to seek a fair and transparent mechanism for securing contributions from private development for infrastructure considered critical to the sustainable growth of our district.

The process of adopting a CIL comprises of a number of formal stages which are set out in more detail in Section 6. We are particularly keen to get peoples views and comments. We are making these proposals available for comment for a period of six weeks.

The provision and funding of infrastructure is a critically important issue which affects every single one of us. It is for this reason that we believe it is important to get the views of everybody, but particularly the views of residents (who will use and rely on infrastructure on a daily basis) and developers and landowners (who will have to factor these costs into their business activities).

Proposed CIL charge rates by development type¹

Table 1 below provides a summary of the proposed charge rates for different development types in Peterborough. Further detail regarding the CIL rate and how it has been calculated is provided in the main body of the document.

Table 1: Peterborough Preliminary Draft Charging Schedule

Use	CIL charge (per sq m)
Private market houses on:	
(i) Sites where no affordable housing provision is secured via a S106 Planning Obligation	£110
(ii) Sites of up to 799 units where affordable housing provision is secured via a S106 Planning Obligation	£75
(iii) Strategic Development Sites (800 plus residential units)	£30
Apartments or flats with*/without** affordable housing requirement	£10*/£50**
Retail development:	
(a) All Comparison*/Convenience** retail development unless covered by (b) or (c)	£175*/£400**
(b) All retail development within the City Centre Primary Shopping Area	£10
(c) All retail development below 280 sq m (net additional floorspace) within a District or Local Centre	£10
Public/institutional facilities as follows: education, health, community and emergency services	£0
All other chargeable development	£10

¹ See Section 4 for the details.

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PLEASE NOTE THAT THIS DOCUMENT WILL BE PRESENTED WITH NUMBERED PARAGRAPHS FOR THE PUBLIC CONSULTATION

1. Introduction

This consultation document is Peterborough City Council's "Preliminary Draft Charging Schedule (PDCS)" to support the introduction of a Community Infrastructure Levy (CIL). There are 3 core supporting documents which are made available and should be read in conjunction with the Preliminary Draft Charging Schedule. These are the Peterborough Community Infrastructure Levy Study (May 2012), the Peterborough Infrastructure Delivery Schedule (2012) and a short non-technical guide, 'How CIL may work in Peterborough'.

The 'PDCS' itself, setting out the proposed levy charge rates is provided in the Executive Summary (Table 1 above). The rest of this document provides background to the charging schedule, drawing on the supporting documents referred to above.

What is the Community Infrastructure Levy?

The CIL legislation allows local planning authorities to raise funds from developers to pay for the infrastructure that is or will be needed as a result of new development. It came into force on 6 April 2010. It will partly replace the current system of securing developer contributions via Section 106 Agreements.

The levy set is based on community infrastructure needs identified in the Peterborough Infrastructure Delivery Schedule (IDS), an earlier version of which formed part of the evidence base for the adopted Peterborough Core Strategy. It is further supported by updated infrastructure modelling which takes other potential funding sources into account and an analysis of the impact of any levy on the viability of development across the unitary authority area.

Funds raised through the CIL will be used to help pay for a wide range of community infrastructure required to support the needs of sustainable development. It will not fund 100% of the costs of the infrastructure requirements and will therefore only ever be one element in a range of potential funding sources that need to be used to ensure that community infrastructure is effectively delivered.

Who will have to pay a CIL?

CIL will be charged on most new development. Liability to pay CIL arises when, on completion of the development, the gross internal area of new build is 100 square metres or above. The development of all new dwellings, even if it is less than 100 square metres, is also liable to pay CIL. The levy is chargeable on the basis of a calculation related to pounds (£) per square metre (sq m) on the net additional floorspace.

CIL will not be charged on changes of use that do not involve new additional floorspace or on structures which people do not normally go into or do so only intermittently for the purpose of inspecting or maintaining fixed plant or machinery². Affordable housing development and the majority of development by charities is exempt from the charge³.

What are the benefits of a CIL?

Most development has some form of impact on the infrastructure needs of an area and, as such, it is fair that the development contributes towards the cost of those needs. Those needs could be environmental, social and/or economic in nature.

² Community Infrastructure Regulations 2010 (as amended): Regulation 6

³ Community Infrastructure Levy Relief Information Document, DCLG, May 2011

The CIL simplifies the process of Developer Contributions. It is a fair, transparent and accountable levy which will be payable by the majority of new housing developments, from 1 unit or above, and a range of other development types. The CIL gives developers a clear understanding of what financial contribution will be expected towards the delivery of community infrastructure needs, whilst providing the city council with a simplified Developer Contributions process.

What happens to Section 106?

The CIL is intended to provide infrastructure to support the development of an area. CIL does not fully replace Section 106 Agreements. On particular developments some site specific mitigation requirements may still need to be agreed and provided through a Section 106 Agreement in addition to a CIL.

However, the CIL Regulations have placed limitations on the future use of Planning Obligations by:

- Putting three of the five policy tests on the use of Planning Obligations as set out in former Circular 5/05 on a statutory basis for developments which are capable of being charged the Levy;
- Ensuring the local use of the CIL and Planning Obligations does not overlap;
- Limiting pooled contributions from Planning Obligations from no more than five developments towards infrastructure which may be funded by the Levy.

CIL will therefore become the main mechanism for securing infrastructure funding via planning application decisions in future.

However, Section 106 Agreements and Planning Conditions will continue to be used for affordable housing provision and for local infrastructure requirements on development sites (such as site specific local provision of open space, connection to utility services (as required by legislation), habitat protection, access roads and archaeology). The principle is that all eligible developments must pay a CIL as well as any site specific requirement to be secured through Section 106 Agreements.

For the purpose of providing a context for introducing a CIL it is necessary to make some assumptions about the likely scale and relationship that may exist between the two mechanisms. These assumptions can be found in the Peterborough CIL Study and influence the viability assessments undertaken and ultimately the levy charge rates tabled in Preliminary Draft charging Schedule (Table 1 and 2).

It is proposed that further detail on the future approach to site-specific Section 106 /Conditions /Obligations etc. will be set out in the form of a supplementary planning document which should be read in conjunction with the CIL when available.

Strategic Developments (see Glossary) of 800 residential units or more usually also necessitate the provision of their own development specific infrastructure, such as schools and parks, which are dealt with more suitably through a Section 106 Agreement, in addition to a CIL charge. It is important that the CIL Charging Schedule differentiates between these infrastructure projects to ensure no double-counting takes place between calculating the district wide CIL rate for funding of infrastructure projects and determining Section 106 Agreements for funding other development site-specific infrastructure projects.

2. Planning Policy Background

National

It is the express intention of the city council to ensure that the overall balance is maintained in favour of facilitating sustainable development. This is in keeping with the principle of ‘the presumption in favour of sustainable development’ as set out in the National Planning Policy Framework⁴ (March 2012).

Local

The Peterborough Core Strategy 2011 sets the strategic spatial planning framework for development across the unitary authority area to 2026 and contains strategic policies to manage growth and guide new development in Peterborough based on the vision for:

“A bigger and better Peterborough that grows the right way - and through truly sustainable development and growth:

- Improves the quality of life of all its people and communities and ensures that all communities benefit from growth and the opportunities it brings;
- Creates a truly sustainable Peterborough, the urban centre of a thriving sub-regional community of villages and market towns, a healthy, safe and exciting place to live, work and visit, famous as the environment capital of the UK”.

Peterborough Core Strategy policy CS12 identifies the relationship between new development and supporting infrastructure capacity; whilst policy CS13 sets out the mechanisms to be used to secure developer contributions to infrastructure provision, making reference to the possible introduction of a Community Infrastructure Levy. This is set out in the Core Strategy extract overleaf.

The Peterborough Site Allocations DPD (Adopted 18 April 2012) establishes the scale and principle that a suitable form of development can be located on a particular site. In doing so it provides developers, service providers, the local authority and residents with some certainty about what sites will be developed in the future and for what purpose.

The Peterborough Planning Policies DPD was examined by a planning inspector in July 2012. This document will be of importance for setting out the planning policies and standards to be used when submitting and determining planning applications.

⁴ <http://www.communities.gov.uk/planningandbuilding/planningsystem/planningpolicy/planningpolicyframework/>

Extract of adopted Peterborough Core Strategy (2011):

Policy CS12

Infrastructure

New development should be supported by, and have good access to, infrastructure.

Planning permission will only be granted if it can be demonstrated that there is or will be sufficient infrastructure capacity to support and meet all the requirements arising from the proposed development and mitigate the impact of that development on existing community interests within environmental limits. Conditions or a Planning Obligation are likely to be required for many proposals to ensure that new development meets this principle.

Consideration will be given to the likely timing of infrastructure provision. As such, development may need to be phased either spatially, or in time, to ensure the provision of infrastructure in a timely manner. Conditions or a planning obligation may be used to secure this phasing arrangement.

Policy CS13

Developer Contributions to Infrastructure Provision

Where a planning obligation is required in order to meet the principles of policy CS12 'Infrastructure' then this may be negotiated on a site-by-site basis. However, to speed up and add certainty to the process, the City Council will encourage developers to enter into a planning obligation for contributions based on the payment of a standard charge.

Subject to arrangements as set out in a separate Planning Obligations Implementation Scheme SPD, contributions received via this standard charge may be assembled into pools at an authority-wide level and to the relevant Neighbourhood Management Area (as described in policy CS6).

The use of a standard charge approach will ensure that any contribution is reasonably related to the scale and type of development that is proposed. The Planning Obligations SPD will set out detailed arrangements for the operation of the standard charge and formulae based upon needs assessments, viability studies and associated business plans, which will be kept under review. The SPD will include the level of the charge for different types of development, by unit of development, and the basis for the calculation of that level of charge; any minimum size thresholds which will apply; any arrangements for pooling, including the split between pools; any arrangements for staged payments; long-term management and maintenance of infrastructure; any arrangements to address collection and management of pools; and inflation proofing measures.

The City Council will be prepared to negotiate a variation from the standard charge(s) in cases where actual provision of neighbourhood or strategic infrastructure is provided as part of the development proposals or other material consideration. The SPD will include an explanation of where exemptions from or variations to the charge may occur.

Additional contributions may also be negotiated to mitigate a significant loss of a facility on the site, such as public open space.

In the event that the Community Infrastructure Levy (CIL) regulations remain in place (or similar regulations introduced), then the City Council may adopt such a CIL (or similar) to replace the standard charge arrangements set out in this policy.

3. The Peterborough Preliminary Draft Charging Schedule

The Preliminary Draft Charging Schedule for Peterborough is set out in Table 2 below and has been prepared in accordance with relevant legislation and policy guidance.

Peterborough City Council, as the Local Planning Authority, is the Charging Authority (CA) and will also be the Collecting Authority.

Table 2: Peterborough Preliminary Draft Charging Schedule

Use	CIL charge (per sq m)
Private market houses on:	
(i) Sites where no affordable housing provision is secured via a S106 Planning Obligation	£110
(ii) Sites of up to 799 units where affordable housing provision is secured via a S106 Planning Obligation	£75
(iii) Strategic Development Sites (800 plus residential units)	£30
Apartments or flats with*/without** affordable housing requirement	£10*/£50**
Retail development:	
(a) All Comparison*/Convenience** retail development unless covered by (b) or (c)	£175*/£400**
(b) All retail development within the City Centre Primary Shopping Area	£10
(c) All retail development below 280 sq m (net additional floorspace) within a District or Local Centre	£10
Public/institutional facilities as follows: education, health, community and emergency services	£0
All other chargeable development	£10

The city council proposes to set a standard rate across the district of £10 per square metre for all development types unless specifically stated otherwise. The 280 sq m 'trigger point' for retail development is derived from the Sunday Trading Act 1994, which defines 'small shops' as being less than 280 sq m net floor area.

CIL Geographical Zones

The proposed levy rates in Table 2 apply uniformly to all development types across the whole geographic extent of the unitary authority area of Peterborough, with the exception of differential rates for retail. For retail development the charge rates relate to specific geographical areas referred to as the City Centre Primary Shopping Area, District and Local Centres. Maps showing the boundary extent of these specific geographical areas are attached at Appendix 2.

Liability to pay CIL

A 'chargeable development'⁵ is liable to pay a CIL. A definition is provided in the glossary.

The tabled charge rates will be levied on most new building developments that people go into. The rates are chargeable in pounds per square metre (£/sq m) on the net additional floorspace developed, if more than 100 square metres. If the development involves the creation of a new dwelling, even if it is less than 100 square metres, it is still liable to pay CIL, in accordance with Regulation 40.

⁵ Community Infrastructure Levy Regulations 2010: Regulation 9

Site specific contributions may also be required through a Section 106 Agreement or as part of the Conditions attributed to a planning consent.

Exemptions/Relief to/from paying a CIL

The Regulations also allow CAs to permit discretionary relief from CIL (e.g. where a reduced or nil payment may be accepted). These cases are likely to be rare, but could include the following:

- Development by charities for investment activities (as defined by Regulation 44)
- Development by charities where relief would normally constitute State Aid (as defined in Regulation 45)
- Where the city council considers there are exceptional circumstances to justify relief (as defined in Regulation 55).

Given these requirements, most development will not be eligible for charitable or exceptional circumstances relief. However, the city council will be prepared to consider certain forms of relief, and will confirm its intentions by issuing appropriate statements before the charging schedule takes effect.

A number of new developments are already exempt from paying CIL for a number of reasons:

- Where the overall chargeable amount on a scheme is less than £50, it is deemed to be zero (Regulation 40).
- If the gross internal area of new build is less than 100 square metres, and does not comprise of one or more dwellings, then liability to pay CIL does not arise (Regulation 42).
- If the owner of a material interest in the relevant development land is a charitable institution, it is exempt from liability to pay CIL subject to conditions (Regulation 43).
- If there is discretionary charitable relief to do so, discretionary charitable relief from liability to pay CIL may be given for a development that is held by a charitable institution as an investment from which the profits will be applied for charitable purposes subject to conditions (Regulation 44).
- If the chargeable development comprises or is to comprise qualifying social housing (in whole or in part), it is eligible for relief from liability to pay CIL subject to conditions (Regulation 49).
- If there are exceptional circumstances for doing so, relief (“relief for exceptional circumstances”) from liability to pay CIL may be given subject to conditions (Regulation 55) – see section below.
- If the development only concerns a change of use and no additional new floorspace then it will not be liable to pay CIL, although it could be liable to S106 Developer Contributions.
- If the new development is for a building into which people do not normally go or into which people go only intermittently for the purpose of inspecting or maintaining fixed plant or machinery, it is not liable to pay CIL, although it could be liable to S106 Developer Contributions (Regulation 6).

Discretionary Charitable Relief

The city council does not intend to offer Discretionary Charitable Relief beyond that already set out in the regulations at this stage.

Question 1

If you think the city council should offer Discretionary Charitable Relief beyond that which is already mandatory, please let us know, clearly setting out your reasoning and justification for doing so.

Discretionary Relief for Exceptional Circumstances

Regulation 55 of the Community Infrastructure Regulations 2010 permit a charging authority to:

“...grant relief (“relief for exceptional circumstances”) from liability to pay CIL in respect of a chargeable development (D) if -

- a. it appears to the charging authority that there are exceptional circumstances which justify doing so; and
- b. the charging authority considers it expedient to do so”.

