

**PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE**

**TUESDAY 19 SEPTEMBER 2017**

**1.30 PM**

**Reception Room - Town Hall**

**AGENDA**

**Page No**

**1. Apologies for Absence**

**2. Declarations of Interest**

At this point Members must declare whether they have a disclosable pecuniary interest, or other interest, in any of the items on the agenda, unless it is already entered in the register of members' interests or is a "pending notification " that has been disclosed to the Solicitor to the Council.

**3. Members' Declaration of intention to make representations as Ward Councillor**

**4. Minutes of the Meeting Held on 25 July 2017** **3 - 10**

**5. The Proposed Submission Version of the Local Plan** **11 - 164**

**6. Development Control and Enforcement Matters**

**6.1 15/01106/OUT - Land South Of Oundle Road At East Of England Showground Oundle Road Alwalton Peterborough. 165 - 200**

**6.2 17/00992/HHFUL - 185 Broadway, Peterborough, PE1 4DS 201 - 212**

**6.3 17/01167/FUL - The Blue Bell 10 High Street, Glinton, Peterborough 213 - 226**

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**Committee Members:**

Councillors: M Jamil, Iqbal, G Casey (Vice Chairman), L Serluca, C Harper (Chairman), Bull, P Hiller, J Stokes, S Martin, Clark, Bond and C Ash

Substitutes: Councillors: Sylvester, Bisby, N Sandford and B Saltmarsh

Further information about this meeting can be obtained from Dan Kalley on telephone 01733 296334 or by email – [daniel.kalley@peterborough.gov.uk](mailto:daniel.kalley@peterborough.gov.uk)

**CASE OFFICERS:**

Planning and Development Team: Nicholas Harding, Lee Collins, Paul Smith, Mike Roberts, Janet MacLennan, David Jolley, Louise Simmonds, Vicky Hurrell, Sundas Shaban, Amanda McSherry, Sam Falco, Matt Thomson, Michael Freeman, Jack Gandy

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 THE PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE  
HELD AT THE TOWN HALL, PETERBOROUGH ON 25 JULY 2017**

**Members Present:** Councillors Harper (Chairman), Casey (Vice Chairman), Bull, Hiller, Stokes, Serluca, Clark, Martin, Iqbal, Bond and Ash.

**Officers Present:** Lee Collins, Development Management Manager  
Vicky Hurrell, Principal Development Management Officer  
Jim Daley, Principal Built Environment Officer  
Sam Falco, Senior Conservation Officer  
Louise Humphreys, Planning and Highways Lawyer  
Dan Kalley, Senior Democratic Services Officer

**1. Apologies for Absence**

There were no apologies for absence.

**2. Declarations of Interest**

Councillor Bull advised that in relation to item 5.1 she was acquainted with the objector Mr Derek Lopez, however she had not discussed the application with anyone.

Councillor Bond declared that he was a Ward Councillor for Gunthorpe, item 5.2, and would be addressing the Committee.

**3. Members' Declaration of intention to make representations as Ward Councillor**

Councillor Bond advised that, with reference to item 5.2, upon legal advice, he would be withdrawing from the Committee and making representations as a Ward Councillor.

**4. Minutes of the Meeting Held on 4 July 2017**

The minutes of the meeting held on 4 July 2017 were approved as a correct record save for the change to Councillor Stokes declaration of interest should read that she was a Ward Councillor for Orton Waterville and not Orton Longeuvre.

At this point the Chair reminded Members that the agenda contained two reports concerned with S106 planning obligations, which were required as a consequence of the Committee's previous decisions to grant planning permissions.

Members and the public were reminded that this was not an opportunity to reconsider the Committee's previous decisions to grant planning permission, nor to discuss the planning merits generally.

## **5. Development Control and Enforcement Matters**

### **5.1 09/01368/OUT – Land to the North of Norman Cross, London Road, Peterborough**

The Committee was presented with an update report on the Great Haddon urban extension in respect of which they resolved to grant planning permission in January 2015, subject to a S106 agreements being completed, for the development of 5350 homes.

The Development Management Manager informed the Committee that this had only come to Committee as the S106 agreement had not yet been signed, due to disagreements between the three different land owners over how the infrastructure should be organised. The Council was fully committed to seeing this development go ahead, but it was now time to get the project off the ground.

Members were informed that the Director of Growth and Regeneration had recommended the application be refused on the 30 September if the S106 agreement had not been signed.

In addition the Committee was directed to the update report containing a number of comments from the local MP and residents, along with letters submitted by the land owners.

Derek Lopez, a local resident, addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- There was concern that if the land owners could not agree terms then the Council would have to cover the costs of getting the infrastructure up and running.
- There was a lot of concern amongst local residents and the local MP over whether this site would be developed.
- The site was of great historic importance and to see the current issues was of great concern.
- If this development was to go ahead it would not enhance Peterborough's status of trying to be the environmental capital of the UK.

The Committee agreed at this point to extend the speaking times of the agents and applicants due to the high volume of registered speakers, allowing 5 minutes per land owner to address the Committee.

David Shaw and Giles Paterson on behalf of Marlborough addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- All parties had now been trying to get the Great Haddon site up and running for the past ten years and Marlborough had been frustrated that it had taken this long.
- The Yaxley loop road and Secondary School had been two of the biggest stumbling blocks between the parties.
- Over the past week all parties had come to an agreement to split the S106 agreement equitably and in principle to the delivery of the Yaxley loop road
- Marlborough had a Plan B should the S106 agreement not be signed, but this was not their preferred option.

- The development of the Yaxley loop road would be triggered by the occupation of 500 dwellings committed by Marlborough or by the end of the second quarter of 2022 whichever was the latter
- It was believed that there were now no sticking points in getting the S106 agreement signed.
- The trigger point for the Secondary School being completed was part of the terms and conditions and was currently on the completion of 1500 homes, however this would start being constructed before that point.

Pippa Cheetham and Heather Pugh, on behalf of O&H Properties, addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- O&H had worked in partnership with the Council on a number of projects, including the Hampton and Hempstead development.
- O&H had now agreed in principle to develop the Yaxley loop road in its entirety, this would be completed on the occupation of 500 homes or the last quarter of 2022, whichever was later.
- The reasons for the S106 agreement taking long to complete was down to the complexity of the site and the large number of issues that needed to be resolved between all land owners.
- It was in the interest of all parties to try and get the scheme up and running, however if this was not the case then each developer would look at submitting their own individual plans.
- The Yaxley loop road did not need to be built before construction could start on the Secondary School.

Matthew King, on behalf of Barratt Homes, addressed the Committee and responded to questions from members. In summary the key points highlighted included:

- It was regretful that this application had come back to Committee due to legal requirements.
- All parties were now collaborating on the Yaxley loop road and the Secondary School.
- Progress had been sustained over the past week and all parties were now in a position to agree terms.

Alistair Brodie, on behalf of Bletsoes, addressed the Committee and responded to questions from Members. In summary the key points highlighted included:

- The owners of the farm land now want the development to go ahead.
- Although the owners only had 10% of the site, this still amounted to 90 hectares.
- It was important that all parties now worked together in order to get this development off the ground.

The Development Management Manager in response to questions from the Committee stated that this was an important development in terms of the 5 year housing supply and that the developers needed to work together in a comprehensible manner.

If the developers could not agree signing the S106 then each developer would have to start from scratch with their own individual planning application. The Council was not in a position to fill the gaps left by developers.

The Committee discussed the application and commented that this site now needed to be developed. They welcomed the planning officer's approach at trying to get the developers on the same page. This was now at a critical stage and needed to be resolved.

A motion was proposed and seconded to agree that planning permission be refused on 30 September if the S106 Legal Agreement has not been signed, as per officer recommendation unless an alternative period is agreed in conjunction with the Chair of Committee. The motion was carried unanimously.

**RESOLVED:** (unanimously)

1. That planning permission is **REFUSED** if the s106 agreement has not been signed by 30 September 2017 (unless an alternative later deadline date is agreed with the Chairman of the Planning & Environmental Protection Committee)

**Reasons for the decision:**

Members resolved to approve this application in 2013 and again in January 2015 following the receipt of further information in respect of the Yaxley loop road, subject to the completion of a S106 Agreement. Since this date no S106 Agreement has been signed. In the absence of a S106 Agreement the development will not be able to meet its infrastructure requirements notably in respect of the provision of schools, community facilities, affordable housing, ecology and transport. As such the proposal is considered to be contrary to policy CS13 of the adopted Local Plan.

That delegated authority be given to officers to finalise the matters which are to be covered by the s106 obligation and / or by condition and to make amendments to the wording of the conditions to facilitate any partitioned approach to the development in the event that progress is made on completing the s106 obligation in advance of the 30 September 2017 deadline

## **5.2. 15/01771/WCPP – Paston Reserve, Newborough Road, Paston, Peterborough**

The Committee was presented with an update on an application seeking outline planning permission for a new urban extension at Paston Reserve which was originally granted in 2006. The development comprised 1050 houses and was subject to a S106 agreement.

The Development Management Officer provided an overview of the current situation and highlighted a number of key issues within the report, including that all parties had drawn up the S106 agreement and that it was anticipated that planning permission would be granted before 11 August 2017.

Councillor Bond, as Ward Councillor, addressed the Committee and stated that the site needed to be progressed and was happy with recommendation put forward.

Nolan Tucker, on behalf of WYG Planning and Environment addressed the Committee and responded to questions. In summary the key points highlighted included:

- Lots of progress had now been made towards completing the S106 agreement.
- Officers had been helpful in re-focusing all parties on the need to get the development started.

- The reason it had taken so long was the complex nature of discussions and trying to get all parties on the same page.

The Committee discussed the application and welcomed the work carried out by the officers to get the developers moving in the right direction.

A motion was proposed and seconded to agree that the application be refused if the S106 agreement had not been signed by 11 August, unless a later date is agreed with Chairman of the Committee.

**RESOLVED:** (unanimously) that planning permission is **REFUSED** if the S106 agreement has not been signed by 11 August 2017 (unless an alternative later deadline date is agreed with the Chairman of the Planning & Environmental Protection Committee)

**Reasons for the decision:**

R1 – The proposed development will give rise to the following infrastructure impacts that require mitigation in order for the development to be acceptable:

- Affordable housing provision
- Education place provision
- Cemetery contribution
- Primary care contribution
- Waste management contribution
- Public Transport contribution
- Community centre contribution
- Play facilities
- Adult social care contribution
- Rights of way

Whilst a draft Section 106 agreement has been prepared which provides the necessary mitigation and which the interested parties have no disagreement with, the document has not been signed. The proposal is therefore contrary to Policy CS13 of the Peterborough City Council Core Strategy DPD (2011).

**6. The Peterborough City Centre Conservation Area Appraisal Report**

The Principal Built Environment Officer introduced the report and highlighted to members that a review of the City Centre Conservation Area was carried out in 2011 as part of the Councils ongoing review into the 29 designated conservation areas in Peterborough.

Members were informed that the City Centre had five unique and distinctive areas with the conservation area. This updated plan was to try and protect some of these distinguishing features as well as allow for growth and development of the City centre.

The Committee were informed that there was a proposal to amend the boundary of the conservation area to include no 5-27 Cowgate and King Street and the full extent of Long Causeway and Long Causeway, east of Queensgate to help contribute to the character and integrity of the conservation area.

In response to questions from Members the Principal Built Environment Officer stated that in order to change the boundaries it needed to fit in and enhance the character of the conservation area.

**RESOLVED:** (unanimously)

That the Committee:

1. Notes the outcome of the public consultation on the City Centre Conservation Area Appraisal
2. Recommends that the Cabinet Member for Growth, Planning, Housing and Economic Development considers and approves the proposed boundary change.
3. Supports the adoption of the City Centre Conservation Area Appraisal and Management Plan as the Council's planning guidance and strategy for the City Centre Conservation Area.

## **7. The Southorpe Conservation Area Appraisal**

The Principal Built Environment Officer introduced the report and informed the Committee that the settlement was linear in character. The purpose behind the conservation appraisal was to maintain the character of the village. The Article 4 directive ensured that planning permission had to be obtained before works could be carried out, in order to keep the character of the area.

**RESOLVED:** (unanimously)

That the Committee:

1. Notes the outcome of the public consultation on the Southorpe Conservation Area Appraisal.
2. Supports the adoption of the Southorpe Conservation Area Appraisal and Management Plan as the Council's planning guidance and strategy for the Southorpe Area.

## **8. The Pilsgate Conservation Area Appraisal**

The Senior Conservation Officer introduced the report and informed the Committee that the settlement was linear in character. The purpose behind the conservation appraisal was to maintain the character of the village. The Article 4 directive ensured that planning permission had to be obtained before works could be carried out, in order to keep the character of the area.

**RESOLVED:** (unanimously)

That the Committee:

1. Notes the outcome of the public consultation on the Pilsgate Conservation Area Appraisal.
2. Supports the adoption of the Pilsgate Conservation Area Appraisal and Management Plan as the Council's planning guidance and strategy for the Pilsgate Area.

Before the close of the meeting the Chair and Members of the Committee thanked Jim Daley the Principal Built Environment Officer for his hard work for the Council



over the past 35 years and wished him well in his impending retirement. In addition Sam Falco had now been appointed to the position of Principal Built Environment Officer.

Chairman  
1.30pm – 3.20pm

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<b>PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE</b>	AGENDA ITEM No. 5
<b>19 SEPTEMBER 2017</b>	<b>PUBLIC REPORT</b>

Report of:	Simon Machen - Corporate Director Growth and Regeneration	
Cabinet Member(s) responsible:	Councillor Hiller - Cabinet Member for Growth, Planning, Housing and Economic Development	
Contact Officer(s):	Gemma Wildman - Principal Planning Officer	Tel. 863824

**PETERBOROUGH LOCAL PLAN PROPOSED SUBMISSION**

R E C O M M E N D A T I O N S	
<b>FROM:</b> Corporate Director of Growth and Regeneration	<b>Deadline date:</b> <i>Cabinet 25 September. Full Council 11 October</i>
<p>It is recommended that Planning and Environmental Protection Committee:</p> <ol style="list-style-type: none"> <li>1. Recommend the Proposed Submission ('Publication Draft') Local Plan as attached at <b>Appendix 1</b> to Cabinet who will subsequently be asked to recommend the Local Plan to Full Council for the purpose of both its final consultation for six weeks (likely during November-December 2017); AND its subsequent submission to the Secretary of State for the purpose of independent examination.</li> </ol>	

**1. ORIGIN OF REPORT**

1.1 This report is submitted to Cabinet following the approval of the Council's Local Development Scheme (LDS) in August 2017, which identified that the Council will prepare a Proposed Submission version of the Local Plan for public consultation in November 2017.

**2. PURPOSE AND REASON FOR REPORT**

2.1 The purpose of this report is to enable Planning Committee to consider and recommend to cabinet and ultimately Full Council the approval of the Proposed Submission Local Plan for public consultation in November 2017 and then submitted to the Secretary of State.

2.2 The recommended Proposed Submission Local Plan is available at **Appendix 1**, and the accompanying Proposed Submission Policies Map is available at <https://peterboroughcc.box.com/s/68l2tccjpwfytjhsi2u80r8jj6b3jqwa> Copies have been placed in each of the Members Group Rooms.

2.3 This report is for the Planning and Environmental Protection Committee to consider under its Terms of Reference No. 2.6.1.5

*To be consulted by, and comment on, the Executive's draft proposals for Local Development Documents within the Local Development Framework at each formal stage in preparation."*

### 3. TIMESCALES

Is this a Major Policy Item/Statutory Plan?	<b>YES</b>	If yes, date for Cabinet meeting	25 September 2017
Date for relevant Council meeting	11 October 2017	Date for submission to Government Dept. <i>(Please specify which Government Dept.)</i>	CLG February 2018 (approx)

### 4. BACKGROUND AND KEY ISSUES

#### Introduction

4.1 In July 2015 Cabinet agreed to prepare a new Local Plan for Peterborough, which will replace the following adopted Development Plan Documents (DPDs), which in effect will be merged into the new single Local Plan:

- Core Strategy DPD (2011),
- Site Allocations DPD (2012),
- Planning Policies DPD (2012) and
- City Centre DPD (2014).

4.2 In January 2016 the Council consulted on the Preliminary Draft Local Plan which set out the broad distribution of growth between 2011 and 2036.

4.3 At this stage, the draft plan did not identify the precise sites required to deliver the housing and jobs growth targets. As part of the consultation process, the Council asked the public, developers, landowners, agents and parish councils to suggest sites for future housing and employment provision that are available and deliverable. All suggested sites are listed in the Strategic Housing Economic, Land Availability Assessment (May 2016).