The above may only happen if a Planning Obligation of greater value than the chargeable amount has been entered into in respect of the planning permission which permits the chargeable development and the Charging Authority (CA) considers that payment of the levy would have an unacceptable impact on the economic viability of the development⁽⁶⁾⁽⁷⁾. In such cases the developer would be expected to demonstrate this (as set out in Regulation 57) via an ‘open book’ approach with an agreed independent valuer (paid for by the developer). Relief can also only be granted if it does not constitute ‘Notifiable State Aid’ (as defined in European Law).

It is the intention of the city council at this stage to offer such relief. A statement confirming this will be issued once the Charging Schedule has been adopted, in compliance with Regulation 56. It should be noted that the city council has undertaken viability assessments to carefully consider the level at which the proposed CIL charges have been set, taking into account the provision of affordable housing at 30 per cent and development specific S106 Planning Obligations. In view of this, the consideration for exceptional circumstances relief will be extremely rare, and any relief given must be done in accordance with the Regulations and procedure stated above as well as European State Aid Rules⁸.

What is meant by infrastructure?

In preparing the Preliminary Draft Charging Schedule, the necessary infrastructure, phasing and costs needed to be ascertained. To do this it was necessary to work with an appropriate definition of infrastructure.

Under Section 216 of the Planning Act 2008, infrastructure includes:

- roads and other transport facilities,
- flood defences,
- schools and other educational facilities,
- medical facilities,
- sporting and recreational facilities,
- open spaces
- affordable housing.

It is important to note: The wording used in the act is ‘includes’ and, as such, this is not an exhaustive list. Regulation 63 of the Community Infrastructure Regulations (2010) has amended this listing to exclude affordable housing. For the purpose of compiling the Peterborough Infrastructure Delivery Schedule the definition was tightened to predominantly restrict projects to capital projects involving land, property and structures.

⁶ Community Infrastructure Levy regulations 2010: Regulations 55 to 57

⁷ DCLG Community Infrastructure Levy Relief Information Document, May 2011

⁸ <http://www.bis.gov.uk/policies/europe/state-aid>

Question 2

Do you agree with the definition of infrastructure? If not, please explain why.

Other Matters

Further information on the implementation and operation of CIL in Peterborough will be set out in a comprehensive '**CIL Guidance Note**' in due course, and made available on the city council's website. This will be produced prior to adoption of the CIL charge, and will include information on:

- What development is liable to pay CIL
- Exemptions and Discretionary Relief from CIL
- How CIL is calculated
- The process for collecting CIL
- Spending of the CIL levy
- Monitoring and Review

However, prior to the preparation of the 'CIL Guidance Note' we have published on our [website](#) a short non-technical guide, entitled '**How CIL may work in Peterborough**', setting out how we propose to take forward and deal with some of the above items and issues.

Question 3

Do you have any comments on the non-technical guide 'How CIL may work in Peterborough'?

Prior to the Charging Schedule taking effect, it may be necessary for the city council to publish the following separate statements/policy documents on its website. This will be dependent on the outcome of this and any further consultation:

- CIL Instalments Policy
- Statement on CIL Relief
- List of infrastructure projects (Regulation 123 List)
- Supplementary Planning Document on Planning Obligations.

4. Determining the Proposed CIL Charge Rates

Regulation 14 of Community Infrastructure Regulations 2010 requires a charging authority to:

“...aim to strike what appears to the charging authority to be an appropriate balance between –

(a) the desirability of funding from CIL (in whole or in part) the actual and expected estimated total cost of infrastructure required to support the development of its area, taking into account other actual and expected sources of funding; and

(b) the potential effects (taken as a whole) of the imposition of CIL on the economic viability of development across its area”.

Estimated total cost of infrastructure required to support the development of Peterborough to 2026

The Peterborough Integrated Development Programme (IDP) (2009) provided a full breakdown of the infrastructure needs of the unitary authority area based on the projected growth outlined in the Core Strategy over the plan period to 2026.

Since then development progress has moved on and been affected by an economic recession. There has also been a change in government and the introduction of CIL Regulations which are likely to change the mechanisms available for securing developer contributions for infrastructure.

A review of the list of infrastructure needs identified in the 2009 IDP has therefore been undertaken with key partners and infrastructure providers. The revised list, known as the Peterborough Infrastructure Delivery Schedule 2012 (IDS 2012), is made available as a supporting document, and has taken into account:

- Changes in policy, implementation and priorities since 2009;
- Current alternative funding availability;
- CIL fundable infrastructure projects, excluding large scale major site-specific projects, as noted below.

Alongside the preparation of the Peterborough Infrastructure Delivery Schedule 2012, further detailed work was undertaken to consider Peterborough’s strategic development sites (sites comprising of 800 residential units or more). Such sites usually necessitate the provision of their own development-specific infrastructure, such as schools, which are dealt with more suitably through a Section 106 Agreement, in addition to a CIL charge. This matter is addressed in the Peterborough CIL Study⁹.

There are currently only two potential strategic developments identified so far:

- Norwood Urban Extension
- Great Haddon (although it is anticipated that this site will obtain outline planning permission before a CIL is adopted).

This is not an exhaustive list and may change in time, should new strategic developments come forward.

⁹ Peterborough Community Infrastructure Levy Study, Roger Tym and Partners (May 2012)

Table 3 Currently Identified Infrastructure Costs by Theme to 2026

COSTS	
Thematic Area	Costs (£million)
Transport	£508
Skills and Education	£325
Emergency Services	£0
Environmental Sustainability	£43
Utilities and Services	£225
Community Infrastructure	£151
Health and Wellbeing	£0
Total Identified Infrastructure Costs	£1,252

Source: IDS 2012

Table 3 provides a summary of the cost of all infrastructure projects listed in the IDS 2012 by thematic area, and clearly indicates that transport related projects account for the greatest proportion of currently identified infrastructure needs.

The projects listed are required to support the growth of the city to 2026 and beyond, in alignment with Peterborough's Core Strategy DPD, and have been provided by departments of the city council and partners. The Infrastructure Delivery Schedule by its very nature is a 'work in progress' item that is continually being reviewed and updated to reflect the varying pace of economic and social changes associated with growth, and the difference between planned and actual levels of growth. A key requirement of listed projects is to ensure that they are appropriately evidence based. The IDS 2012 is the best available source and provides a useful indication of the actual and estimated infrastructure costs in 2012.

Estimated sources of funding

The main sources of funding available for the provision of capital infrastructure projects can be broadly categorised as follows:-

- Grants to, and private sector borrowing/investment by, external infrastructure providers
- Grants and third party contributions to the city council
- PCC Capital Receipts
- PCC Capital Finance Requirement

Grants to, and private sector borrowing/investment by, external infrastructure providers

There are a limited number of projects listed within the Peterborough Infrastructure Delivery Schedule 2012 which are solely funded by external partners via government funding sources, private sector loans or investments. The potential scale of this funding stream is set out in Row A of Table 4.

It should be noted however that there is much greater scope for this total to increase. Despite attempts to engage the main utilities and infrastructure providers in the production of the IDS 2012, they are not obliged to divulge or share all of their infrastructure project plans and proposals with the city council. For this reason it is likely that there a number of other projects that could be listed under this heading.

Grants and third party contributions to the city council

External grants are sought by the city council together with partners from sources such as European and government grants, applications for National Lottery funding and other benevolent funding sources. Developer contributions currently and historically negotiated and secured through Section 106 Agreements, and more recently the Planning Obligations Implementation Scheme (POIS);

which are used to support the city's capital investment programme also fall into this category of funding. The potential scale of this funding stream is set out in Row C of Table 4.

The S106 and POIS elements of this funding stream are likely to tail off over time as they are replaced by the proposed CIL and new S106 agreements primarily relating to 'strategic sites' - as outlined in the Peterborough CIL Study. The potential scale of future S106 contributions (post CIL adoption) are set out in terms of monetary value, though it is recognised that contributions can be made in other forms, for example the provision of affordable homes. The scale of this funding stream is separately identified in Row B of Table 4 and Col 3 of Table 5. This is a complex area about which more is expressed under the heading 'Revenue Projections from CIL Charge Rates' below.

PCC Capital Receipts

The city council has a programme of property disposals to support the funding of the capital investment programme. Some of these capital receipts may provide funding for infrastructure projects. The potential scale of this funding stream is jointly presented with city council borrowing and is set out in Row D of Table 4.

PCC Capital Finance Requirement (Borrowing)

Under the Prudential Code for Capital Finance, the city council has the ability to borrow money. To do this, the city council must show that the borrowing is affordable, prudent and sustainable. The Capital Strategy is summarised in the city council's 2012 to 2022 Medium Term Financial Strategy. This source has been used to determine the approximate scale of borrowing proposed to support infrastructure project delivery over the period to 2026.

The potential scale of this funding stream is jointly presented with city council capital receipts and is set out in Row D of Table 4.

The figure shown in Row D of Table 4 is based on an assessment of identified capital receipts and borrowing in the MTFs Capital Strategy which could be attributed to supporting infrastructure project delivery to 2026 and beyond. It is assumed for the period 2022 - 2026 that past trend data would be projected forward.

Table 4 Estimated Potential Funding

Estimated Potential Funding to 2026 (excluding CIL)	(£million)	Row
Infrastructure Projects delivered wholly by external organisations or funding (i.e. do not require CIL, S106 or city council funding)	£238.00	A
S106 Funds post the introduction of a CIL (see Peterborough CIL Viability Study)	£135.00	B
Grants and Third Party Borrowing excluding future Section 106 Agreement receipts (post the introduction of a CIL) (City Council Medium Term Financial Strategy 2012 to 2022 (MTFS))	£105.00	C
City council Capital Receipts (MTFS)	£283.00	D
City council Capital Borrowing (MTFS)		
Total Estimated Potential Funding excluding CIL	£761.00	E

It must be stressed that the figures set out in Tables 3 and 4 provide a broadly indicative assessment, but nevertheless 'best available assessment of known sources', of the potential costs and funding sources relating to infrastructure delivery in Peterborough at 2012.

Identified Infrastructure Funding Gap

In simplistic terms, the identified infrastructure funding gap is approximately **£491m** (IDS 2012).

Total infrastructure costs £1,252 million minus estimated potential funding £761 million = £491 million.

Of the £761m of estimated potential funding, £135m is forecast to be derived from S106 agreements to be secured post CIL adoption; and primarily consisting of contributions relating to strategic sites. This matter is highlighted because it is very much related to the assumptions behind the calculated CIL charge rates which are explored below, without being expressly stated in the Preliminary Draft Charging Schedule, the primary purpose of which is to set out the CIL charge rates.

Question 4

Do you agree that the infrastructure and funding gap analysis demonstrates there is justification for introducing a CIL? If not, please explain why.

Imposition of a CIL on development across Peterborough and its effect on economic viability

In order to understand the impact of the imposition of a CIL set at a particular rate, or rates, on the economic viability of development in Peterborough, the city council commissioned Roger Tym and Partners to carry out a development viability assessment for Peterborough in Spring 2012.

The assessments undertaken, methodology and conclusions are reported in 'The Peterborough Community Infrastructure Levy Study - May 2012'. The study is a key supporting evidence document that is made available alongside this document in hard copy in the public libraries/Bayard Place Reception and electronically on the council's website.

In brief, separate assessments of the viability of residential and non-residential development were undertaken, using different models that took account of the key characteristics of each.

Assessments of residential development were done for development on sites where no affordable housing is required (current Core Strategy policy CS8 sets a threshold of 15 units for the provision of 30% affordable housing); on sites of up to 800 units with affordable housing (a trigger point for several large, high cost on-site infrastructure items); and sites over 800 units with affordable housing and where major on-site infrastructure is likely to be required. Separate assessments were also undertaken for apartment/flat schemes.

The assessments initially sought to establish the maximum potential charge rates (consistent with maintaining viability) in each case. It is then a decision for the Charging Authority (the city council) to take a view as to how far or close to this theoretical ceiling it wishes to set the charge i.e. how much additional flexibility it wishes to introduce into the approach.

Maximum charge rates for residential development

The maximum potential charge rates for residential development types were calculated to be:

- Market housing where no affordable provision is required - £122 per sq m
- Market housing on sites of less the 800 units where affordable housing is required - £91 per sq m
- Market housing on sites of over 800 units - £44 per sq m
- Apartment developments where no affordable provision is required - £59 per sq m
- Apartment developments where affordable provision is required - £10 per sq m

Assessments of non-residential development were done using a simple high-level model to reveal the surplus/residual profit or deficit after all development costs (including the developer's margin) had been taken into account. Again, the assessments sought to establish the maximum potential charge rates, consistent with development remaining viable. Where the assessment showed a deficit or was very marginal in nature, no maximum charge rate is identified.

Maximum charge rates for non-residential development

The maximum potential charge rates for non-residential development types were calculated to be:

- City centre offices – N/A
- Business park offices – N/A
- Industrial – N/A
- Retail (convenience and comparison) in the Central Retail Area (CRA) – N/A
- Out of CRA comparison retail over 280 sq m - £200 per sq m
- Out of CRA convenience retail over 280 sq m - £450 per sq m.

Further detail about the assessment methodology, assumptions and recommendations can be found in 'The Peterborough Community Infrastructure Levy Study - May 2012' available alongside this document in hard copy in the public libraries and Bayard Place Reception and electronically on the city council's website. It is recommended that the evidence document is read alongside the Preliminary Draft Charging Schedule i.e. this report

In summary, the rates have been set at what is believed to be a reasonable level which does not make overall development across the unitary authority area unviable. The setting of nil rates for anything other than viability reasons has also been strictly adhered to which means, for example, we do not put neighbouring authorities at a competitive disadvantage by not charging where it is possible to do so on viability grounds.

Question 5

Do you agree with the methodology and key assumptions used in the Viability Assessment used in the Peterborough Community Infrastructure Levy Study? If not, please explain why.

Proposed CIL Charge Rates

The proposed CIL charge rates, as opposed to the maximum chargeable rates, are set out in Section 3, Table 2.

Question 6

Do you agree with the proposed charge rates for retail development? If not, please explain why.

Question 7

Do you agree with the proposed charge rates for residential development? If not, please explain why.

Question 8

Do you agree with the proposed zero charge for the following - public/institutional facilities: education, health, community and emergency services development? If not, please explain why.

Question 9

Do you agree with the proposed standard charge rate for all other types of development? If not, please explain why.

Question 10

Do you agree with the proposal to set a flat rate levy according to uses across the whole of Peterborough District with the exception of differential rates for retail? If not, please explain why.

Revenue Projections from Proposed CIL Charge Rates and S106

The total revenue* from CIL and S106 contributions over the period to 2026 could be up to £202 million, if the Charging Schedule is adopted as proposed and if all of the development planned for in the Peterborough Core Strategy is delivered in accordance with the plan. The projected revenues are summarised in Table 5 below.