4.4 In December 2016 the Council consulted on the Further Draft Local Plan, which identified the preferred locations for growth for the first time. All comments received during the consultation period have been assessed and taken into consideration during the production of the Proposed Submission Local Plan and appropriate changes made to the Plan.

4.5 Since February 2017, further work has been undertaken, including re-assessment of all sites and detailed assessment of any new sites suggested as part of the Further Draft stage, and updating the evidence base where necessary.

#### The Proposed Submission Local Plan

4.6 The Proposed Submission Local Plan (or, in legal terms, it is known as the 'Publication Draft' Local Plan) is the culmination of extensive work since its inception in July 2015, including consideration of many thousands of pages of evidence and many thousands of representations from the public. Those representations have been extremely helpful in shaping the plan presented, though it is accepted that not everyone will be satisfied with every policy or land allocation in the plan.

#### Key Issues

4.7 The Proposed Submission Local Plan is structured as follows and broadly follows the thrust and intent of the previous 'Further Draft' version:

4.8 **Part A** – sets the overall vision and objectives for the future of Peterborough and the surrounding villages. This links closely to the Council's Environment Action Plan.

- 4.9 **Part B** – Identifies the broad distribution and areas for future housing and employment.
- 4.10 The Local Plan target is for 27,625 new homes between 2011 and 2036 and for 76ha of employment land between 2016 and 2036.
- 4.11 It is proposed that the overall development strategy is to focus the majority of new development in, around and close to the urban area of Peterborough, with limited development in the villages. The individual sites required to meet the growth targets are set out in Part D of the plan.
- 4.12 The overall spatial strategy has been informed by the Peterborough Growth Strategy. This sets out the various options (and sites) considered in developing the spatial strategy.
- 4.13 Part B also includes a Settlement Hierarchy policy that ranks each settlement according to its size and range of services and facilities, it will help guide the scale and location of new development. It also helps to protect the character of the landscape by placing restrictions on development outside the defined settlement boundaries.
- 4.14 **Part C** – includes the detailed policies, criteria and standards that will be used in determining planning applications, such as:

- **Housing** – the policy ensures that new housing which will meet the needs of all communities is delivered. It includes the need for a range of types and size of homes, including affordable housing.

There are also specific policies about meeting the need for prestigious homes and to identify plots for self-build properties; and a policy that sets the criteria for determining if a site for Gypsy and Travellers would be suitable or not.

- **Transport** – the policy is based on the principles set out in the Local Transport Plan, it includes car parking standards.
- **Infrastructure** – the policy ensures that future growth is supported by the necessary infrastructure such as schools, roads, health and community facilities. This links to the Council's adopted Developer Contributions SPD and the Community Infrastructure Levy.

A further policy highlights areas of land to be safeguarded for future infrastructure projects, such as road improvements or junction enhancements.

- **Retail and other town centre development** – the policy places the city centre at the top of the hierarchy in terms of retail, leisure, cultural and tourism facilities, in line with national policy.
- **Urban design** – the policy identifies the design principles that must be met by all new development, as well as the detailed requirement for new residential development to make sure there is no unacceptable impact on the amenity of nearby properties.
- **Historic Environment** – this proposed policy aims to protect, enhance and conserve the important heritage assets throughout Peterborough through the special protection afforded to listed buildings and conservation areas.
- **Open Space** – the proposed policy looks to protect existing green open space and will set requirements for provision within new development.

A policy identifies areas suggested by the public to be designated as protected Local Green Open Spaces.

A policy also identifies Green Wedges that protect specific areas that could be under considerable pressure for development and which, if built on would result in the

coalescence of urban areas with nearby settlements.

- **Biodiversity** - the policy protects designated international, national and local wildlife sites from development that could harm the habitat or protected species.

- 4.15 **Part D** - identifies the sites required to deliver the Local Plan target for 27,625 dwellings between 2011 and 2036 and 76 ha of employment land between 2016 and 2036.
- 4.16 Between 2011 and 2017 a total of 5,840 dwellings had been completed, and at 31 March 2017, a further 8,231 had been granted planning permission. These all count towards the target.
- 4.17 In addition, existing allocated sites (as found in the adopted Site Allocations or City Centre DPDs) are being carried forward such as Great Haddon (5,300 dwellings) and Norwood (1,800 dwellings), reducing further the need to identify completely new sites.
- 4.18 The Local Plan therefore proposes 3,735 new dwellings on new sites (slightly over what is required to allow for a buffer). This includes:
- Urban Area - 198 dwellings
  - Urban Extension at East of England Showground - 650 dwellings
  - Large Scale Allocation North of Castor and Ailsworth - 2,500
  - Eye - 250 dwellings
  - Thorney - 50 dwellings
  - Helpston - 82 dwellings
  - Small Villages - 14 dwellings
- 4.19 All the proposed sites are shown on the Policies Map (and village inset maps). All alternative sites have been fully assessed against detailed site assessment criteria to identify the most appropriate and sustainable locations for growth.

### **Summary of Changes to Proposed Submission Local Plan**

- 4.20 As stated, officers have carefully considered all representations received at the last consultation stage, and aimed to address as many concerns as possible. All representations received are available on the Council's website and are summarised in the Further Draft Key Issues Report (April 2017). If any Member wishes to clarify precisely how a particular representation has been dealt with, then officers will be happy to assist. Below illustrates some examples as to what is recommended in the attached proposed Submission Local Plan, compared with the previous Further Draft version:
- Overall growth targets updated to take into account new evidence. (Coincidentally the final housing need figure is the same as at Further Draft Stage);
  - Open Space standards updated to make it clear what requirements are expected on site and what are off site contributions;
  - A separate Green Infrastructure policy created to reflect the broad strategic framework set out in the emerging Green Infrastructure and Biodiversity SPD.
  - New Trees and Woodland Policy which includes requirements to mitigate the loss of trees;
  - An amended site boundary for the large scale allocation north of Castor and Ailsworth to take into account the gas pipeline and to allow for additional open space and wildlife buffer. The detailed policy for this site has also been updated to take account of concerns raised and to include additional requirements and mitigation measures.

### **Next Steps**

- 4.21 If Cabinet agrees the recommendation, and then subsequently Full Council does likewise, then a number of important steps will take place:
- 4.22 First, the Local Plan (and associated material) will be subject to public consultation for six weeks, during November and December 2017 (finishing as soon as possible before Christmas). It is

important Full Council (and subsequently members of the public) understand this particular round of consultation.

- 4.23 In simple terms, the consultation is open to everybody (including those who have not made any representations to date), but the crucial aspect to understand is that all representations received are not subsequently considered by officers or the Council, but instead, are considered by an independent Planning Inspector. It is also important to understand that any objections at this stage must be based on one of the 'tests of soundness' as set down by legislation. This means that it is not a completely open-ended consultation process, but rather an objector must state why the plan is 'unsound' and what needs to be done to address the matter. It is also important to emphasise that, as set down by legislation, any objections made at earlier consultation stages are not carried forward to the next stage in the process; and as such, if a representor remains unsatisfied with the Local Plan, that representor must repeat their objection at the next consultation stage, if the representor wants it to be considered.
- 4.24 It is fair to say that many members of the public do not, understandably, always comprehend this process at this stage, and are often surprised to find out that the Council as a whole has no opportunity to amend the Local Plan as a result of the consultation. As such, we collectively need to make sure the message is as clear as possible, and explain that we are following legislative requirements.
- 4.25 Second, after the close of the consultation in December 2017 (or another nearby date), officers will thereafter upload all representations onto our website (the consultation portal), summarise the key issues raised, publish all evidence base material and 'submit' the Local Plan and associated material to the Secretary of State (or, in practice, to the Planning Inspectorate). This is scheduled to all happen by the end of February 2018.
- 4.26 Third, as soon as the Local Plan is 'submitted', the plan is taken out of the hands of the Council and its officers, and is in the hands of a Planning Inspector appointed to 'examine' the Local Plan.
- 4.27 Fourth, that Inspector will consider all representations received, and will hold a number of 'Hearing' sessions as part of the examination, whereby those who wish to verbally raise their objections with the Inspector will get their chance to do so. Officers will sit at all days of the 'Hearing', to defend the contents of the Local Plan.
- 4.28 Fifth, ultimately, the Inspector will prepare an Inspector's Report, which will contain a list of 'Main Modifications'. As Main Modifications, once finalised, are proposed to make a submitted plan sound and legally compliant, they are effectively binding on the Council, if it wants to adopt the Local Plan.
- 4.29 Throughout the 'examination' process, there will be times when the Inspector will indicate that he/she is considering recommending a particular Main Modification, and will normally ask officers whether it could offer suggested wording to meet the concern. As such, Council needs to delegate authority to the Head of Sustainable Growth Strategy to 'negotiate' such possible modifications with the Inspector during the examination process, to enable the smooth running of the examination. These modifications are in effect 'owned' by the Council as the examination proceeds i.e. they are not formally agreed by the Inspector at this stage (though, in practice, they are informally agreed by the Inspector, as it would be pointless coming up with a modification which the Inspector clearly had fundamental objections to).
- 4.30 Such modifications are normally subject to a round of light-touch consultation, before the Inspector formally considers them (though all of this is a matter for the Inspector to decide, and is not set down in regulation). What happens next is that the Inspector normally then uses such a set of modifications to complete the Inspector's Report, though the final set of modifications is entirely in the hands of the Inspector. This is all a rather complex process, both technically and legally, but can be explained in more detail should this be necessary .