** Total revenue - in this context 'total revenue' is deemed to be inclusive of a non-financial payments in-kind such as land, property, direct provision by a developer agreed through a S106, which have been expressed in monetary values for ease of comparability. Strictly speaking this may not materialise as a true 'monetary revenue stream'.*

Table 5: Estimated CIL and S106 Revenue Projections to 2026

Development Type	CIL revenue	S106 Contributions	Total
Residential	£57.4m	£118.8m	£176.2m
Non-residential	£9.6m	£16.2m	£25.8m
Total	£67m	£135m	£202m

The projected revenues shown in table 5 are derived from the Peterborough Community Infrastructure Levy Study, Table 9.2, page 57. The S106 contributions total shown in Table 5 has been reduced to £135m (from the £150m shown in CIL Study) to reflect the fact that an element S106 agreements made post CIL adoption, will still be required in order to make development acceptable in planning terms. It is assumed that a proportion (£15million worth) of such agreements will involve works or development that could not be categorised as 'a strategic infrastructure project or item, or contribution'. This is particularly likely on non-residential and non-strategic development sites. An example might be the need to provide to site related bunding or landscaping.

Distinguishing between CIL and S106 eligible projects and costs

Contributions towards infrastructure provision from future developments will be secured predominantly by two mechanisms: the CIL (assuming the city council adopts a CIL Charging Schedule) and a more limited approach and use of Section 106 Agreements. The Peterborough Community Infrastructure Levy Study (Sections 4 and 9), sets out the related issues and assumptions concerning both mechanisms.

The £491 million infrastructure funding gap identified above relates to project types that are likely to require funding from CIL and /or S106 agreements, without making a distinction between the two. It is likely that some projects will be eligible for contributions via S106 agreements only; some via a CIL only; others by both mechanisms.

It is simply not possible to accurately identify the funding sources or the eligibility of projects for different funding types, until the full detail of a project is known or a legal agreement is in place committing a developer to a specific action. However, the city council and partners have given

consideration on a project by project basis, to which is the most likely mechanism (CIL or S106 or both where deemed appropriate) to be used to secure developer support for infrastructure. This is recorded in the Peterborough Infrastructure Delivery Schedule (September 2012).

For many projects where both CIL and S106 are indicated as likely funding streams, the precise split is currently unknown. In these cases, it has been assumed that the majority of funding is likely to be from CIL contributions, as CIL will become the predominant mechanism securing contributions in future. In such cases, it has been assumed that the ratio will be 75:25 (CIL:S106).

This distinction is made due to the lack of site or project specific detail, and provides what is considered to be a reasonable basis for the indicative purposes it is being used for at this stage. It should in no way be used or interpreted as the council's agreed, fixed or adopted position on any one project, site or basis for negotiation.

The Infrastructure Delivery Schedule contains the guide used by the city council when determining which projects are most suited or eligible for funding from CIL or S106 or both.

By applying the assumptions set out in the Peterborough CIL Study, and the charge rates set out in the Preliminary Draft Charging Schedule (Table 2), the projected revenues for S106 and the CIL to 2026 have been calculated and are set out in Table 5 above.

By referring to the IDS 2012, it is possible to set out the funding gap for both S106 and CIL eligible projects; this is set out in Table 6 below.

Table 6: S106 and CIL specific funding gaps

	Costs (£million)	Row
Identified costs for all infrastructure projects	£1,252	See Table 3
less Costs of projects funded by external sources	- £238	Row B, Table 4
Identified costs of infrastructure projects eligible for S106 and/or CIL funding	= £1,014	
Broken down:		
Cost of projects eligible for S106 funding	£388	I
Cost of projects eligible for CIL funding	£626	J
Total Costs	£1,014	K
Cost of Infrastructure Projects eligible for S106 funding	£388	L
Potential funding from other third party grants	£39	M
Potential funding from PCC Capital Receipts & Borrowing	£105	N
Identified S106 Infrastructure Funding Gap	£244	O
S106 Revenue Projection (See Table 5)	£135	P
Cost of Infrastructure Projects eligible for CIL funding	£626	Q
Funding from other third party grants	£63	R
Funding from PCC Capital Receipts & Borrowing	£178	S
Identified CIL Infrastructure Funding Gap	£385	T
CIL Revenue Projection (See Table 5)	£67	U

Row O identifies that the identified funding gap for S106 infrastructure projects is approximately £244 million, and that the S106 revenue projection to 2026 (based on CIL Study assumptions) is approximately £135 million (Row P).

Row T identifies that the identified funding gap for CIL infrastructure projects is approximately £385 million, and that the CIL revenue projection to 2026 (based on CIL Study assumptions) is approximately £67 million.

It is clear that CIL funds, at the proposed charge rates, which have been set so as to maintain economic viability of development locally will be insufficient to fund all the identified CIL eligible infrastructure projects (see Section 3). This is also the case for S106 eligible infrastructure projects. This demonstrates that the prioritisation of projects at both the neighbourhood and strategic level will become an increasingly important matter.

To help illustrate the scale of impact purely on residential development which the proposed charge rates alone could have, the simple housing scenario below is provided:

- Indicative cost per dwelling applying 'proposed levy charge rates' = **£5,750***

However, the levy rate would need to be considerably increased, if it was expected to fully bridge the CIL infrastructure funding gap,

- Indicative cost per dwelling if the levy is set to meet the identified 'CIL infrastructure funding gap' = **£33,000****.

Note

* Based on CIL revenue forecast for residential development (2011 to 2026) divided by number of forecast market dwellings. This figure is exclusive of any S106 element that may be incurred.

** Based on the identified CIL infrastructure funding gap (Table 6, Row T) multiplied by 0.86 (the proportion of infrastructure costs to be funded from housing development) divided by number of forecast market dwellings (10,025 units).

Figures are based on the forecast number of market dwellings to be built (Table 9.2 in Peterborough CIL Study), without planning permission at 2011. The monetary figures are purely indicative of the CIL element only and have not been calculated to take account of specific dwelling types/sizes, whether the site is above or below than 799 dwellings or any related S106 contribution that may be incurred.

Question 12

Do you agree the appropriate balance between the desirability of funding infrastructure from CIL and impacts on the economic viability of development has been found? If not, please explain why.

5. Implementing the Charging Schedule

The calculation of the chargeable amount to be paid by a development is set out in Regulation 40 of the Community Infrastructure Levy Regulations 2010(10). This states, inter alia:

5. The amount of CIL chargeable at a given relevant **rate (R)** must be calculated by applying the following formula -

$$\frac{R \times A \times I_P}{I_C}$$

Where –

A = the deemed net area chargeable at rate R;

I_P = the index figure for the year in which planning permission was granted; and

I_C = the index figure for the year in which the charging schedule containing rate R took effect.

6. The value of A in paragraph (5) must be calculated by applying the following formula—

$$\frac{C_R \times (C - E)}{C}$$

Where –

C_R = the gross internal area of the part of the chargeable development chargeable at rate R, less an amount equal to the aggregate of the gross internal area of all buildings (excluding any new build) on completion of the chargeable development which –

- a. on the day planning permission first permits the chargeable development, are situated on the relevant land and in lawful use;
- b. will be part of the chargeable development upon completion; and
- c. will be chargeable at rate R.

C = the gross internal area of the chargeable development; and

E = an amount equal to the aggregate of the gross internal areas of all buildings which -

- a. on the day planning permission first permits the chargeable development, are situated on the relevant land and in lawful use; and
- b. are to be demolished before completion of the chargeable development.

The charge rates shown in Table 2 will be corrected annually for inflation, in accordance with the Building Cost Information Service (BCIS) of the Royal Institute of Chartered Surveyors "All In Tender Price Index", or another appropriate available inflation index should this one cease to function. They will then be incorporated into the formula above to calculate the 'chargeable amount'. The inflation measure involves dividing the index cost from the year planning permission is granted, by the index cost from the year the Charging Schedule was adopted. Full details of the method are set out in the Regulations.

How will the CIL be collected?

A notice of liability will be issued by the city council as soon as practicable on or after the day on which a planning permission first permits development stating the chargeable amount in relation to the development. The responsibility to pay the levy runs with the ownership of land on which the liable development will be situated and is a local land charge.

Payment of the levy is due from the date the chargeable development commences. A commencement notice must be submitted to the city council no later than the day before the day on which the chargeable development is to be commenced. It is the intention of the city council to prepare and make available to appropriate documentation and templates on its website prior to implementing the CIL.

Payment by Instalments

Regulation 69B of the amended Community Infrastructure Regulations (2011) permits a charging authority to allow persons liable to pay CIL to do so by instalments following the publication of an instalment policy. The city council has yet to decide whether to put in place an instalment procedure, and would welcome views on the preferred option given in Appendix 1.

For developments where the outline planning permission permits development to be implemented in phases, planning permission first permits a phase of the development on the day of the final approval of the last reserved matter associated with that phase¹⁰. As such, each phase can be considered as a separate development and CIL will be levied per agreed phase rather than the site in its entirety. This may throw up some issues in relation to the calculation of the applicable charge rate for Strategic Development Sites; which in the case of residential development has trigger points relating to the number of units delivered. A solution is being sought, but in order to avoid individual phases of Strategic Development Sites having to pay the higher (sub-800 unit) charge rate, some form of legal agreement may be required in relation to the outline planning permission to recognise the need for a different charging approach on these type of sites. Your views on this would be welcome.

Developments granted planning permission by way of a general consent will first be required to submit a notice of chargeable development prior to commencement of development¹¹.

From commencement of development, a demand notice will be issued by the city council to the liable person/s requesting payment of the levy amount.

Question 12

Do you think the city council should have an instalments policy? If so, do you support the option in Appendix 1 or do you have alternative suggestions? Please give reasoning to support your views.

Payment in Kind

The Regulations provide the potential for a charging authority to accept payments in kind for CIL, in the form of a transfer of land to be used for infrastructure provision (as set out in Regulations 73 and 74). The value of the land needs to be equal to the amount of the CIL that would have been paid – with the land value being assessed by an independent valuer. The city council considers that this may take place in exceptional circumstances only. It is in lieu of CIL, and is in addition to any transfer of land which may be required via Section 106 Agreements. Any applicant who is interested in paying/part-paying CIL in this way is advised to discuss the matter with the city council at an early stage in the pre-application process. It is the city council's prerogative to agree to a transfer.

¹⁰ Community Infrastructure Levy Regulations 2010: Regulation 8

¹¹ Community Infrastructure Levy Regulations 2010: Regulations 5, 8 and 64

What will the CIL be spent on?

CIL resources will be spent on the infrastructure needed to support the new development across the unitary authority area. It will fund new infrastructure and will not be used to fund the provision of any existing deficit in provision unless this is necessary to meet the need of new development. The levy can also be used to expand, repair or refurbish existing infrastructure where necessary for new development. In addition, it may, in the future, be spent on the ongoing costs of providing infrastructure; and could consider funding maintenance, operational and promotional activities; however, it is anticipated that the existing Commuted Sums mechanism will continue to be the primary mechanism for securing contributions for ongoing revenue costs.

Government requires charging authorities to allocate a 'meaningful proportion' of levy receipts back to the neighbourhood in which the development has taken place. This will enable the local community to decide their infrastructure priorities, whether in their locality or covering a wider geography, and take control to address them. The city council will provide a meaningful proportion of the CIL monies to local neighbourhoods from the adoption of their Charging Schedule, but the level of funding has yet to be determined. Further details will be provided once the new Regulations have been published by Government (anticipated in late 2012).

As required¹², the city council will publish on its [website](#) a list of infrastructure projects or types of infrastructure that it intends will be, or may be, wholly or partly funded by CIL following adoption of the Draft Charging Schedule. As such, this list (known as the Regulation 123 List) will set out the city councils priorities and will dictate which projects receive CIL funding in the immediate future as CIL money cannot be spend on anything which is not on this list.

It is anticipated that, through an agreed process working with key partners, an Annual Infrastructure Delivery Schedule outlining the coming years' future infrastructure priorities will be produced. This would work with a range of other agendas and plans.

Question 13

Do you have a view on how the city council should coordinate and work with infrastructure and service providers to ensure the delivery of infrastructure provided through CIL? If yes, please explain.

Reporting

As required by Regulation 62, the city council will publish an Annual CIL Report (for the financial year), which shows:

- How much CIL monies have been collected
- How much of that money has been spent
- Information on how CIL monies have been spent (i.e. which infrastructure projects, and how much has been used to cover administrative costs)
- The amount of CIL retained at the end of the reporting year.

Monitoring and Review

The city council recognises the need to closely monitor the CIL charging schedule, given that changes in the residential/commercial market and construction costs can impact on development viability. Following the adoption of the CIL Charging Schedule the current intention is to review the Charging Schedule using a series of proposed 'trigger points' for review on a six-monthly basis. These are set out in the Peterborough CIL Study Report (Roger Tym and Partners, 2012).

¹² Community Infrastructure Levy Regulations 2010, Regulation 123

6. Next Steps

Future Timetable

Following this consultation on the Peterborough Preliminary Draft Charging Schedule, all responses will be considered along with further information to inform the Draft Charging Schedule. A Consultation Statement following this consultation will also be made available on our [website](#). The Draft Charging Schedule setting out our final proposals relating to the CIL will then be published for further public consultation, as required under Regulation 16. Table 7 below outlines the indicative timeframe for the future steps through to Adoption by the city council.

Table 7 Indicative CIL Timetable

Timescale	
Spring/Summer 2013	Publish the Draft Charging Schedule, relevant evidence and a Statement of Representations for 4 weeks public consultation
Summer/Autumn 2013	Independent Examination in Public
Summer/Autumn 2013	Inspector's Report
Autumn 2013/Spring 2014	Adoption of Charging Schedule

Question 14

Do you have any other comments which have not been covered by the other questions? If so, please record them here...

Appendix 1: Preliminary Draft Instalments Policy

In accordance with Regulation 69B of the Community Infrastructure Levy Regulations 2010 (as amended), the city council will automatically allow the payment of CIL by instalments as set out in Table 8 below. The instalments permitted will be linked to the amount payable (the chargeable amount) as recorded on the Demand Notice.

As permitted under Regulation 9 (4) of the Community Infrastructure Regulations 2010 (as amended), where outline planning permission which permits development to be implemented in phases has been granted, each phase of the development as agreed by the city council is a separate chargeable development and the instalment policy will, therefore, apply to each separate chargeable development and associated separate liable amount chargeable. However, as noted before, on Strategic Development Sites where development comes forward in phases; each phase may not necessarily trigger the 800 unit threshold for paying the lower Strategic Development CIL charge rate. The city council will find a way of resolving this to ensure that phased development on Strategic Development Sites does not have to pay the higher rate.

This policy will not apply if any one or more of the following applies:

- a) A commencement notice has not been submitted prior to commencement of the chargeable development, as required by Regulation 67 of the Community Infrastructure Regulations 2010 (as amended);
- b) On the intended date of commencement:
 - i. Nobody has assumed liability to pay CIL in respect of the chargeable development;
 - ii. A commencement notice has been received by Peterborough city council in respect of the chargeable development; and
 - iii. Peterborough city council has not determined a deemed commencement date for the chargeable development and, therefore, payment is required in full, as required by Regulation 71 of the Community Infrastructure Regulations 2010 (as amended);
- c) A person has failed to notify Peterborough City Council of a disqualifying event before the end of 14 days beginning with the day on which the disqualifying event occurs, as per the Community Infrastructure Regulations 2010 (as amended);
- d) An instalment payment has not been made in full after the end of the period of 30 days beginning with the day on which the instalment payment was due, as per the Community Infrastructure Regulations 2010 (as amended).

Where the instalment policy is not applicable, the amount must be paid in full at the end of the period of 60 days beginning with the notified or deemed commencement date of the chargeable development or the date of the disqualifying event, which ever is the earliest, unless specified otherwise within the Community Infrastructure Levy Regulations 2010 (as amended).

The policy will come into effect (subject to further changes between now and the publication of the Draft Charging Schedule) on the date of the approval of the Peterborough Community Infrastructure Levy: Charging Schedule.

Table 8 Peterborough CIL Instalment Policy*

Total CIL Liability	Number of permitted instalments	Payment periods
Chargeable Amount less than £70,000	Payable in one instalment	100% payable within 270 days of the commencement date
Chargeable Amount between £70,000 and £200,000	Payable in two instalments	1st instalment of 50% payable within 270 days of commencement date 2nd instalment of 50% payable within 450 days of commencement date
Chargeable Amount above £200,000 but less than £320,000	Payable in two instalments	1st instalment of 50% payable within 270 days of commencement date 2nd instalment of 50% payable within 540 days of commencement date
Chargeable Amount between £320,000 and £1,000,000	Payable in three instalments	1st instalment of 25% payable within 270 days of commencement date 2nd instalment of 50% payable within 540 days of commencement date 3rd instalment of 25% payable within 720 days of commencement date
Chargeable Amount over £1,000,000	An instalment arrangement will be negotiated and agreed on a 1:1 basis for sites of this scale	
*NB: If 50% or more of the chargeable development is occupied, at any time before the chargeable amount has been paid in full, then the outstanding amount will be due in full within the instalment time given or 60 days whichever is the lesser unless otherwise agreed in writing with Peterborough City Council BEFORE commencement of development.		

Appendix 2: CIL Geographical Zones

Maps showing the boundaries of the Primary Shopping Area, District and Local Centres:

Map 1

Peterborough City Centre Primary Shopping Area and Urban Area District and Local Centres.

Map 2

Eye Local Centre.

Map 3

Thorney Local Centre.

Map 4

Wittering Local Centre.

If viewing this document in hard copy at one of Peterborough's main public libraries or Bayard Place Reception, the maps are available for viewing as part of the consultation pack.

Appendix 3: Consultation Questions Summary

Question 1

If you think the city council should offer Discretionary Charitable Relief beyond that which is already mandatory, please let us know, clearly setting out your reasoning and justification for doing so.

Question 2

Do you agree with the definition of infrastructure? If not, please explain why.

Question 3

Do you have any comments on the non-technical guide 'How CIL may work in Peterborough'?

Question 4

Do you agree that the infrastructure and funding gap analysis demonstrates there is justification for introducing a CIL? If not, please explain why.

Question 5

Do you agree with the methodology and key assumptions used in the Viability Assessment? If not, please explain why.

Question 6

Do you agree with the proposed charges for retail development? If not, please explain why.

Question 7

Do you agree with the proposed CIL rates for residential development? If not, please explain why.

Question 8

Do you agree with the proposed zero charge for the following public/institutional facilities: education, health, community and emergency services development? If not, please explain why.

Question 9

Do you agree with the proposed standard charge for all other types of development? If not, please explain why.

Question 10

Do you agree with the proposal to set a flat rate levy according to uses across the whole of Peterborough District with the exception of differential rates for retail? If not, please explain why.

Question 11

Do you agree the appropriate balance between the desirability of funding infrastructure from CIL and impacts on the economic viability of development has been found? If not, please explain why.

Question 12

Do you think the city council should have an instalments policy? If so, do you support the option in Appendix 1 or do you have alternative suggestions? Please give reasoning to support your views.

Question 13

Do you have a view on how the city council should coordinate and work with infrastructure and service providers to ensure the delivery of infrastructure provided through CIL? If yes, please explain.

Question 14

Do you have any other comments which have not been covered by the other questions? If so, please record them here...

Appendix 4: Supporting Documents and Evidence

The city council has considered a range of evidence and policy documents in reaching the conclusions set out in this document.

This section sets out the evidence the city council has used to produce this Preliminary Draft Charging Schedule.

In setting a CIL rate the city council must comply with a wide range of Legislation and Regulations, with Regulation 14 of the Community Infrastructure Levy Regulations 2010, and Section 211 (2) and (4) from Part 11 of the Planning Act 2008 being particularly pertinent.

The **Peterborough Integrated Development Programme (IDP) 2009** is a key supporting document to the Core Strategy. This document has subsequently been refreshed to help inform the development of the Preliminary Draft Charging Schedule, and the update is known as the Peterborough Infrastructure Delivery Schedule (IDS 2012).

The **Peterborough Infrastructure Delivery Schedule (IDS 2012)** identifies the infrastructure needs arising from the planned growth of Peterborough to 2026 and the potential funding sources, including Planning Obligations and Community Infrastructure Levy that could viably be secured to help meet this need.

The **Peterborough Community Infrastructure Levy Study (May 2012)**

The city council commissioned Roger Tym and Partners to carry out a development viability assessment for Peterborough to help inform the process of adopting a CIL¹³.

The **Peterborough City Council Local Investment Plan (LIP) 2011** provides the context for future strategic funding discussions with the Homes and Communities Agency (HCA). The objective of the LIP is to address the need for investment across Peterborough whilst encompassing the key objectives of the HCA by delivering sustainable growth and regeneration, and representing excellent value for money. It summarises the investment priorities identified to achieve this goal.

The **Peterborough Core Strategy DPD (adopted 2011)**

The **Peterborough Site Allocations DPD (adopted 2012)**

¹³ Peterborough Community Infrastructure Levy Study, Roger Tym and Partners (May 2012)

Glossary

Adoption

The formal decision by the Council to approve the final version of a document, at the end of all the preparation stages, bringing it into effect.

Affordable Housing

Housing available at a significant discount below the market value, provided to specified eligible households whose needs are not met by the market. It includes social rented and intermediate housing (such as shared equity products, low cost homes for sale and intermediate rent).

Annual Monitoring Report (AMR)

A document produced by the local planning authority and submitted to Government by 31 December each year to report on the progress in producing the local development framework and implementing its policies.

Business Park

An agglomeration of at least three high quality, well designed commercial/office/research premises.

Chargeable Development

The 'chargeable development' is the development for which planning permission is granted.

Regulation 9 provides that:-

- (a) Where planning permission is granted by way of a general consent, the chargeable development is the development identified in a notice of chargeable development submitted to the collecting authority in accordance with regulation 64 (or by the authority under regulation 64A).
- (b) In the case of a grant of outline planning permission which permits development to be implemented in phases, each phase of the development is a separate chargeable development.
- (c) Where planning permission is granted under section 73 of TCPA 1990, the effect of which is to change a condition subject to which a previous planning permission was granted by extending the time within which development must be commenced, the chargeable development is the development for which permission was granted by the previous permission.

Community Infrastructure

Facilities available for use by all local residents, such as church or village halls, public doctor's surgeries and hospitals, even public houses. Community facilities could also include children's playgrounds and sports facilities.

Commuted Sum

A payment of a capital sum by an individual, authority or company to the highway authority, local authority, or other body, as a contribution towards the future maintenance of the asset to be adopted, or transferred.

Comparison Retail

Comparison retailing is the provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.

Convenience Retail

Convenience retailing is the provision of everyday essential items, including food, drinks, tobacco, newspapers/magazines, non-durable household goods and confectionery.

Core Strategy

A Development Plan Document (DPD) which contains the spatial vision, main objectives and policies for managing the future development of the area.

Developer/Planning Contributions

Contributions secured through the planning system for necessary infrastructure to mitigate the impact of, and support, new development.

Development Plan

See Statutory Development Plan.

Development Plan Document (DPD)

One of the types of LDD; they set out the spatial planning strategy, policies and/or allocations of land for types of development across the whole, or specific parts, of the LPA's area.

Examination

A form of independent public inquiry into the soundness of a submitted DPD, which is chaired by an inspector who is appointed by the Secretary of State. After the examination has ended the inspector produces a report with recommendations which are binding on the Council. Note: In the case of the CIL examination, an inspector is not required to be appointed by the Secretary of State and can be any independent, appropriately qualified and experienced individual appointed by the Charging Authority.

Flat/Apartment

"A flat is a separate and self-contained premises constructed or adapted for use for residential purposes and forming part of a building from some other part of which it is divided horizontally" [Building Regulations 2000; SI 2000 no.2531, Definition]. An apartment, for the purpose of this exercise, is essentially the same as a flat, but may well be more spacious and well furnished than your average flat. In general, "apartment" is the North American English usage, and "flat" is the British English usage.

Gross Value Added (GVA)

The contribution to the economy of each individual producer, industry or sector in the United Kingdom which is used in the estimation of Gross Domestic Product (GDP).

Industrial Park

Typically for Peterborough, these tend to be agglomerations of small industrial and warehouse units largely occupied by services and light industry rather than traditional manufacturing. They would tend to fall within the B2 and B8 Use Class definition.

Infrastructure

A collective term which relates to all forms of essential services and facilities e.g. electricity, water, road and rail provision etc.

In/Out/Edge of Centre

As defined in Policy PP7 of the Peterborough Planning Policies DPD (Proposed Submission Version) 2012. **Note:** 'In Centre' includes Local, District and Town Centre (Primary Shopping Area), however, in some cases a charge may relate specifically to an individual type of centre in which case it will explicitly state this e.g. **In Primary Shopping Area, In District/Local Centre** etc. For the purposes of this document 'Edge of Centre' will be classed as 'Out of Centre'. See also 'Peterborough City/Town Centre' definition below.

Large Scale Major Development

See 'Strategic Development'.

Local Development Document (LDD)

Any document, prepared in accordance with the statutory requirements, which sets out the LPA's policies, including supplementary policies and guidance, relating to the development and use of land in their area. All LDDs are part of the LDF. There are different types of LDD.

Local Development Framework (LDF)

The collective term for the whole package of planning documents which are produced by a local planning authority to provide the planning framework for its area. The LDF includes LDDs, the LDS and the AMR.

Local Development Scheme (LDS)

A document which sets out the local planning authority's intentions and timetable for the preparation of new LDDs (including DPDs, SPDs and the SCI).

Local Planning Authority (LPA)

The local authority which has duties and powers under the planning legislation. For the Peterborough area, this is Peterborough City Council.

Minor Development

Any development which is not large scale major development.

Mitigation Measures

Actions necessary to restrict or remedy the negative impacts of a particular development.

Open Space and Recreational Land

Areas of undeveloped or largely undeveloped land for leisure purposes - including village greens, allotments, children's playgrounds, sports pitches and municipal parks.

Peterborough City/Town Centre

For the purposes of this document it is defined as being within the city centre Primary Shopping Area, as referred to in Policy CS15 of the Peterborough Core Strategy. Until the boundary of this area is established through the City Centre DPD, it means the Central Retail Area as defined by the Map of Peterborough Town Centre (Inset Map 2) associated with the Peterborough Local Plan Proposals Map.

Planning Obligation

Obligation (either an agreement or unilateral undertaking) under Section 106 of the Town and Country Planning Act 1990 (as amended).

Regional Spatial Strategies (RSS)

Plan covering the East of England as a whole, and setting out strategic policies and proposals for managing land-use change (NB: Likely to be abolished as part of emerging planning reforms).

Retail Warehousing

Large stores specialising in the sale of household goods (such as carpets, furniture and electrical goods), DIY and gardening items, and other ranges of goods, catering mainly for car-borne customers.

Retail Park

An agglomeration of at least three retail premises made up of superstores and/or warehouses.

S106 Agreement

Section 106 (S106) of the Town and Country Planning Act 1990 allows a local planning authority (LPA) to enter into a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission. The obligation is termed a Section 106 Agreement.

These agreements are a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms. They are increasingly used to support the provision of services and infrastructure, such as highways, recreational facilities, education, health and affordable housing.

The scope of such agreements is laid out in the government's Circular 05/2005¹⁴. Matters agreed as part of a S106 must be:

- relevant to planning
- necessary to make the proposed development acceptable in planning terms
- directly related to the proposed development
- fairly and reasonably related in scale and kind to the proposed development
- reasonable in all other respects.

A council's approach to securing benefits through the S106 process should be grounded in evidence-based policy.

Small Shops

The Sunday Trading Act 1994 defines 'small shops' as being less than 280 sq m net floor area.

Spatial Planning

Spatial planning goes beyond traditional land use planning. It brings together and integrates policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. This will include policies which can impact on land use, for example, by influencing the demands on or needs for development, but which are not capable of being delivered solely or mainly through the granting of planning permission and may be delivered through other means.

Statutory Development Plan

The overall term for a number of documents which, together, have a particular status under the planning legislation in decision-making. The Development Plan includes the Regional Spatial Strategy and all adopted DPDs for the area. For an interim period it may include all or part of certain structure plans and local plans.

Strategic Development

A development comprising 800 or more dwellings that, as a result of the scale, warrants complete on-site provision of key infrastructure items such as schools, parks and community centres.

Submission

Point at which a draft Development Plan Document (or the draft Statement of Community Involvement) is submitted to the Secretary of State for examination.

Superstores

Self-service stores selling mainly food, or food and non-food goods, usually with more than 2,500 square metres trading floorspace, with supporting car parking.

Supplementary Planning Documents

One of the types of LDD; they expand on policies or provide further detail to policies contained in a DPD.

Sustainable Development

In broad terms this means development that meets the needs of the present without compromising the ability of future generations to meet their own needs. The Government has set out five guiding principles for sustainable development in its strategy "Securing the future - UK Government strategy for sustainable development". The five guiding principles, to be achieved simultaneously,

¹⁴ Note, however, that Part 11 of the CIL Regulations (2010) introduce further limitation on the use of planning obligations; namely they 'distil' the 5 tests in the circular 5/05 definition into 3. Note also, that Regulation 123 places a limit on 'pooling' contributions from 14 April 2014.

are: Living within environmental limits; Ensuring a strong healthy and just society; Achieving a sustainable economy; Promoting good governance; and Using sound science responsibly.

Unilateral Undertaking

Where a planning obligation is required to secure a financial contribution, instead of agreeing obligations through the standard process of negotiation and agreement between the Council and the developer, developers may provide a Unilateral Undertaking. This is a document that contains covenants given by the developer and enforceable by the Council, but with no reciprocal covenants given by the Council. The Council will only rely on such a Unilateral Undertaking to secure a financial contribution if its provisions are acceptable to the Council. The provider of the undertaking will have to submit evidence of legal title to the application site with the undertaking and will be responsible for the Council's legal costs in checking the suitability and acceptability of the undertaking.

Use Class Order

A piece of national secondary legislation which groups types of use of premises into classes, so that no development is involved if a building is changed from one use to another within the same class. Changing the use of a building from one class to another constitutes development, and needs planning permission, but in certain circumstances this may be automatically permitted without the need to submit a planning application.

Vitality and Viability

In terms of retailing, vitality is the capacity of a centre to grow or to develop its level of commercial activity. Viability is the capacity of a centre to achieve the commercial success necessary to sustain the existence of the centre.

Windfall Development

A previously developed site which has not been specifically identified as available through the development plan process, but which unexpectedly becomes available for development. A windfall dwelling is a dwelling which is delivered from such a site.