## **Policies Map**

- 4.31 Whilst legislatively complex, a fundamental part of the planning system in England is the 'Policies Map'. To be clear, the Policies Map is not, legally, part of the Local Plan, but rather a geographical representation of the policies found in a Local Plan. The current Policies Map is that approved in December 2012 (and updated in December 2014 to reflect the City Centre Plan). At the 'submission' stage, it is a legal requirement to submit with the Local Plan those changes which will be made to the Policies Map, should the Local Plan be subsequently adopted. Rather than identifying the changes, it is common practice to simply state that the current Policies Map will be deleted, and entirely replaced by a new Policies Map. As such, as part of this agenda item, a full set of Maps as would apply if the Local Plan is adopted is set out for approval.
- 4.32 Due to the size of the Policies Maps, they are not provided in paper format but are available on-line as part of the agenda papers. A hard copy will also be available at the meeting.

## **Programme Officer**

- 4.33 It is a requirement of the examination process to have a Programme Officer in place. Whilst appointed and paid for by the Council, the Officer reports to and acts under the direction of the Inspector. In other words they are an officer of the Examination. The role is a mix of part and full time, depending on the tasks set by the Inspector.
- 4.34 All communication with the Inspector, whether by ourselves or any objector, must go through the Programme Officer. No direct communication with the Inspector is permitted, except during the formal 'hearing' sessions of the examination, which is chaired by the Inspector. Officers are in the process of securing a Programme Officer.

## **Five Year Land Supply**

- 4.35 Whilst the latest published Five Year Land Supply report (July 2017) indicates that the Council can currently demonstrate more than five years supply of deliverable sites, publication of the Proposed Submission Local Plan will provide additional land that can be used in calculating the five year supply.
- 4.36 Therefore, if the recommendations set out in this report are agreed (and provided no substantial changes to the content of the Local Plan is made) it means the Council will be in a strong position to robustly demonstrate a five year supply of deliverable sites in the future and fend off unplanned, speculative development proposals.
- 4.37 If the Proposed Submission Local Plan is not approved by Full Council, then the Council will be in a position going forward where it will be at risk of being unable to robustly defend its supply of housing sites, and could be subject to speculative applications (especially in and around villages) and challenges at appeal.

## **5. CONSULTATION**

### **Previous Consultation Stages**

- 5.1 As set out in section 4.2 to 4.5 of this report the Council has carried out two earlier stages of public consultation on the emerging Local Plan.
- 5.2
  - **Preliminary Draft (January 2016 to February 2016)**The first took place in January 2016 when the Council consulted on the Preliminary Draft Local Plan. A total of 407 comments were received from 59 different individuals/organisations.
- 5.3 A Key Issues Report was published in May 2016 which summarised the main issues raised



during the Preliminary Draft consultation. All comments were taken into consideration in the preparation of the Further Draft Plan.

5.4 A report, known as the Strategic Housing Economic Land Availability Assessment (SHELAA) was published in May 2016 which listed all sites suggested to the Council as potential allocations to meet the Local Plan growth targets.

5.5 **• Further Draft (December 2016 to February 2017)**

In December 2016 the Council consulted on the second version of the Local Plan, known as the Further Draft version, which included the Council's preferred sites for the first time. A total of 2,014 comments were received from 1,056 different individuals/organisations. The vast majority of comments received related to the proposed new sites, as is often the case with Local Plans.

5.6 In April 2017 the Council published a Further Draft Key Issues report which summarised the main issues raised. In June 2017, an updated SHELAA report was published which listed any new or amended sites suggested to the Council as part of the Further Draft public consultation. All comments have been reviewed and taken into consideration in the preparation of the Proposed Submission Local Plan.

**Future Consultation**

5.7 As set out in section 4.21 to 4.30 of this report, subject to approval by Cabinet and Council, public consultation on the Proposed Submission Local Plan will commence in November 2017 for six weeks and in accordance with the requirements set out in the Statement of Community Involvement (SCI). This is the third and final stage of public consultation.

5.8 Following the public consultation, the document, and any representations made will be submitted to the Secretary of State, who will arrange for a public examination by an independent Inspector from the Planning Inspectorate.

5.9 The Planning Inspector may be minded to make recommendations that would result in major changes to the Proposed Submission Local Plan. In this case there would likely be a further opportunity for comments on any such potential recommended changes, though this is a matter for the Inspector (not the Council) to determine.

**6. ANTICIPATED OUTCOMES OR IMPACT**

6.1 It is anticipated that Cabinet recommends that Council approves the Proposed Submission ('Publication Draft') Local Plan for public consultation in November 2017 for six weeks followed by submission to central government.

**7. REASON FOR THE RECOMMENDATION**

7.1 Committee are asked to recommend that Cabinet and then Full Council approves the Proposed Submission Local Plan for Public consultation and submission to Secretary of State for the purpose of independent examination.

**8. ALTERNATIVE OPTIONS CONSIDERED**

8.1 The alternative option of not preparing a new Local Plan was rejected by Cabinet in July 2015 as part of the approval of Local Development Scheme.

8.2 The alternative options for each policy will be assessed as part of the Local Plan Sustainability Appraisal Report to be published in November 2017. This is linked to the Council's Environment Action Plan. All suggested sites have been assessed against detailed site assessment criteria.

8.3 The alternative growth options have been assessed and are set out in the Peterborough Local Plan Proposed Submission Growth Strategy.

## **9. IMPLICATIONS**

### **Financial Implications**

9.1 The financial implications which arise from approval of the recommendations are

- Costs associated with the ongoing consultation and preparation of the Local Plan. These costs can be met from existing budgets.
- By proceeding to submission and examination of the Local Plan, the Council has to commit to resourcing a Programme Officer and an Inspector. Whilst the Programme Officer is relatively low cost (a part time, experienced administrative role), the Inspector fees can be substantial. Such fees are charged on a day basis, set by legislation, and the Council must sign an agreement in advance stating it will pay such fees, whatever the outcome. As an estimate, such fees will amount to between £50-£150k. Arrangements are being put in place to meet these costs.
- The Council owns land that has been identified as an allocation for future development and there could be financial implications on the value of that land. To be clear, all Council owned land has been assessed and treated like all other proposed areas for development.
- There could be indirect financial implications arising from the development of sites (e.g. provision of infrastructure and services for the new residents, Community Infrastructure Levy monies and s106 arrangements, and increased business rates, council tax or other receipts).

### **Legal Implications**

9.2 The Local Plan must be prepared and adopted in accordance with a wide range of Acts and Regulations, especially the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) (England) Regulations 2012. In addition, the Council must have regard to national policies and advice contained in guidance issued by the Secretary of State.

### **Equalities Implications**

9.3 All policies and sites within the Proposed Submission Local Plan have been assessed against the Equality Impact Assessment

## **10. BACKGROUND DOCUMENTS**

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

10.1 A vast amount of evidence has been compiled as part of the plan making process and is either already available on the Council website or will be made available as part of the consultation process due to take place in November 2017 (Subject to approval by Cabinet and Full Council).

10.2 Local Plan evidence base can be viewed on our website.

10.3 Please note this list of evidence documents will be continuously updated as the Local Plan progresses through the next stages.

## **11. APPENDICES**

11.1 *Appendix 1 - Proposed Submission Local Plan*



## **Peterborough Proposed Submission Local Plan**

**Draft for consideration by Planning and  
Environmental Protection Committee on 19  
September 2017**

**Peterborough City Council**  
Sustainable Growth Strategy  
Peterborough City Council  
Town Hall  
Bridge Street  
Peterborough

Telephone: (01733) 863872

[www.peterborough.gov.uk](http://www.peterborough.gov.uk)



## Foreword

This is the Proposed Submission version of the Peterborough Local Plan, which sets out how the city and the rural area will grow and change over the next 19 years.