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NEWBOROUGH CP

ON CP

MARHOLM CP

CITY OF PETERBOROUGH

BRETTON CP

PETERBOROUGH

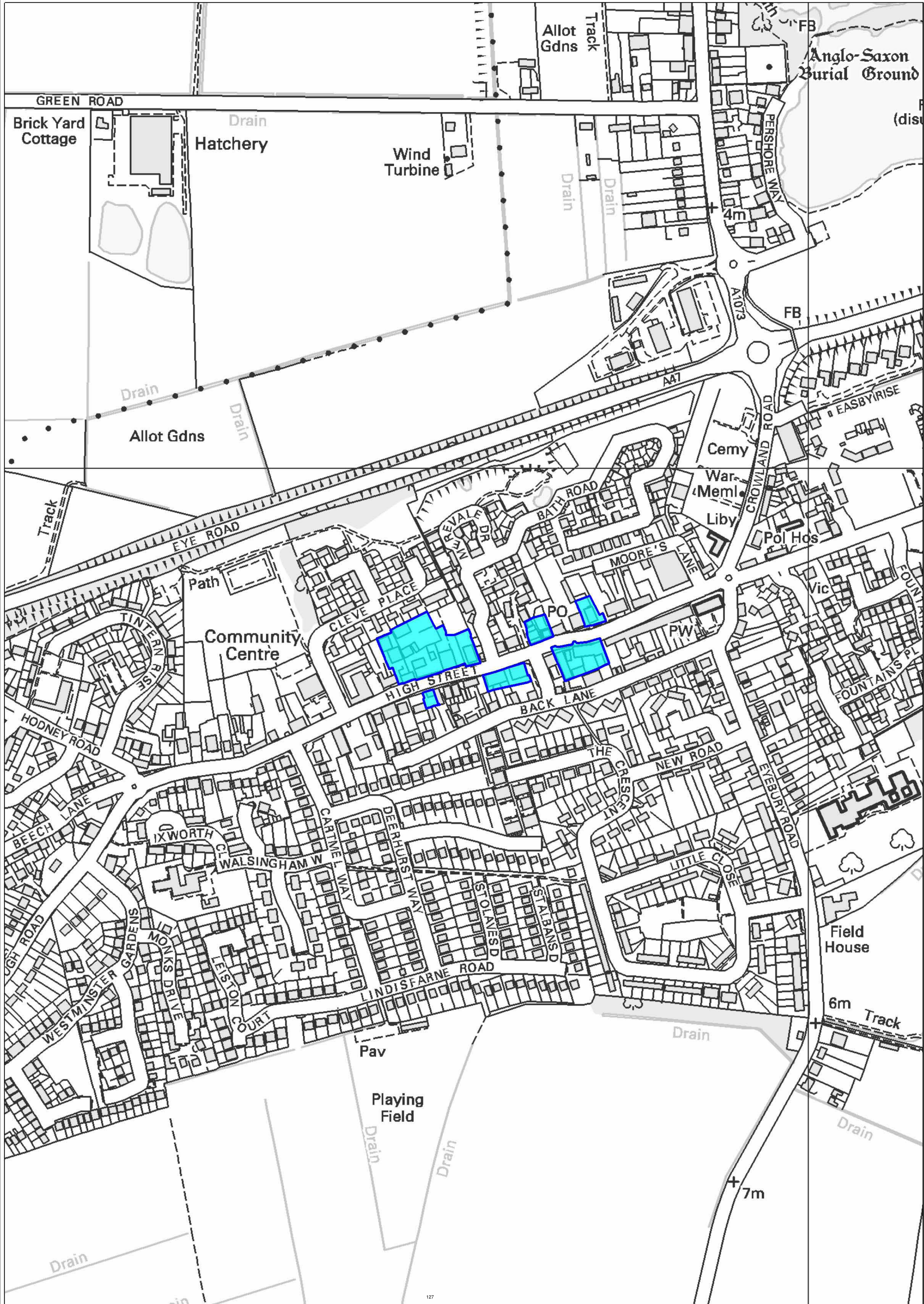
OR CP

ORTON LONGUEVILLE CP

ORTON WATERVILLE CP

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GREEN ROAD

Brick Yard Cottage

Drain Hatchery

Wind Turbine

Allot Gdns Track

Anglo-Saxon Burial Ground

Drain

Allot Gdns

Drain

Track

EYE ROAD

Path

Community Centre

CLEVE PLACE

HIGH STREET

BACK LANE

NEW REVALE DR

BATH ROAD

MOORE'S LANE

Cemy

War. Meml.

Liby

Pol Hos

HODNEY ROAD

BEECH LANE

IXWORTH

WALSINGHAM W

CARTMEL WAY

DEERHURST WAY

LINDISFARNE ROAD

STOLANES D

STALBANS D

THE CRESCENT

NEW ROAD

LITTLE CLOSE

Field House

6m Track

Pav

Playing Field

Drain

Drain

Drain

7m

Drain

Drain

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Buke Horn Plantation

Sewage Works

Cumulus

FB

Mast

Works

Airstrip (Grass)

Cob

F Sta

Ppg Sta

The Mill

Liby

CHURCH

Abbey (Benedictine) (remains of)

Thorney

Playing Field

Tracey House

Abbey Fields

Thornycroft

Cemetery

Ashley Pool

Highlands

B1443

A47

2m

STATION ROAD

KINGSLINE CLOSE

ASH CLOSE

CHESTNUT DRIVE

AURE DRIVE

THE MALTINGS

BEECH C

PW

B1040

B1167

4m

PO

ABBAY PLACE

7m

B1040

7m

3m

RUSSELL C

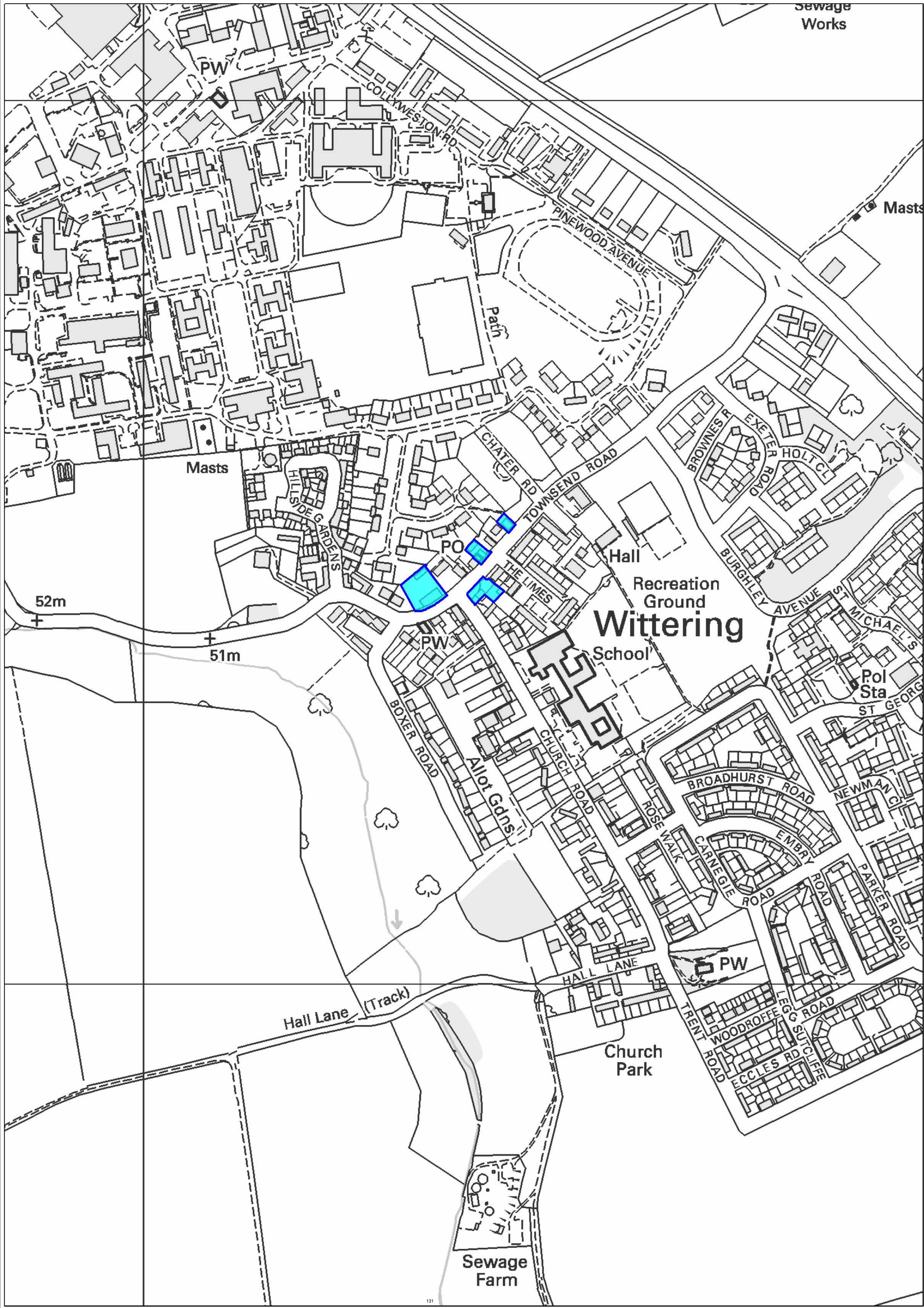
TAVISTOCK C

6m

COL LANE

Path

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Sewage Works

PW

COLLYWESTON RD

PINEWOOD AVENUE

Masts

Path

Masts

SOUTH SIDE GARDENS

PO

CHATER RD
TOWNSEND ROAD

Hall

Recreation Ground

Wittering

School

52m

51m

PW

BOXER ROAD

Allot Gdns

CHURCH ROAD

St Michael's

Pol Sta

St George's

BROADHURST ROAD

NEWMAN C

CARNEGIE ROAD

EMBRY ROAD

PARKER ROAD

PW

Church Park

Hall Lane (Track)

HALL LANE

TRENT ROAD

WOODROFFE G G ROAD

ECCLES RD

SUTCLIFFE

Sewage Farm

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Peterborough Infrastructure Delivery Schedule (IDS) 2012

October 2012

(Note: Draft version produced for PEP Committee and SG&EC Scrutiny – September 2012)

This Schedule has been published alongside the consultation documents associated with introducing a new Community Infrastructure Levy (CIL) in Peterborough. Please go the following website for full consultation and background material:

[web address]

Prepared by:
Strategic Planning, Housing and Environment
Peterborough City Council



Peterborough Infrastructure Delivery Schedule - October 2012

Summary

The attached Peterborough Infrastructure Delivery Schedule lists local infrastructure projects which will support the sustainable growth of the city. The projects are grouped into themes and cover the period to 2026 and beyond.

The projects have been provided by departments of the city council and partners, and predominantly reflect projects already agreed and evidenced through other plans and strategies, such as the Local Transport Plan (LTP).

The Infrastructure Delivery Schedule is, by its very nature, a 'work in progress' item that is continually being reviewed and updated to reflect our latest growth programme. It should not be seen as a fixed or exhaustive list, nor should it be read to mean every project will definitely be delivered or delivered at a specific time. Projects can and will change at any time, and the Schedule will be updated accordingly. It will be fully refreshed and agreed by Cabinet annually, each summer, and be made available on our website.

Background

In 2009, the Peterborough Integrated Development Programme (IDP) (2009) was produced to provide a full breakdown of the infrastructure needs of the district, based on the projected growth outlined in the Core Strategy over the plan period to 2026.

Since then development has progressed in some areas of the economy and by effected the economic recession in others. The IDP 2009 has been refreshed with key partners and infrastructure providers, to support the introduction of the Community Infrastructure Levy. The revised list, known as the Peterborough Infrastructure Delivery Schedule 2012 (IDS 2012), is set out as a list of projects by theme. The refreshed list has taking into account into account:

- Changes in legislation and associated regulations; policy, local priorities and actual implementation on the ground since 2009;
- Current and forecast funding availability;

The refresh also took into account the proposed introduction of Community Infrastructure Levy, and how this might work in tandem with Section 106 agreements. Further detail about this matter is set out Peterborough CIL Study¹.

Within this document for each listed project, the likely funding sources to be used to finance, or support the delivery of a project (provision of land or construction of some or part of the infrastructure project) are indicated. When considering future project delivery, it must be recognised that there are many unknowns, which tend to increase the further in time the matter is projected. For this reason the costs, timescales and indicated funding streams must be read as indicative only.

¹ Peterborough Community Infrastructure Levy Study, Roger Tym and Partners (May 2012)

Key to Tables

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
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Column	Title	What does it mean?
1	Thematic Package	Projects have been grouped into 6 thematic packages with the following names <ul style="list-style-type: none"> • Community Infrastructure • Emergency Services • Environmental Sustainability • Health and Wellbeing • Skills and Education • Transport
2	Project Code	Unique project reference number derived from the Verto projects database.
3	Project Title	Brief descriptive title by which the project is known.
4	Thematic Package	See 1 above
5	Delivery Timescale	The timescale within which the project schedule to start. The timescales used are <ul style="list-style-type: none"> • Within this financial year • Short Term (within 1 – 5 years) • Medium Term (within 6-10 years) • Long Term (within 11 – 15 years) • Beyond (over 15 years)
6	Is the project likely to require an element PCC funding?	PCC funding in this context refers to the PCC capital receipts and/or borrowing funding streams. PCC funding in this context is NOT inclusive of government grants or payments from third parties via S106s etc
7	Is the project likely to require an element of CIL funding?	CIL funding – monies secured through a community infrastructure levy charge, when or if a CIL is adopted.
8	Is the project likely to require a S106 contribution?	S106 contributions – contributions (finance, land, property or other in-kind payments) secured through S106 agreements.
9	Minimum capital cost (£ million)	Indicative minimum cost of the infrastructure project (or actual minimum where known).
10	Maximum capital cost (£ million)	Indicative maximum cost of the infrastructure project (or actual minimum where known).

Note

Financial contributions towards infrastructure provision from future developments will be secured predominantly by two mechanisms: the CIL (assuming the city council adopts a CIL Charging Schedule) and a more limited use of Section 106 Agreements. The Peterborough Community Infrastructure Levy Study (Sections 4 and 9), sets out the related issues and assumptions concerning both mechanisms.

It should be stressed that it is not always possible to accurately identify the funding sources or the eligibility of projects for different funding types, until the full detail of a project is known or a legal agreement is in place committing a developer to a specific action. However, the city council and partners have given consideration to which mechanism(s) is likely to be appropriate i.e. CIL, S106 or a both, for providing a contribution to project delivery. This is recorded in columns 6-8 in this Peterborough Infrastructure Delivery Schedule. This is provided purely to help calculate the financial figures set out in the Preliminary Draft, Charging Schedule.

Both the financial figures, and the likely funding sources contained in this schedule are indicative and should in no way be used or interpreted as the council's agreed, fixed or adopted position on any one project, site or basis for negotiation.

Table 1 Infrastructure Types by Theme

(Indicative guide used to determine which developer contribution mechanism is likely to be applicable as shown in Columns 7 and 8 of the IDS Schedule below).

To be funded, or part funded, through CIL	Infrastructure and other items to be funded through, for example, S106 Obligations; S278/38 of the Highways Act; other legislation or through Planning Condition
<p>Non site-specific Strategic Public Highway and Transport Infrastructure/Services including:</p> <ul style="list-style-type: none"> • Walking • Cycling • Public Transport • Highways. 	<p>On-Site, Strategic Development Site and local site-related, Public Highways and Transport Requirements including:</p> <ul style="list-style-type: none"> • Highway works to mitigate the direct impact of development, including site access or adjacent junction improvements to facilitate traffic movements on the site, and parking control. • Pedestrian, cycle and public transport facilities on site or providing direct access to the site. • Travel planning including, where relevant, area wide travel planning. • Certain specific schemes serving the access needs of a development. • Walking • Cycling • Public Transport • Highways.
<p>Non site-specific Strategic Public Skills and Education Facilities/Services including:</p> <ul style="list-style-type: none"> • Early Years • Special Schools • Primary • Secondary. 	<p>Development specific school provision on Strategic Development Sites including:</p> <ul style="list-style-type: none"> • Early Years • Special Schools • Primary • Secondary <p>See 'Transfer of Land' in this table.</p>
<p>Non site-specific Strategic Health and Wellbeing Facilities/Services including:</p> <ul style="list-style-type: none"> • Hospitals • Doctors' Surgeries • Dental Surgeries • Hospices • Walk-in Centres and Minor Injury Units • Mobile Clinics • Nursing Homes • Day Centres • Residential Care Homes • Rehabilitation Centres • Children's Homes • Mental Healthcare Facilities. 	<p>On-Site, site-related Public Health Care Facilities on Strategic Development Sites including:</p> <ul style="list-style-type: none"> • Doctors' Surgeries • Dental Surgeries • Walk-in Centres and Minor Injury Units • Mobile Clinics • Nursing Homes • Day Centres • Residential Care Homes.
<p>Non-site specific Strategic Environmental, Leisure and Recreation Facilities/Services (Public owned or part-owned assets) including:</p> <ul style="list-style-type: none"> • Libraries • Heritage and Historic • Arts • Cultural • Sports • Play • Informal/Amenity Space. 	<p>On-site, site-related Protection, Examination and Recording of the Historic Environment. On site interpretation.</p> <p>On-site, site-related Leisure and Recreation Facilities/Services on Strategic Development Sites including:</p> <ul style="list-style-type: none"> • Libraries • Heritage and Historic • Arts • Cultural • Sports • Play • Informal/Amenity Space. <p>See 'Transfer of Land' in this table.</p>

To be funded, or part funded, through CIL	Infrastructure and other items to be funded through, for example, S106 Obligations; S278/38 of the Highways Act; other legislation or through Planning Condition
<p>Non site-specific Strategic Public Open Space Provision including:</p> <ul style="list-style-type: none"> • Green Infrastructure/Services • Allotments • Informal/Amenity Space • Parks • Nature Reserves. 	<p>On-site, site-related Public Open Space Provision on Strategic Development Sites including:</p> <ul style="list-style-type: none"> • Green Infrastructure/Services • Allotments • Informal/Amenity Space • Parks • Nature Reserves. <p>See 'Transfer of Land' in this table.</p>
<p>Non site-specific Strategic Public Community Assets/Services including:</p> <ul style="list-style-type: none"> • Strategic Flood Defence/Attenuation and Drainage • Emergency Services (Police, Fire and Ambulance) • Public Buildings • Public Realm • Employment Initiatives. 	<p>Public Community Assets/Services on Strategic Development Sites including:</p> <ul style="list-style-type: none"> • Flood Defence/Attenuation and Drainage • Emergency Services (Police, Fire and Ambulance) • Public Buildings • Public Realm • Employment Initiatives. <p>On-site, site-related Public Community Provision including:</p> <ul style="list-style-type: none"> • Public Community infrastructure provided within a private commercial or residential building • Support for the administration and establishment of local community groups to serve a new community • Community development support • Fire hydrants • Public Realm • Establishment and ongoing maintenance of water infrastructure which is not adopted by an appropriate responsible body • Skills training. <p>See 'Transfer of Land' in this table.</p>
<p>Non site-specific Strategic Utilities Services (Public owned or part-owned off-site assets) including:</p> <ul style="list-style-type: none"> • Energy (Electricity/Heat/Cooling) Generation, Storage and Distribution • Water Treatment, Storage and Distribution • Waste Treatment, Collection, Recycling and Storage (Management) • Telecommunications and Broadband. 	<p>Utilities Services (Public owned or part-owned assets) on Strategic Development Sites including:</p> <ul style="list-style-type: none"> • Energy (Electricity/Heat/Cooling) Generation, Storage and Distribution • Water Treatment, Storage and Distribution • Waste Treatment, Collection, Recycling and Storage (Management) • Telecommunications and Broadband. <p>On-site, site-related electricity, heat, cooling, water, waste reduction initiatives.</p> <p>On-site, site-related electricity, heat, cooling, water, waste and communications equipment/measures (e.g. Broadband).</p>
	Affordable Housing.
	Treatment of Contaminated Land (Remediation).
<p>Land Transfer: Where the facility is needed to serve more than one development, any land transfer agreed by the Local Authority over and above that required in relation to the specific development would be regarded as a 'payment in kind' deductible from the overall CIL Liability outstanding.</p>	<p>Where the facility is primarily needed to serve the specific development, the land will be expected to be transferred at no cost to the relevant public authorities.</p>
<p>Double Charging: Double-charging will be avoided by ensuring that where an item of infrastructure is provided on- or near-site, and/or committed to being provided in a S106 Agreement, identical infrastructure will not be funded using the CIL contribution from that site. This will be ensured by having a robust accounting system and associated monitoring/reporting regime.</p>	

Peterborough Infrastructure List - IDS

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
COMMUNITY INFRASTRUCTURE									
COMMUNITY INFRASTRUCTURE	PR001497	Cluster/Sector Forums	Community Infrastructure	Short Term (next 1 - 5 years)	No	Yes	No	£0.02	£0.04
	PR001501	Peterborough Economic Intelligence Report	Community Infrastructure	Short Term (next 1 - 5 years)	No	Yes	No	£0.04	£0.08
	PR001504	Eco-Innovation Centre - Phase 2	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£6.00	£8.00
	PR001507	City Marketing	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.30	£0.45
	PR001543	New Public Art Installations - promoting cultural venues	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.22	£0.22
	PR001555	Affordable Housing - Station Quarter	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.01	£0.01
	PR001604	Affordable Housing - Bus Depot Lincoln Road	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.70	£0.80
	PR001608	Affordable Housing - New England Complex Lincoln Road	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.40	£0.50
	PR001613	Affordable Housing - Peterborough WEB Oundle Road	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£1.60	£1.90
	PR001616	Affordable Housing - Lady Lodge Goldhay Way	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.40	£0.60
	PR001619	Affordable Housing - Woodston Point, Shrewsbury Avenue	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.65	£0.80
	PR001620	Affordable Housing - Land off Cathwaite	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.40	£0.50
	PR001621	Affordable Housing - Honey Hill Primary School	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£1.40	£1.70

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
COMMUNITY INFRASTRUCTURE	PR001622	Affordable Housing - Hampton Court Car Park Westwood Centre	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.60	£0.80
	PR001625	Affordable Housing - Fletton High Street Former Allotments	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£1.60	£2.00
	PR001626	Affordable Housing - Former Garages behind Coneygree Road	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.20	£0.30
	PR001627	Affordable Housing - Land off Wessex Close Tenterhill	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.90	£1.10
	PR001628	Affordable Housing - Former Fletton Goods Yard	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.70	£0.92
	PR001629	Affordable Housing - Stangground Stables	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.40	£0.50
	PR001630	Affordable Housing - Peterborough Road Farcet	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£2.00	£2.40
	PR001631	Affordable Housing - Land Adjacent to 197 and Rear of Old Mill, Farcet	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.40	£0.54
	PR001632	Affordable Housing - Windsor Avenue	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£1.20	£1.40
	PR001634	Affordable Housing - Land at Foxcovert Road	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£3.20	£3.70
	PR001635	Affordable Housing - Land at R/O 467 Fullbridge Road	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£1.40	£1.70
	PR001672	Stangground South Community Pavilion	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	No	Yes	£0.28	£0.38
	PR001678	Great Haddon co-located community hub	Community Infrastructure	Medium Term (next 6 - 10 years)	Yes	No	Yes	£6.51	£7.00
	PR001679	Great Haddon co-located community room x 1	Community Infrastructure	Medium Term (next 6 - 10 years)	Yes	No	Yes	£0.21	£0.23

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
COMMUNITY INFRASTRUCTURE	PR001680	Hampton Leys Community Centre	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	No	Yes	£0.58	£0.65
	PR001702	Paston Reserve Community Facilities	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	No	Yes	£0.76	£0.86
	PR001703	Norwood Community Facilities	Community Infrastructure	Medium Term (next 6 - 10 years)	Yes	No	Yes	£0.76	£0.86
	PR001713	Great Haddon co-located community room x 2	Community Infrastructure	Medium Term (next 6 - 10 years)	Yes	No	Yes	£0.21	£0.23
	PR001714	Flag Fen Heritage Site	Community Infrastructure	Medium Term (next 6 - 10 years)	Yes	Yes	No	£15.00	£20.00
	PR001715	Cultural Development on Embankment	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£15.00	£20.00
	PR001724	Safer Communities Infrastructure projects for Fletton, Stanground & Woodston	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001725	Greener Communities Infrastructure Projects for Fletton, Stanground & Woodston	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001726	Cleaner Communities Infrastructure Projects for Fletton, Stanground & Woodston	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001727	Stronger Communities infrastructure projects for Fletton, Stanground & Woodston	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001728	Safer Communities Infrastructure projects for Ortons with Hampton	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001729	Greener Communities Infrastructure Projects for Ortons with Hampton	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001730	Cleaner Communities Infrastructure Projects for Ortons with Hampton	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001731	Stronger Communities Infrastructure Projects for Ortons with Hampton	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03

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COMMUNITY INFRASTRUCTURE	PR001732	Safer Communities Infrastructure Projects for Dogsthorpe, East & Park	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001733	Greener Communities Infrastructure projects for Dogsthorpe, East & Park	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001734	Cleaner Communities Infrastructure Projects for Dogsthorpe, East & Park	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001735	Stronger Communities Infrastructure Projects for Dogsthorpe, East & Park	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001736	Safer Communities Infrastructure Projects for Central & North	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001737	Greener Communities Infrastructure Projects for Central & North	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001738	Cleaner Communities Infrastructure Projects for Central & North	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001739	Stronger Communities Infrastructure Projects for Central & North	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001740	Safer Communities Infrastructure Projects for Peterborough North	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001741	Greener Communities Infrastructure Projects for Peterborough North	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001742	Cleaner Communities Infrastructure Projects for Peterborough North	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001743	Stronger Communities Infrastructure Projects for Peterborough North	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001745	Cemetery Provision	Community Infrastructure	Medium Term (next 6 - 10 years)	Yes	Yes	No		
	PR001746	Safer Communities Infrastructure Projects for Peterborough West	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
COMMUNITY INFRASTRUCTURE	PR001747	Greener Communities Infrastructure Projects for Peterborough West	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001748	Cleaner Communities Infrastructure Projects for Peterborough West	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001749	Stronger Communities Infrastructure Projects for Peterborough West	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001750	Safer Communities Infrastructure Projects for Rural North	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001751	Greener Communities Infrastructure Projects for Rural North	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001752	Cleaner Communities Infrastructure Projects for Rural North	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001753	Stronger Communities Infrastructure Projects for Rural North	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001754	Centre for Sporting Excellence - Embankment	Community Infrastructure	Medium Term (next 6 - 10 years)	Yes	Yes	No	£40.00	£45.00
	PR001554	Affordable Housing - Hospital Quarter	Community Infrastructure	Short Term (next 1 - 5 years)	No	No	Yes	£0.07	£0.08
	PR001556	Affordable Housing - Railworld	Community Infrastructure	Short Term (next 1 - 5 years)	No	No	Yes	£0.02	£0.03
	PR001557	Affordable Housing - Bright Street / Lincoln Road	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.00	£0.00
	PR001558	Affordable Housing - Northminster	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.06	£0.07
	PR001559	Affordable Housing - Broadway	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.01	£0.01
	PR001560	Affordable Housing - North Westgate / Cathedral Square	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.01	£0.02

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
COMMUNITY INFRASTRUCTURE	PR001561	Affordable Housing - Cathedral Precinct	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.00	£0.00
	PR001562	Affordable Housing - Priestgate / Bridge Street	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.00	£0.00
	PR001563	Affordable Housing - Rivergate	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.03	£0.03
	PR001564	Affordable Housing - Embankment - Southbank north of railway line (Matalan & Bridge House Old Mill)	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.02	£0.03
	PR001565	Affordable Housing - Fengate	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.03	£0.03
	PR001566	Affordable Housing - South Bank - Football Ground & Carbon Challenge site	Community Infrastructure	Short Term (next 1 - 5 years)	No	No	Yes	£1.20	£1.20
	PR001580	Affordable Housing - Great Haddon	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.08	£0.10
	PR001581	Affordable Housing - Paston Reserve	Community Infrastructure	Short Term (next 1 - 5 years)	No	No	Yes	£0.02	£0.02
	PR001582	Affordable Housing - Norwood	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.02	£0.02
	PR001583	Affordable Housing - Stanground South	Community Infrastructure	Short Term (next 1 - 5 years)	No	No	Yes	£3.20	£3.20
	PR001586	Affordable Housing - Hampton	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.03	£0.04
	PR001591	Affordable Housing - Orton Centre	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.01	£0.01
	PR001596	Affordable Housing - 9 Brook Street	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.30	£0.35
	PR001597	Affordable Housing - Aborfield Mill, Glington Road, Helpston	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.56	£0.65

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)	
COMMUNITY INFRASTRUCTURE	PR001599	Affordable Housing - Werrington District Centre	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£2.50	£2.90	
	PR001600	Affordable Housing - Bretton Woods School	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£2.00	£2.30	
	PR001601	Affordable Housing - Cresset Bretton Centre	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£2.10	£2.50	
	PR001605	Affordable Housing - Bretton Industry Site	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.20	£0.30	
	PR001606	Affordable Housing - Watergall and Pyramid Centre	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.70	£0.80	
	PR001607	Affordable Housing - Land of Bourges Boulevard, Maskew Avenue	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.22	£0.25	
	PR001609	Affordable Housing - John Mansfield School	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£1.80	£2.20	
	PR001610	Affordable Housing - John Mansfield Playing Field	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£2.00	£2.40	
	PR001611	Affordable Housing - St Augustines Walk/Oundle Road Allotments	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.60	£0.70	
	PR001612	Affordable Housing - Site off New Road Woodston EH Lee Ltd	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.60	£0.70	
	PR001756	Business Enterprise Incubator Unit	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£1.50	£2.20	
	PR001757	Business Skills Service	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£1.00	£1.25	
	Total ALL Projects								£125.63	£151.42
	COMMUNITY INFRASTRUCTURE								£125.63	£151.42
Total CIL/S106 Funded Projects								£125.63	£151.42	