This document is available for public consultation between XX November and xx December 2017, before the council submits the document to Government to carry out an independent examination into the Local Plan.

## Foreword

## Introduction

This is the Proposed Submission version of the Peterborough Local Plan. It contains what, subject to final consultation and Independent Examination, Peterborough City Council considers to be the most appropriate planning policies for the growth and regeneration of Peterborough and the surrounding villages up to 2036.

The new Local Plan will replace the following adopted Development Plan Documents (DPD):

- Core Strategy DPD (2011);
- Site Allocations DPD (2012);
- Planning Policies DPD (2012); and
- City Centre DPD (2014)

It will not replace any adopted Minerals and Waste DPDs.

### How to make comments on the Proposed Submission ('Publication Draft') Local Plan

We are consulting on this Proposed Submission Local Plan between 09:00 on XX November 2017 and 11:59pm on XX December 2017. During this six week consultation period the Local Plan, Policies Map and other Proposed Submission documents (as defined by Regulation 17 of The Town and Country Planning (Local Planning) (England) Regulations 2012 - see glossary) will be available to view at:

[www.peterborough.gov.uk/LocalPlan](http://www.peterborough.gov.uk/LocalPlan) or our Customer Service Centre at Bayard Place, Broadway, Peterborough PE1 1FZ. (Opening hours are Monday to Friday - 9am to 5pm).

Copies of the Proposed Submission Local Plan and the Proposed Policies Map are available to view in Local Libraries.

There are several ways that you can comment on the plan:

You can use our [online](#) consultation portal. The portal allows you to add your comments next to the policies and paragraphs that you would like to comment on (this is our preferred method).

Alternatively a Representation Form is available at the council's customer service centre at Bayard Place or can be downloaded from the above website and returned by e-mail or post to:

[planningpolicy@peterborough.gov.uk](mailto:planningpolicy@peterborough.gov.uk)

Peterborough Local Plan Consultation  
Sustainable Growth Strategy  
Peterborough City Council  
Town Hall  
Bridge Street  
Peterborough  
PE1 1HF

### All responses must be received by 11.59 on XX December 2017

You must submit your comments within the six week consultation period. Only those who have submitted their comments within the consultation period will have the right to have their comments considered by the Planning Inspector.

Any comments made at this stage must relate to the legal compliance and /or soundness of the Plan and how it meets (or not) the tests of soundness. In order for the Local Plan to be found sound it must be justified, effective, consistent with national policy and have been positively prepared.

## Preface

Before making any comments please read our Guidance Note for Making Representations. The guidance note clearly sets out how to fill in the Representation Form and how to make comments. Please clearly let us know exactly which section, paragraph, policy or site you are commenting on.

Please note that all comments will be uploaded to our online consultation portal and will not be confidential.

### What stage are we at?

This is the third and final stage in a lengthy process of producing a new Local Plan for Peterborough. The Local Development Scheme (LDS) (August 2017) sets out the full timetable, which is also summarised below:

2016												2017												2018												
Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	
2											2												3		4		5					6	7			

Stage		Description
1	Preliminary Draft Local Plan public consultation	<b>Completed January to February 2016</b> Opportunity for interested parties and statutory consultees to consider the options for the plan before the Further Draft document is produced.
2	Further Draft Local Plan public consultation	<b>Completed December 2016 to February 2017</b> Opportunity for interested parties and statutory consultees to consider the preferred policies and sites for the plan before the Proposed Submission document is produced.
3	Proposed Submission public consultation	<b>Current Stage</b> The council publishes the Local Plan for a six week period when formal representations can be made on the Local Plan prior to submission to government.
4	Submission	The council submits the Local Plan to the Secretary of State together with the representations received during the Proposed Submission stage.
5	Independent Examination Hearing	Held by a Planning Inspector into representations received on the Local Plan.
6	Inspector's Report	This will report whether if the Plan is 'Sound' or 'Unsound'. The Inspector may make recommendations to make the plan 'Sound'.
7	Adoption of the Local Plan	Final stage, the council will formally need to adopt the Local Plan and it will then be used in making planning decisions.

For further information about the Local Plan, including earlier consultation stages and supporting evidence documents please go to [www.peterborough.gov.uk/localplan](http://www.peterborough.gov.uk/localplan)



## National Planning Policy Framework (NPPF) and the Peterborough Local Plan

This Plan has been produced in accordance with National Planning Policy Framework (NPPF). The NPPF was issued by Government in March 2012, followed by the 'live' National Planning Practice Guidance (NPPG) from March 2014. This Local Plan has been written to complement the NPPF and comply with the guidance in the NPPG. Should the NPPF or NPPG be revised in the future then references to the NPPF and NPPG in this document should be checked against the latest version of the NPPF and NPPG in force at that point in time. This Local Plan does not repeat policies in the NPPF; it builds on them when necessary and ensures locally specific issues are covered.

## Status of Proposed Submission Local Plan November 2017 for Decision Makers

This Proposed Submission Local Plan was approved by Peterborough City Council on 11 October 2017 for the purpose of public consultation. It is therefore classified as an 'emerging' plan.

The NPPF clarifies the position on the status of emerging plans. It states:

*Paragraph 216: From the day of publication, decision makers may also give weight to relevant policies in emerging plans according to:*

- *the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that can be given)*
- *the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and*
- *the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to policies in this framework the greater the weight that may be given).*

In accordance with NPPF paragraph 216, the policies contained within this emerging plan will be used (alongside the current development plans and other material considerations) in determining planning applications, especially where it contains 'new' policy not currently found in either the current Local Plans or the NPPF. In helping determine proposals, the amount of 'weight' to be given to the content of this emerging plan in comparison with the amount of weight given to other plans, strategies and material considerations, will be a matter for the decision maker to decide and will vary depending on the specific elements of the proposal. At this final stage of plan preparation, the weight to be given to this emerging plan is more substantial than for previous stages, though the 'starting point' for decision makers remains with the existing adopted DPDs.

### OS Map - Copyright Note

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## Part A - Setting the Scene

- 1.1** This is the Peterborough Local Plan. It contains the most appropriate planning policies for the growth and regeneration of Peterborough and the surrounding villages up to 2036.
- 1.2** Within this document you will find a vision for what Peterborough could be like in 2036. There are also some objectives to explain what is trying to be achieved and policies setting out what and how much development should take place and the sites required to meet this growth. This Plan is structured as follows:
- Part A - sets the overall vision and objectives;
  - Part B - identifies the spatial distribution and broad areas of growth;
  - Part C - includes the detailed policies and standards that will be used in determining planning applications; and
  - Part D - identifies the sites required to deliver the future growth requirements.
- 1.3** The Plan is supported by a Policies Map which shows where the spatial policies in the Local Plan apply.

### Peterborough in Context

- 1.4** Peterborough is a unitary authority located in the East of England, approximately 125 kilometres (80 miles) north of London. It comprises the City of Peterborough itself, and 25 villages set in countryside extending over an area of approximately 344 square kilometres. The area borders the local authorities of Fenland, Huntingdonshire, East Northamptonshire, Rutland, South Kesteven and South Holland. The total population of Peterborough is estimated as 196,640 (at mid 2015).
- 1.5** One of the unique characteristics of Peterborough is its situation in the landscape, on the very edge of the Fens. To the east of the City, the fenland landscape is flat and open, with the villages of Eye and Thorney on islands of higher ground and a settlement pattern of dispersed hamlets and farms. To the west and north, the shallow river valleys of the Nene and Welland give way to an undulating limestone plateau, with a denser pattern of attractive stone villages. Historic houses and their grounds, like Burghley and Milton, feature prominently in the landscape, as does the RAF base at Wittering, beside the A1 towards the western edge of the area.
- 1.6** There is a long history of settlement in Peterborough, with evidence from the Bronze Age remains at Flag Fen. The Norman Cathedral still stands at the heart of the modern city; a city which expanded in Victorian and Edwardian times as Peterborough developed as a significant railway town, and then experienced further rapid growth from 1967 under the New Towns programme. It remains one of the fastest growing cities in England. Today, Peterborough is an important regional centre, providing employment, shopping, health, education and leisure facilities for people across a wide catchment area.
- 1.7** In addition to its important built heritage, the area contains a rich biological diversity. There are two Special Areas of Conservation (Orton Pit and Barnack Hills & Holes); part of a Special Protection Area and Ramsar site (Nene Washes); three National Nature Reserves (Castor Hanglands, Bedford Purlieus and Barnack Hills & Holes); five Local Nature Reserves; and a large number of Sites of Special Scientific Interest and other County Wildlife Sites.
- 1.8** Peterborough has a diverse economy, ranging from innovative small business to large global headquarters. The high performing business sectors include engineering and manufacturing; agriculture, food and drink; digital and creative; energy and environment and financial services. Peterborough fared well during the national and global economic downturn with increased investment underpinned by the city's ambitions and new initiatives to support economic growth.