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
EMERGENCY SERVICES	EMERGENCY SERVICES								
	PR001544	Fire - tbc	Emergency Services						
	PR001545	Ambulance - tbc	Emergency Services						
	PR001546	Police - tbc	Emergency Services						
EMERGENCY SERVICES				Total ALL Projects				£0.00	£0.00
				Total CIL/S106 Funded Projects				£0.00	£0.00
ENVIRONMENTAL SUSTAINABILITY	ENVIRONMENTAL SUSTAINABILITY								
	PR001391	NENE VALLEY PROJECTS - Nene Valley Green Infrastructure Corridor	Environmental Sustainability	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.50	£2.00
	PR001397	JOHN CLARE COUNTRY PROJECTS - Maxey Cut	Environmental Sustainability	Medium Term (next 6 - 10 years)	Yes	Yes	No	£0.50	£1.00
	PR001399	JOHN CLARE PROJECTS -West Peterborough Woodlands	Environmental Sustainability	Short Term (next 1 - 5 years)	No	No	No	£1.00	£2.00
	PR001400	JOHN CLARE COUNTRY PROJECTS -Woodland Connectivity	Environmental Sustainability	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.50	£1.00
	PR001401	SOUTH PETERBOROUGH GREEN PARKS Woodland Linkage	Environmental Sustainability	Medium Term (next 6 - 10 years)	Yes	Yes	No	£0.10	£0.50
	PR001403	South Peterborough Green Parks River Nene (Old Course):	Environmental Sustainability	Medium Term (next 6 - 10 years)	Yes	Yes	No	£0.50	£1.00
	PR001404	South Peterborough Green Parks - Habitat Enhancements	Environmental Sustainability	Short Term (next 1 - 5 years)	Yes	Yes	No	£1.00	£2.00
	PR001406	PETERBOROUGH URBAN FRINGE & FEN-EDGE -Access Enhancements	Environmental Sustainability	Long Term (next 11 - 15 years)	Yes	Yes	No	£0.10	£0.50
	PR001408	SOUTH PETERBOROUGH GREEN PARKS Access Enhancements	Environmental Sustainability	Long Term (next 11 - 15 years)	Yes	Yes	No	£0.10	£0.50

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ENVIRONMENTAL SUSTAINABILITY	PR001411	PETERBOROUGH URBAN FRINGE & FEN-EDGE PROJECTS -Eye to Thorney Corridor	Environmental Sustainability	Long Term (next 11 - 15 years)	Yes	Yes	No	£1.00	£2.00
	PR001412	PETERBOROUGH URBAN FRINGE & FEN-EDGE PROJECTS -Green Wheel Cycle Network	Environmental Sustainability	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.10	£0.50
	PR001414	SOUTH PETERBOROUGH GREEN PARKS Access Routes from Peterborough to Great Fen	Environmental Sustainability	Short Term (next 1 - 5 years)	Yes	Yes	No	£1.00	£2.00
	PR001418	JOHN CLARE COUNTRY PROJECTS -Access Enhancements	Environmental Sustainability	Medium Term (next 6 - 10 years)	Yes	Yes	No	£0.10	£0.50
	PR001420	PETERBOROUGH URBAN FRINGE & FEN-EDGE PROJECTS -Land Management	Environmental Sustainability	Medium Term (next 6 - 10 years)	No	No	No	£0.10	£0.50
	PR001423	PETERBOROUGH URBAN FRINGE & FEN-EDGE PROJECTS - Boat Access Improvements	Environmental Sustainability	Short Term (next 1 - 5 years)	No	No	No	£1.00	£5.00
	PR001425	PETERBOROUGH URBAN FRINGE & FEN-EDGE PROJECTS -East Peterborough Green Infrastructure Provision	Environmental Sustainability	Short Term (next 1 - 5 years)	No	No	No	£3.00	£5.00
	PR001426	South Peterborough Green Park Visitor Attraction	Environmental Sustainability	Short Term (next 1 - 5 years)	No	No	No	£1.00	£2.00
	PR001427	South Peterborough Green Parks - Orton Pit Special Area of Conservation*	Environmental Sustainability	Short Term (next 1 - 5 years)	Yes	Yes	No	£1.00	£2.00
	PR001442	JOHN CLARE COUNTRY PROJECTS - John Clare Centre	Environmental Sustainability	Long Term (next 11 - 15 years)	No	No	No	£0.50	£1.00
	PR001446	Nassaburgh Woodland Connection Project	Environmental Sustainability	Short Term (next 1 - 5 years)	Yes	Yes	No	£1.00	£5.00
	PR001447	JOHN CLARE COUNTRY PROJECTS - Calcareous Grassland and Heath Project	Environmental Sustainability	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.50	£1.00
	PR001449	PETERBOROUGH URBAN FRINGE & FEN-EDGE PROJECTS - East Peterborough Wet Woodland and Fen Project *	Environmental Sustainability	Long Term (next 11 - 15 years)	Yes	Yes	No	£0.50	£1.00

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ENVIRONMENTAL SUSTAINABILITY	PR001451	Green Grid Officer	Environmental Sustainability	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.30	£0.50	
	PR001652	Forest For Peterborough	Environmental Sustainability	Beyond 15 years	Yes	Yes	No	£0.50	£1.00	
	PR001653	NENE VALLEY PROJECTS - Ferry Meadows Country Park Enhancements	Environmental Sustainability	Medium Term (next 6 - 10 years)	Yes	Yes	No	£0.50	£1.00	
	PR001654	WELLAND VALLEY PROJECTS - Welland Valley Enhancement Project	Environmental Sustainability	Medium Term (next 6 - 10 years)	Yes	Yes	No	£0.50	£2.00	
	PR001655	PETERBOROUGH URBAN FRINGE & FEN-EDGE PROJECTS - Enhanced accessibility by public transport to green infrastructure sites	Environmental Sustainability	Medium Term (next 6 - 10 years)	Yes	Yes	No	£0.10	£0.50	
	ENVIRONMENTAL SUSTAINABILITY								Total ALL Projects	£17.00
								Total CIL/S106 Funded Projects	£10.40	£27.50
HEALTH AND WELLBEING	HEALTH AND WELLBEING									
	Awaiting Projects for Listing		Health and Wellbeing							
HEALTH AND WELLBEING								Total ALL Projects	£0.00	£0.00
								Total CIL/S106 Funded Projects	£0.00	£0.00
SKILLS AND EDUCATION	SKILLS AND EDUCATION									
	PR001365	Early Years Needs	Skills and Education	Short Term (next 1 - 5 years)	Yes	Yes	No	£2.50	£5.00	
	PR001366	City Of Peterborough Academy - Secondary	Skills and Education	Within this financial year	Yes	Yes	No	£10.00	£15.00	
	PR001367	Heltwate Special School Phase 3	Skills and Education	Within this financial year	Yes	Yes	No	£0.70	£0.80	
	PR001368	Paston Reserve 1 - Primary	Skills and Education	Short Term (next 1 - 5 years)	Yes	No	No	£6.00	£8.00	
	PR001369	Paston Reserve 2 (Norwood) - Primary	Skills and Education	Medium Term (next 6 - 10 years)	Yes	No	No	£8.00	£10.00	

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SKILLS AND EDUCATION	PR001370	Great Haddon 1 - Primary	Skills and Education	Medium Term (next 6 - 10 years)	Yes	No	Yes	£8.00	£10.00
	PR001371	Great Haddon 2 - Primary	Skills and Education	Long Term (next 11 - 15 years)	Yes	No	Yes	£8.00	£11.00
	PR001372	Great Haddon 3 - Primary	Skills and Education	Long Term (next 11 - 15 years)	Yes	No	Yes	£7.00	£8.00
	PR001373	Hampton Leys 1 - Primary	Skills and Education	Short Term (next 1 - 5 years)	Yes	No	Yes	£6.00	£8.00
	PR001374	Hampton Leys 2 - Primary	Skills and Education	Medium Term (next 6 - 10 years)	Yes	No	Yes	£6.00	£8.00
	PR001375	Stanground South Primary School	Skills and Education	Within this financial year	Yes	No	Yes	£6.00	£8.00
	PR001378	West Town Primary School	Skills and Education	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£6.00	£12.00
	PR001379	Northern Embankment (Bishop Crighton/POSH) - Primary	Skills and Education	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£3.00	£4.00
	PR001381	Ormiston Bushfield Academy - Secondary	Skills and Education	Within this financial year	Yes	Yes	No	£15.00	£25.00
	PR001382	Stanground Academy - Secondary	Skills and Education	Within this financial year	Yes	No	Yes	£15.00	£25.00
	PR001383	Norwood Secondary School	Skills and Education	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£20.00	£30.00
	PR001384	Great Haddon Secondary	Skills and Education		Yes	No	Yes	£30.00	£35.00
	PR001385	Special School Review	Skills and Education	Short Term (next 1 - 5 years)	Yes	Yes	No	£8.00	£15.00
	PR001386	PRU Review	Skills and Education		Yes	Yes	No	£5.00	£8.00

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SKILLS AND EDUCATION	PR001389	Hampton College Phase 2 Extension	Skills and Education	Within this financial year	Yes	No	Yes	£8.00	£12.00	
	PR001684	Hampton 2 Secondary School	Skills and Education	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£25.00	£30.00	
	PR001686	Orton Wistow - Primary	Skills and Education	Short Term (next 1 - 5 years)	Yes	Yes	No	£1.00	£2.00	
	PR001687	Woodston Primary School extension	Skills and Education	Medium Term (next 6 - 10 years)	Yes	Yes	No	£2.00	£3.00	
	PR001691	Queens Drive Infant School	Skills and Education	Short Term (next 1 - 5 years)	Yes	No	No	£1.50	£2.00	
	PR001692	Hampton Vale Primary School	Skills and Education	Short Term (next 1 - 5 years)	Yes	Yes	No	£2.50	£3.00	
	PR001693	Old Fletton Primary School	Skills and Education	Short Term (next 1 - 5 years)	Yes	No	No	£0.30	£0.50	
	PR001694	Hampton Additional Primary School	Skills and Education	Within this financial year	Yes	Yes	No	£6.00	£7.00	
	PR001695	Discovery Primary School Phase 2	Skills and Education	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.20	£0.30	
	PR001708	Hampton College Phase 3	Skills and Education	Short Term (next 1 - 5 years)	Yes	No	Yes	£2.50	£4.00	
	PR001709	New England Complex - Primary	Skills and Education	Short Term (next 1 - 5 years)	Yes	Yes	No	£6.00	£8.00	
	PR001710	St George's Primary School	Skills and Education	Short Term (next 1 - 5 years)	Yes	Yes	No	£5.00	£7.50	
	Total ALL Projects								£230.20	£325.10
	Total CIL/S106 Funded Projects								£214.40	£304.60

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TRANSPORT	TRANSPORT								
	PR001260	Smarter Choices - Travelchoice Centre (Queensgate)	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£0.25	£1.00
	PR001262	Intelligent Transport Systems - UTMC	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£1.00	£3.00
	PR001263	Intelligent Transport Systems - RTPI (linked to UTMC, Audio and Other Emerging Technology)	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£0.50	£2.00
	PR001264	Primary Public Transport Corridor	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£0.90	£0.90
	PR001267	A15 Paston Parkway/A47 Soke Parkway Jn 20 Stage 1 Improvements	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£2.00	£5.00
	PR001272	Western Relief Road	Transport	Short Term (next 1 - 5 years)	No	No	Yes	£5.00	£10.00
	PR001273	Yaxley Bypass	Transport	Short Term (next 1 - 5 years)	No	No	Yes	£5.00	£10.00
	PR001276	Junction 17 (A1(M) / A1139 Fletton Parkway/A605) Improvements	Transport	Short Term (next 1 - 5 years)	No	No	Yes	£1.00	£5.00
	PR001277	A1139 Fletton Parkway Junction Improvements Junction 1	Transport	Short Term (next 1 - 5 years)	No	No	Yes	£1.00	£3.00
	PR001278	A15 Paston Parkway/A47 Soke Parkway Jn 20 Stage 2 Improvements	Transport	Medium Term (next 6 - 10 years)	No	No	Yes	£5.00	£10.00
	PR001280	Travel Plans (School, Business, Residential and Village/Rural)	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£1.00	£5.00
	PR001281	Travelchoice Centres (District Centres)	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£1.00	£2.00
	PR001282	Social Marketing / Research	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£1.00	£3.00
	PR001283	New Technology - Advances in Technology and Best Practice (Smarter Choices)	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£1.00	£3.00

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TRANSPORT	PR001284	Travelchoice Website	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£0.00	£0.03
	PR001285	Strategic Walking Network Expansion and Consolidation	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£5.00	£10.00
	PR001287	P&R - Cycle	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£1.00	£3.00
	PR001288	Bourges Boulevard Pedestrian Crossings (Inc. DDA Link between Bus and Rail Stations)	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£1.50	£5.00
	PR001291	Expansion of Pedestrianisation	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£1.00	£10.00
	PR001292	Primary Cycle Network Expansion and Consolidation	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£5.00	£10.00
	PR001293	London Road River Bridge Phase III	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£3.00	£5.00
	PR001294	South Bank Railway and River Footbridges	Transport	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£10.00	£15.00
	PR001295	Pedestrian and Cycle Bridge in Vicinity of Crescent Bridge	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£10.00	£15.00
	PR001297	Travelchoice Centre (Central Bus / Rail Information Centre)	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£1.00	£2.00
	PR001298	Integrated Transport Hub (Rail/Bus/Cycle)	Transport	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£1.00	£2.50
	PR001300	Extended Primary Public Transport Corridors (PPTC), Infrastructure and Services	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£3.00	£5.00
	PR001302	Min.10min Frequency and Additional Core Network	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£10.00	£15.00
	PR001304	Improve Rural Bus Service - Demand Responsive Service	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£3.00	£5.00
	PR001305	Improve Orbital Bus Network	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£3.00	£5.00

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
TRANSPORT	PR001306	Improve Cross Boundary Bus Service	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£3.00	£5.00
	PR001307	Extend Timetable of Bus Services at Evenings and Weekends	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£3.00	£5.00
	PR001308	Park and Ride - South	Transport	Medium Term (next 6 – 10 years)	Yes	Yes	Yes	£3.00	£5.00
	PR001309	Park and Ride - Northern	Transport	Medium Term (next 6 – 10 years)	Yes	Yes	Yes	£3.00	£5.00
	PR001310	Park and Ride - Eastern	Transport	Medium Term (next 6 – 10 years)	Yes	Yes	Yes	£3.00	£5.00
	PR001311	Bus Priority Measures	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£5.00	£10.00
	PR001315	Car Park Strategy	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£0.25	£1.00
	PR001316	Potential for High Occupancy Vehicle Lanes (Inc. Longthorpe Parkway)	Transport	Short Term (next 1 - 5 years)	No	Yes	Yes	£0.30	£1.00
	PR001317	Potential for No Car Lanes	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£0.30	£1.00
	PR001318	Potential for Green Lanes (No Cars Except Low Emission)	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£0.30	£1.00
	PR001319	Active Traffic Management (ATM)	Transport	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£5.00	£25.00
	PR001320	Variable Message Signs (VMS)	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£0.30	£1.00
	PR001321	Park and Share	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£1.00	£5.00
	PR001322	Electric Car Charging Points	Transport	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£3.00	£5.00
	PR001323	Car Park Demand Management	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£0.30	£1.00