## Introduction

- 1.9** A particularly important characteristic of Peterborough is the concentration of companies engaged in environment-related activities. There is also significant pressure for development to serve the logistics industry, taking advantage of the area's prime location beside the (north-south) A1 and (east-west) A47. Agriculture remains important to the economy, although the numbers employed on a full-time basis are relatively small. Unemployment levels in Peterborough tend to be marginally higher than those for the UK as a whole, but average figures mask particularly high pockets of unemployment, with a concentration in some inner city wards where other measures of deprivation are also higher than average.
- 1.10** The City of Peterborough continues to grow, the most noticeable growth areas are at Hampton, where a major urban extension is underway on reclaimed brickfields, and the urban extension at Stanground South (Cardea). In recent years there has been increased development within the city centre, however, there remain vacant and underused sites close to the city centre which offer the opportunity for further investment to regenerate the area.



## Influences and Overarching Issues

### Introduction

**2.1** The Local Plan is required to be consistent with the NPPF/NPPG and to have regard to any other plans, policies and strategies, particularly the council's Sustainable Community Strategy. To help identify the key issues that are then used to develop objectives for the Local Plan a review of the following plans, policies and strategies has been carried out:

- Sustainable Community Strategy
- Housing Strategy
- Parish Charter
- Air Quality Strategy
- Cultural Strategy
- Biodiversity Strategy
- Director of Public Health's Annual Report
- Adjoining local authorities plans
- Health and Wellbeing Strategy
- Local Transport Plan

### Council's Priorities

**2.2** The Local Plan will also help to deliver the council's corporate priorities (as at July 2017):

- Drive growth, regeneration and economic development
- Improve educational attainment and skills
- Safeguard vulnerable children and adults
- Implement the Environment Capital agenda
- Support Peterborough's culture and leisure trust Vivacity
- Keep all our communities safe, cohesive and healthy

**2.3** Through these priorities the council aims to improve the quality of life for all residents and communities and to create a truly sustainable Peterborough.

### Environment Capital

**2.4** The council is committed to creating the UK's Environment Capital. Not only is it one of the council's key strategic priorities, but it's one of the key priorities of the Sustainable Community Strategy. Creating the UK's Environment Capital means changing the way we do things as a city, to ensure that by 2050 we are living within the resources of one planet.

**2.5** In May 2017 the [Environment Action Plan \(EAP\)](#) was adopted by the council. It provides a clear vision of how Environment Capital will be achieved. The action plan comprises ten themes (see below), each with a 2050 vision along with interim targets (currently to 2020).

## Influences and Overarching Issues



### Strategic Priorities for Development and Use of Land in Peterborough

**2.6** The strategic priorities for the development of use land in the Peterborough Authority Area (for the purpose of section 19(1B) of the Planning Compulsory Purchase Act 2004) are:

**Table 1 Strategic Priorities**

<b>NPPF Strategic Priorities</b>	<b>Local Planning Authority Strategic Priorities</b>	<b>Key Policies to Address these Priorities</b>
Housing and Jobs	To facilitate the delivery in full of the homes and jobs identified as being needed in the district.  To deliver a balanced mix of tenures, types and sizes of new homes, including affordable homes of a type and tenure which meet identified needs.	LP3, LP4 and LP8
Retail	Peterborough City Centre to continue to provide a regional destination for shopping and leisure.	LP6 and LP12
Infrastructure	Ensure necessary infrastructure is in place to support growth. Continue to implement Community Infrastructure Levy (CIL) and update the Council's Infrastructure Delivery Plan (IDP).	LP14 and LP15
Health	To provide safe and healthy environments, reduce health inequalities and help everyone live healthy lifestyles.	LP7
Climate Change	Implement the council's Environment Capital Agenda creating sustainable development.	LP1 and LP31

## Influences and Overarching Issues

**2.7** This Local Plan sets out policies to address these priorities when taken as a whole.

### **Other Strategies, Plans and Evidence Base**

**2.8** On our website you will find a library of documents which have helped inform preparation of the local Plan.

## Influences and Overarching Issues

### Overarching Issues

- 2.9** A good understanding of the needs, constraints and issues facing Peterborough is essential to inform the Local Plan. An extensive review of all strategies, plans, policies and other local and national information was undertaken through the SA Scoping Report. This identified that Peterborough faces a range of challenges, set out below.
- 2.10** The issues have been categorised into a number of topic areas based on the ten Environment Action Plan Themes. It is emphasised that these are issues that the Local Plan must take into account, but it does not follow that it has to address them all. Some will be addressed by other means outside the Local Plan process. The order of overarching issues set out below does not imply any relative importance of one over another.

#### Overarching Issues:

**Zero Carbon** - Peterborough's energy consumption and carbon emissions are lower than the national average. There is potential for increased renewable energy use.

**Sustainable Water** - The existing drainage network struggles to cope with short durations of intense rainfall. Growth is likely to put pressure on already limited water resources.

**Land Use and Wildlife** - Peterborough has a high quality natural environment that needs protecting and enhancing. Peterborough has an overall good provision and network of open space, but with deficiencies within some inner city wards.

**Local and Sustainable Food** - There are opportunities to increase the provision of allotments to help encourage people to grow their own food.

**Sustainable Materials** – Opportunities for Peterborough to become a lead authority in driving forward the concept of becoming a circular economy.

**Zero Waste** - Peterborough currently has good recycling and composting records, although this is below the council's target.

**Sustainable Transport** - Peterborough has good rail links to London and other major cities. There is a need to improve public transport and to reduce travel by private car. There are opportunities to improve walking and cycling networks.

**Culture and Heritage** – Peterborough hosts many cultural events attracting many visitors to the city. There are opportunities to increase the cultural and leisure offer and improve the evening economy. There are many important heritage assets that need to be protected and enhanced.

**Equality and Local Economy** - Peterborough has a diverse economy, however there is a need to attract more high tech businesses to the area. The unemployment rate is slightly higher than the national average. There is a need to identify suitable land to meet future employment needs, particularly the need for high quality office development in the city centre. There is currently a shortage of school places in Peterborough. There are opportunities to improve school attainment. There are increasing levels of deprivation in some areas of the city.

**Health and Wellbeing** - There are significant health inequalities within Peterborough, and average life expectancy is below the national average. House prices in Peterborough are below the national average, but there is still a lack of affordable and range of housing types to meet all needs of the community.

- 2.11** The above issues will be monitored as part of the EAP targets.

## Introduction

3.1 This section describes our vision for Peterborough over the period to 2036.

### **Our vision for Peterborough**

**By 2036 Peterborough will have become a destination of choice, a bigger and better city, growing in the right way to meet the needs of its growing population, and providing a range of high quality attractions and facilities making it a distinctive place to live, work and visit.**

**Peterborough city centre, with its iconic cathedral and historic core, will have maintained and strengthened its position as the top retail centre in the area, drawing visitors from the wider region to enjoy the shopping, leisure, culture and entertainment it has to offer, including a redeveloped riverfront and enhanced city core, with a range of restaurants and bars supporting a safe and vibrant night time economy.**

**A walkable, liveable city, with a network of footpaths and cycleways, providing safe, efficient and enjoyable ways to move around. Sustainable transport options will link all parts of the city, including the railway station and the River Nene, to the wider regions beyond.**

**Peterborough will have a thriving, independent, campus-based university with an undergraduate population of 12,500 students.**

**A strong and resilient economy powered by a diverse and highly skilled workforce, supporting and retaining existing businesses whilst creating the right environment to attract and help grow new businesses.**

**A place where attractive, inclusive and well-designed neighbourhoods provide a range of quality housing to meet the present and future needs and aspirations of all communities.**

**A network of characterful villages set within an attractive rural landscape, each with local services and facilities providing for community needs, together with a vibrant and diverse rural economy.**

**A city with a robust, well managed network of wildlife-rich and accessible natural spaces which support a wide range of priority habitats and species and which provides plentiful opportunities for local people to actively engage with and better understand their natural surroundings.**

**Peterborough will be heralded as the UK's Environmental Capital, a smart city where flows of materials, goods, services, people and data work to achieve a truly 'circular city', living within its means and operating in a truly sustainable way, and tackling the issues of climate change**

## Our Vision

## Our Objectives

## Our Objectives

- 4.1 To achieve our vision we have identified a set of overarching objectives. These objectives have evolved from the review of relevant plans and programmes undertaken for the Sustainability Appraisal (SA) process. The objectives have been grouped around the ten Environmental Action Plan themes, though many objectives will contribute to more than one theme.

	<b>1: Zero Carbon</b>	1.1 To reduce reliance on fossil fuels, maximise the use of renewables and reduce carbon dioxide / methane emissions
		1.2 To minimise pollution which affects human health
	<b>2: Sustainable Water</b>	2.1 To reduce vulnerability to flooding
		2.2 To minimise pollution of water resources
		2.3 To minimise water consumption and encourage water re-use
	<b>3: Land Use and Wildlife</b>	3.1 To protect and enhance landscape, biodiversity and geodiversity and minimise the pollution of natural resources
	<b>4: Sustainable Materials</b>	4.1 To minimise the consumption of non-renewable natural resources and maximise the re-use of materials
	<b>5: Local and Sustainable Food</b>	5.1 To promote the conservation and wise use of productive land
	<b>6: Zero Waste</b>	6.1 To reduce waste not put to any use
	<b>7: Sustainable Transport</b>	7.1 To encourage walking, cycling and the use of public transport and reduce the need to travel by car
	<b>8: Culture and Heritage</b>	8.1 To promote a more vibrant Peterborough
		8.2 To protect and enhance townscape character, retain local distinctiveness and protect and enhance heritage and cultural assets
	<b>9: Equity and Local Economy</b>	9.1 To support rural communities in creating a vibrant rural economy
		9.2 To diversify the economy and increase economic vitality to aid regeneration and provide economic resilience
		9.3 To give everyone access to learning, training, skills and work opportunities
		9.4 To reduce poverty and inequality and enable everyone to have a comfortable standard of living
		9.5 To provide easy and affordable access for everyone to basic services and facilities
	<b>10: Health and Wellbeing</b>	10.1 To provide safe and healthy environments, reduce health inequalities and help everyone to live healthy lifestyles
		10.2 To make suitable housing available for everyone
		10.3 To reduce crime and the fear of crime

- 4.2 The NPPF clearly states that the purpose of the planning system is to contribute to the achievement of sustainable development 'which should be seen as a golden thread running through both plan-making and decision-taking'. In order to fully integrate the aims and

## Our Objectives

aspirations of Environment Action Plan into the new Local Plan these objectives have been used in a consistent way in both the SA framework and the Local Plan.

- 4.3** Each Local Plan policy, and all reasonable alternative options, have been assessed against the above sustainability objectives. The results are set out in the SA report which is published alongside this Local Plan.
- 4.4** To help demonstrate how each policy meets the sustainability objectives, for any policy that scores either a positive effect (+) or a significant positive effect (++) the relevant Environment Action Plan symbol, as shown below, has been placed above each policy.

### Sustainability Objectives





## Part B - The Spatial Strategy

- 5.1** This section of the Local Plan sets out the overall strategy for meeting the future growth of Peterborough to 2036. It sets out how much growth is needed and how it will be distributed to ensure that the Local Plan vision and sustainability objectives can be met. Part C of this plan sets out the detailed planning policies and Part D identifies the sites required to meet the future growth.

### Sustainable Development

- 5.2** Development in Peterborough should contribute to our ambition to create the UK's Environment Capital. This approach fits with the overarching national policy in the NPPF, which has a presumption in favour of sustainable development.



#### Policy LP1: Sustainable Development and the Creation of the UK's Environment Capital

When considering development proposals, the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will seek to work proactively with developers and investors to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area, and in turn helps Peterborough create the UK's Environment Capital.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

## Spatial Strategy

### The Settlement Hierarchy and the Countryside

- 5.3** A settlement hierarchy ranks settlements according to their size and range of services and facilities. It provides a framework for decisions about the scale and location of new development, and the targeting of investment in any new services and facilities. In general terms, a hierarchy helps decision making achieve more sustainable communities, bringing houses, jobs and services closer together in settlements that already offer the best range of services and facilities.
- 5.4** The settlement hierarchy identified in policy LP2 below has been used to assist in determining the overall distribution of growth and for identifying which villages, subject to consideration of constraints, would be more suitable for future growth.
- 5.5** A settlement hierarchy also helps to protect the character of the landscape, by maintaining and reinforcing the distinction between built-up areas and countryside, and placing a restriction on the forms of development that would be acceptable in the countryside.
- 5.6** In Peterborough there are a number of settlements ranging in size from the city of Peterborough itself to small villages, hamlets and individual, isolated dwellings. One of the particular

## The Spatial Strategy

characteristics of the local authority area is that it is dominated by the city, and there are no other settlements of any size larger than 4,500 people. In other words, there are no market towns.

- 5.7** The Peterborough Settlement Hierarchy Study (December 2016) identifies which settlements should be included in the hierarchy and at what tier they sit. It also explains the rationale in more detail.
- 5.8** It is emphasised that the position of any village in the hierarchy is largely a reflection of its size, and the scale and range of its services and facilities. Whilst this offers a pointer to its suitability (or not) for further development, it does not follow that new development is either appropriate or necessary. For example, if there is no need to identify sites for development in the rural area, then a village which is highly placed in the hierarchy may not need to have any site allocations. A village may be highly placed in the hierarchy, but subject to constraints which restrict the scope for further development. Such constraints would not alter its position in the hierarchy, but would be a critical factor in determining its suitability for any growth.
- 5.9** This policy together with policy LP3 and policy LP4, steers most new development to those larger places that offer the best access to services and facilities (both now and for the foreseeable future). This can help reduce the need to travel, as well as making best use of existing infrastructure and previously developed land in built-up areas.
- 5.10** This policy does not set an absolute restriction on the number of dwellings or other development that would be acceptable. This would be determined by applying Local Plan policies relating to such matters as density, amenity, traffic implications and greenspace provision.
- 5.11** It is emphasised that place names in the policy are references to villages, not parishes, as there are instances in Peterborough where a village extends across parish boundaries and therefore includes properties in more than one parish.
- 5.12** For many years the council has defined on the Policies Map, for each village within the District, a village boundary, also referred to as a village envelope, which sets the limit of the physical framework of the built-up area. The primary purposes of the envelopes, and the policies which apply within and outside them, are to prevent the spread of development into the countryside, to maintain the essential character of each settlement and control the growth within and outside each settlement in accordance with the settlement hierarchy in policy LP2. Policy LP11 sets out further criteria for considering development in the countryside.
- 5.13** The boundaries for the urban area and for each village is shown on the Policies Map.



### Policy LP2: The Settlement Hierarchy and the Countryside

Decisions on investment in services and facilities and on the location and scale of new development will be taken on the basis of the following settlement hierarchy.

<b>The City of Peterborough:</b>	Including the existing urban area, the City Centre, District Centres and urban extensions
<b>Large Villages:</b>	Eye (including Eye Green) and Thorney

## The Spatial Strategy

<b>Medium Villages:</b>	Ailsworth, Barnack, Castor, Glington, Helpston, Newborough, Northborough and Wittering
<b>Small Villages:</b>	Ashton, Bainton, Deeping Gate, Etton, Marholm, Maxey (including Castle End), Peakirk, Pilsgate, Southorpe, Sutton, Thornhaugh, Ufford, Upton, Wansford and Wothorpe

The village envelope for each village is identified on the Policies Map. Proposals within the development envelope will be supported in principle, in line with policy LP1, subject to it being of an appropriate scale for the settlement. Land outside the village envelopes and outside the Peterborough Urban Area boundary is defined as countryside. Development in the countryside (i.e. outside the boundary of all settlements in the hierarchy) will be restricted to that which is:

- demonstrably essential to the effective operation of local agriculture, horticulture, forestry, outdoor recreation and access to natural greenspace, transport or utility services; or
- residential development which satisfies the 'exception' test set out in policy LP8; or
- development in accordance with Policy LP11; or
- minerals or waste development in accordance with the separate Minerals and Waste Development Plan Documents.