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
TRANSPORT	PR001324	Crescent Bridge / Bourges Boulevard Improvements	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£5.00	£10.00
	PR001325	Rivergate Gyratory Improvements	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£3.00	£5.00
	PR001326	City Centre Improvements	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£3.00	£5.00
	PR001327	East Embankment - Boongate Dualling	Transport	Within this financial year	Yes	Yes	Yes	£10.00	£15.00
	PR001328	East Embankment - Fengate Capacity Improvements	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£10.00	£15.00
	PR001330	A1139 Fletton Parkway Junction A1(m) 17 - Jn 1 Widening	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£5.00	£10.00
	PR001331	A1139 Fletton Parkway Junction 1-2 Widening	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£5.00	£10.00
	PR001332	A1139 Fletton Parkway Junction Improvements Jn 2	Transport	Medium Term (next 6 - 10 years)	No	No	Yes	£1.00	£3.00
	PR001333	A1139 Fletton Parkway Junction Improvements Jn 3	Transport	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£1.00	£3.00
	PR001334	A1139 Fletton Parkway Junction Improvements Jn 3 - 3a	Transport	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£25.00	£30.00
	PR001337	A47/A15 Lincoln Road Jn 18 Improvements	Transport	Short Term (next 1 - 5 years)	No	Yes	Yes	£1.00	£3.00
	PR001338	A47/A15 Paston Parkway Jn 20 Improvements (Above A1073 Scheme)	Transport	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£5.00	£10.00
	PR001339	A15 Junction Improvements Jn 21	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£0.30	£1.00
	PR001340	Dualling of Paston Parkway Between Jn 22 and Glinton Roundabout (Jn 23)	Transport	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£10.00	£15.00
	PR001341	A15 Junction Improvements to Jn 23 Inc PT Priority	Transport	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£2.50	£5.00
	PR001342	Nene Parkway Widening - Jn 32 - 33 (With 50mph Speed Limit)	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£2.50	£5.00

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)	
TRANSPORT	PR001343	Nene Parkway Junction Improvements Jn 33	Transport	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£1.00	£2.50	
	PR001344	A605 Stanground Bypass Dualling – Eastern End	Transport	Medium Term (next 6 - 10 years)	No	Yes	Yes	£10.00	£15.00	
	PR001345	Jn 68 Stanground Fire Station Improvements with PT priority	Transport	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£1.00	£3.00	
	PR001346	A47 Dualling Between A1 and Sutton	Transport	Long Term (next 11 - 15 years)	No	Yes	Yes	£15.00	£20.00	
	PR001347	A1 Wittering Junction Improvement	Transport	Short Term (next 1 - 5 years)	No	Yes	Yes	£10.00	£15.00	
	PR001348	Norwood Access and Wider Junction Improvements	Transport	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£5.00	£10.00	
	PR001349	A1073 Dualling Norwood to A47	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£5.00	£10.00	
	PR001350	Eastern Industries Access	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£5.00	£10.00	
	PR001351	Parnwell Way Dualling (As Part of Eastern Industries) Between Jn 8 and Jn 70	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£5.00	£10.00	
	PR001352	Freight Logistics - Quality Partnership	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£1.00	£3.00	
	PR001353	Hybrid or Rail Trans Shipment	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£0.30	£1.00	
	PR001354	Consider Wider Use of River for Transport	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£0.30	£1.00	
	PR001355	HGV Only Lane (Inland Port Related)	Transport	Medium Term (next 6 - 10 years)	No	No	Yes	£0.30	£1.00	
	PR001357	Level Crossing Closures/Enhancements (Woodcroft & Foxcovert Road)	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£10.00	£15.00	
	Total ALL Projects								£272.10	£507.93
	Total CIL/S106 Funded Projects								£272.10	£507.93

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
UTILITIES AND SERVICES	UTILITIES AND SERVICES								
	PR001363	Eye - Up-rate Little Close sewage pumping station	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£0.40	£0.60
	PR001453	Strategic off-site flood compensation	Utilities & Services	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£0.10	£1.00
	PR001456	Great Haddon - new water supply booster station	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£0.25	£1.00
	PR001457	Norwood - new water main from Glinton	Utilities & Services	Medium Term (next 6 - 10 years)	No	No	No	£4.00	£6.00
	PR001459	Flag Fen STW water re-use	Utilities & Services	Within this financial year	No	No	No	£80.00	£100.00
	PR001461	Station and Hospital Quarters - storage at River Lane combined sewer overflow	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£0.10	£0.80
	PR001462	Eye, Eye Green - Provide storage at Crowland Road sewage pumping station	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£0.20	£0.30
	PR001463	Hampton Leys - up-size foul sewer at Phorpres Way	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£0.15	£0.17
	PR001464	Northborough sewerage infrastructure improvement 1	Utilities & Services	Beyond 15 years	No	No	No	£0.44	£0.65
	PR001465	Northborough sewerage infrastructure improvement 2	Utilities & Services	Beyond 15 years	No	No	No	£0.90	£1.10
	PR001466	Eye, Eye Green - raise overflow weir to reduce flooding	Utilities & Services	Medium Term (next 6 - 10 years)	No	No	No	£0.08	£0.10
	PR001467	South Bank - Up-rate Peterborough Southern Area PS	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£0.50	£1.50
	PR001468	Stanground and RFI - up-rate Thistle Drive sewage pumping station	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£1.30	£1.70
	PR001469	Hampton Leys - up-rate London Road terminal pumping station	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£0.40	£0.60
	PR001470	Great Haddon - up-rate Orton Mere PS	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£0.40	£0.60

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
UTILITIES AND SERVICES	PR001471	Great Haddon - new pumping station with 2.8km rising main at Orton	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£3.40	£3.90
	PR001472	Flag Fen wastewater treatment works expansion	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£1.00	£5.00
	PR001474	Upgrade Peterborough Central 132/11kV Substation	Utilities & Services	Medium Term (next 6 - 10 years)	No	No	No	£3.00	£5.00
	PR001475	New Substation - Station Area	Utilities & Services	Long Term (next 11 - 15 years)	No	No	No	£4.00	£8.00
	PR001476	Upgrade Orton Primary	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£5.00	£6.00
	PR001477	New Substation, Great Haddon	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£6.00	£8.00
	PR001478	New Substation, Werrington Area	Utilities & Services	Long Term (next 11 - 15 years)	No	No	No	£6.00	£8.00
	PR001480	Upgrade Farcet Primary	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£2.00	£5.00
	PR001481	Upgrade Peterborough Central 132/33kV Substation	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£4.00	£7.00
	PR001482	Reinforce 132kV circuits between Peterborough Central and Peterborough North	Utilities & Services	Long Term (next 11 - 15 years)	No	No	No	£15.00	£18.00
	PR001491	Anaerobic Digestion Plant	Utilities & Services	Medium Term (next 6 - 10 years)	Yes	Yes	No	£6.00	£10.00
	PR001494	Southern Householders Recycling Centre	Utilities & Services	Long Term (next 11 - 15 years)	Yes	Yes	No	£4.00	£6.50
	PR001496	Develop Bring Sites (per 800 dwellings)	Utilities & Services	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£1.00	£5.00
	PR001673	Reinforce 33kV circuits Peterborough Central - Kings Dyke	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£5.00	£6.00
	PR001674	Divert 132kV cables, Southbank north	Utilities & Services	Medium Term (next 6 - 10 years)	No	No	No	£1.00	£2.00
	PR001675	Underground 132kV line, Southbank South	Utilities & Services	Medium Term (next 6 - 10 years)	No	No	No	£3.00	£5.00

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
UTILITIES AND SERVICES				Total ALL Projects				£158.62	£224.52
				Total CIL/S106 Funded Projects				£11.10	£22.50
ADMINISTRATIVE COSTS (2% - 5% OF ESTIMATED ANNUAL CIL RECIEPTS)								£0.08	£0.15
GRAND TOTAL - ALL THEMATIC AREAS				GRAND TOTAL ALL PROJECTS				£803.63	£1252.12
				GRAND TOTAL CIL/S106 FUNDED PROJECTS				£633.71	£1014.10

How the Community Infrastructure Levy may work in Peterborough: A Simple Guide

October 2012

(Note: this version is a draft for PEP Committee and SG&EC Scrutiny – September 2012)

This Guide has been published alongside the consultation documents associated with introducing a new Community Infrastructure Levy (CIL) in Peterborough. Please go the following website for full consultation and background material:

[web address]

This guide is intended to help the reader understand what CIL means in practice. However, this guide does not form part of the formal CIL documents which the city council must prepare. If there is any conflict between what is stated in this guide and what is stated in the formal consultation material, then the latter overrides.

**Prepared by:
Strategic Planning, Housing and Environment
Peterborough City Council**



How CIL may work in Peterborough: A Simple Guide

What is CIL?

CIL is short for 'Community Infrastructure Levy'. It is a 'levy' that local authorities can choose to charge new developments in their area. Government has set down the rules which must be followed as to how a local authority can go about charging a CIL.

In simple terms, this 'levy' means that if you build something over a certain size in Peterborough you will have to pay the city council a financial contribution. The city council will collect the money from you and then spend it on new 'infrastructure' which the city needs to grow sustainably.

Developers currently have to make a contribution towards new infrastructure under the council's Planning Obligations Implementation Scheme (POIS). CIL is a new way of securing these funds introduced by the Government.

What is infrastructure? Why do we need it in Peterborough?

Infrastructure covers a wide range of things, but common examples include: new schools, new parks, play areas, new roads and cycleways electricity cables and water treatment works. It is essential that we provide all this new infrastructure at the same time as we build new housing and business development. If we didn't then the schools would get too full, the roads would become grid locked, we would have no electricity or water and there would be nowhere to play or spend leisure time. Life in Peterborough would become very challenging if we didn't provide appropriate infrastructure.

I thought the council already charged developers?

We do, this is currently administered under the council's Planning Obligations Implementation Scheme (POIS). However Government has therefore introduced the CIL and told local authorities that it must stop using any other local mechanism, such as POIS, by April 2014. As such, the city council must stop using its current system – known as the Peterborough Planning Obligations Implementation Strategy (POIS) – and instead prepare a CIL.

Who will pay the CIL?

Most developments will have to pay CIL once introduced (due in early 2014), and certainly it will be payable for all large developments. But there are some key exceptions:

- Householder development, such as a standard size new house extension or garage (though you do have to pay if you build a completely new house)
- Small business developments, under 100 sq m
- New 'affordable homes'
- Some developments built by charities
- Any development (no matter how big) if it receives planning permission prior to the city council adopting a CIL (i.e. if you get planning permission for something in the next few months, you won't have to pay a CIL even if you built it after the CIL has been introduced).

How much will you have to pay?

It all depends on the new floorspace you provide and what the building will be used for. For every square metre of new floorspace that you build, you will be charged a fixed rate levy. But the levy does change depending on what type of development you build – a detailed table is overleaf. However, this table of charges is only draft at this stage, and we are seeking views on it through a formal consultation process starting later this year (October or November). So it may change before the CIL system is fully in place in Peterborough.

To illustrate what it means in practice, here is a worked example:

Builder Jones gets planning permission to build 5 new private 3 bedroom houses, with no 'affordable homes'. Each home has a floorspace of 100 sq m.

Builder Jones will therefore have to pay a CIL charge of:
 5 homes x 100 sq m each x £110 per sq m CIL charge = £55,000

CIL PDCS - Proposed Charges by Development Type

Use	CIL charge (per sq m)
Private market houses on:	
(i) Sites where no affordable housing provision is secured via a S106 Planning Obligation	£110
(ii) Sites of up to 799 units where affordable housing provision is secured via a S106 Planning Obligation	£75
(iii) Strategic Development Sites (800 plus residential units)	£30
Apartments or flats with*/without** affordable housing requirement	£10*/£50**
Retail development:	
(a) All Comparison*/Convenience** retail development unless covered by (b) or (c)	£175*/£400**
(b) All retail development within the City Centre Primary Shopping Area	£10
(c) All retail development below 280 sq m (net additional floorspace) within a District or Local Centre	£10
Public/institutional facilities as follows: education, health, community and emergency services	£0
All other chargeable development	£10

When will CIL be paid?

It all depends on when you start your development. The city council intends to adopt an instalments policy (a draft is already available as part of the detailed consultation material). This means that for large developments you can pay the CIL charge in chunks as you make progress with your development. We recognise that it would be unfair for large developments to pay the full CIL charge upfront.

What will the council spend the money on?

It must be spent on infrastructure, and the city council must report every year what we spent the money on. However, some of the money we are going to devolve down to local areas to decide how they spend it.

We intend to give 5% of all the CIL money we receive directly to our Neighbourhood Committees and let those committees decide how it should be spent.

Tell me more about contributions being devolved to local areas

The city council is committed to passing more control and influence down to local communities, especially via our seven Neighbourhood Committees, so that local communities can decide what the priorities are for spending resources. This principle also applies to CIL, in two ways. Firstly, we want Neighbourhood Committees and other community organisations to tell us what infrastructure should be included on our infrastructure delivery schedule (see later for more details on this). Secondly, we intend to give 5% of all the CIL money we receive directly to Neighbourhood Committees and let those committees decide how it should be spent. This is on top of any other grants that Neighbourhood Councils have control over.

So are you saying that I can influence how CIL money is spent?

Very much so. But it is essential you attend your local Neighbourhood Committee meetings because that is where it will be agreed what projects will be prioritised. Everyone who attends a committee meeting is able to have their say.

What happens to the other 95%?

The city council intends to split the remaining 95% CIL money into the following areas. The percentage splits are approximately the same as are currently used under our local 'POIS' system.

Proposed funding split by infrastructure theme

Skills & Education	38%	Health & Wellbeing	5%
Transport	28%	Emergency Services	5%
Community Infrastructure	9%	Utilities & Services	5%
Environmental Sustainability	5%		

Can you be more specific – what exact projects are you able to spend it on?

An Infrastructure Delivery Schedule (IDS) is available on the council's website which lists around 300 items of infrastructure which the city needs if it is to grow sustainably. **But a word of caution:** this list is subject to change (at least once a year), to match our latest growth programme and latest funding situation. Not all projects will, or must, be delivered. Some are more aspirational projects which we would like to see happen, but only if we can secure all the funding we need. However, only projects considered critical to accommodate our growth needs will be eligible for CIL funding. These are listed separately on the CIL Infrastructure Funding Gap List also available on our website.

Will CIL pay for everything?

No. We will need to secure funding from a wide range of other sources, including the private sector, government grants and from our own resources. Developers will only be asked to pay a fair share at a level they can afford.

What if one of the 'themes' above doesn't need its % share?

We are looking into this issue. One option could be that a particular theme can 'bank' a maximum of one or two years CIL contributions (which may be sensible in some instances, so it can pay for a particularly large piece of new infrastructure, such as a new road), but any more than that will be distributed to one of the other themes which needs the money most. If you have any suggestions on this, please let us know. We hope to come to a firm decision before we publish our final CIL proposals.

Does all of this mean that the CIL process is finalised then?

Not at all. We are having a first round of consultation starting in October or November this year and a second round of consultation next year. It will then be subject to 'independent examination' by an inspector. There is, therefore, plenty of time for you to comment on the proposals or suggest ideas for what we spend the money on.

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