### The Level and Distribution of Growth

- 5.14** The NPPF expects the overall level of growth in a Local Plan to be based on the 'Objectively Assessed Need' (OAN) for market and affordable housing. The OAN for Peterborough has been determined through the preparation of a Strategic Housing Market Assessment (SHMA) (July 2014) for the Peterborough sub region housing market area including the adjoining local authorities of South Holland, South Kesteven and Rutland. Some elements of the SHMA, including the OAN figure, were refreshed in October 2015 and March 2017, and must be read alongside the 2014 version.
- 5.15** The SHMA update (March 2017) OAN figure for Peterborough is 981 dwellings per year between 2011 and 2036, resulting in a total need for 24,525 new homes over the 25 year period. The housing growth target is closely linked to the scale of employment growth, with the SHMA (March 2017) identifying the need for 17,600 jobs between 2015 and 2036.
- 5.16** Part of the overall vision for Peterborough is the creation of an independent, campus based university which will have an undergraduate population of 12,500 students by 2035. This will result in a significant increase in the undergraduate population of the city and overall housing need. In May 2017 the Student Housing Need Assessment was published, which concluded a need for an additional 40 dwellings per year over the period of 1 April 2021 to 31 March 2036. The total housing, 2011 to 2036 therefore becomes 25,125.
- 5.17** In addition, in 2013 the Cambridgeshire authorities, including Peterborough, signed a 'memorandum of cooperation' to support a coherent and comprehensive growth strategy across Cambridgeshire and Peterborough between 2011 and 2031. This included the agreement that Peterborough would accommodate some of the housing need arising in the Cambridge Sub Region Housing Market Area (which includes areas close to Peterborough, such as Yaxley and Whittlesey). This amounts to an additional 2,500 dwellings. This collaborative approach was undertaken as part of the requirements of the duty to co-operate as set out in the Localism Act 2011.
- 5.18** This means that the total housing requirement for Peterborough increases to 27,625 dwellings between 2011 and 2036.

## The Spatial Strategy

**5.19** The council monitors housing completions annually, and the results from the latest Housing Monitoring Report (March 2017) identifies that between 1 April 2011 and 31 March 2017 a total of 5,840 (net) dwellings were completed. This means the Local Plan needs to make provision between 1 April 2017 and 31 March 2036 for 21,785 net dwellings (though existing permissions do count towards this target).

**Table 2 Overall Requirement for Residential Growth**

Dwelling provision for 2011 to 2036	Number of dwellings
Objectively Assessed Need (SHMA update 2017) 2011 to 2036	24,525
Student Requirement (Student Need Assessment 2017) 2021 to 2036	600
Memorandum of Co-operation Additional Dwellings 2011 to 2031	2,500
Local Plan requirement 2011 to 2036	27,625
Dwelling provision for 2017 to 2036	
Net additional dwellings completed 2011 to 2017	5,840
Local Plan Requirement 2017 to 2036	21,785

### Annual Requirement and Five Year Land Supply

**5.20** The year on year housing requirement differs. This is because the source of the need is different and covers different periods. The table below summarises the annual requirement from the different sources, discussed above. This shows that during the first 10 years (2011 to 2021) the annual requirement is for 1,106 dwellings per year. This then increases to 1,146 per year between 2021 and 2031 and then decreases to 1,021 during the last five years of the plan period (2031 to 2036).

**Table 3 Annual Requirement**

Period	Peterborough HMA SHMA update 2017 (pa)	Student Need (pa)	Cambridge HMA apportionment (pa)	Total OAN (pa)
2011/12 - 2020/21	981	0	125	1,106
2021/22 - 2030/31	981	40	125	1,146
2031/32 - 2035/36	981	40	0	1,021

**5.21** The NPPF requires councils to identify and update annually a supply of deliverable sites to meet five years' worth of housing. Therefore it is important to set out the different annual need figure (above) to make it clear what figures should be used when calculating the council's five year land supply requirement.

**5.22** For example the Peterborough Five Year Land Supply report (November 2017) covers the period 1 April 2017 to 31 March 2022. The basic five year requirement is based on the OAN figure of 1,106 for years one to four (2017/18 to 2020/21) and 1,146 for the fifth year (2021/22). The total basic requirement is therefore for 5,570 dwellings.

## The Spatial Strategy

- 5.23** Part D of this plan identifies the sites required to meet the growth targets, and Figure 1 (Housing Trajectory) shows the anticipated delivery rate each year.
- 5.24** As stated above, between 2011 and 2017 a total of 5,840 dwellings were completed. This is only marginally short of the need for 6,636 dwellings (1,106 x 6) during that period. If the last three years (2014 to 2017) are considered in isolation, Peterborough has delivered in excess of its identified need. Peterborough therefore has a good track record of delivery.
- 5.25** However, as set out in policy LP3, the overall housing supply is based on around 60% of growth on urban extensions and other large scale growth locations. By their very nature these are large sites, which require significant new infrastructure, and may also take a significant period to progress.
- 5.26** When taking this into account, and considering the fact that the urban extensions/large scale allocations are intended to start delivering the bulk of new housing mid-way through the plan period, the circumstances in Peterborough justify seeking to meet the 2011 to 2017 shortfall in delivery over the longer-term (i.e. via the 'Liverpool' method). Furthermore, seeking to address the shortfall over the first five years (i.e. the 'Sedgefield' method) would likely result in an unrealistic housing delivery requirement, in excess of delivery in the days of the Peterborough Development Corporation. It is not appropriate to set unrealistic annual targets.
- 5.27** Therefore when calculating the five year land supply requirement, decision maker should use the 'Liverpool' method which spreads the housing backlog across the remainder of the plan period for any reports published before 31 December 2022. This will enable the urban extensions and other large scale schemes to come on stream.

### The Spatial Strategy for Residential Growth

- 5.28** The spatial strategy makes provision for housing growth in a wide variety of places across the local authority area, but with a distinct emphasis on locations within, around and close to the urban area of the city. These are generally the most sustainable and help to maximise the use of previously developed land. The Key Diagram (Map 1), at the end of this section, shows the general location and strategy for future growth.



#### Policy LP3: Spatial Strategy for the Location of Residential Development

The overall development strategy is to continue to focus the majority of new development in, around and close to the urban area of the City of Peterborough (maximising growth within the urban area), creating strong, sustainable, cohesive and inclusive mixed-use communities, making the most effective use of previously developed land, and enabling a larger number of people to access services and facilities locally.

Provision has been made in this Local Plan for the development of approximately 27,625 additional dwellings over the period from April 2011 to March 2036.

The broad distribution of dwellings, taking account of commitments, is as follows:

## The Spatial Strategy

Location	Approximate Percentage of Growth	Indicative Number of dwellings 2011 to 2036
Urban Area of Peterborough	Maximise (equates to 30.9%)	8,530
Urban Extensions to Peterborough and large scale growth locations close to the urban area of Peterborough	63.1%	17,435
Villages	6%	1,660
<b>Total</b>	<b>100%</b>	<b>27,625</b>

Away from the urban area of Peterborough, the strategy is for a collection of urban extensions at Hampton, Stanground South, Paston Reserve, Norwood and, Great Haddon, East of England Showground (see Policy LP36) and for a single large scale allocation north of the A47 near Castor and Ailsworth (See policy LP37).

Elsewhere, the strategy for planned growth will be on Large Villages and, to a lesser extent, on Medium and Small Villages. In these categories of settlement, new residential development sites for 10 dwellings or more and employment allocations have been allocated in some of the settlements. Other development in these villages will be limited to infill or redevelopment of sites of a scale appropriate to the village.

Individual sites to deliver the scale of housing growth set out above are contained in Part D of this Plan.

For the purpose of identifying and updating annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against this housing requirement, the 'Liverpool method' of spreading the backlog across the remainder of the plan period applies to Peterborough for all reports published up to 31 December 2022.

### Spatial Strategy for Employment, Skills and University Development

- 5.29** The SHMA (update March 2017) identifies the need for 17,600 jobs between 2015 and 2036, distributed across different sectors, with approximately 55% of the jobs estimated to be accommodated on employment land (B Use Classes) while the remaining 45% would be in shops, education, health facilities etc (non B Use Classes).
- 5.30** The Peterborough Employment Evidence Report (August 2017) translates the B Use Classes job requirement (of 9,669 jobs) into a need for around 76ha of employment land between 2011 and 2036 to be allocated in this plan.
- 5.31** Policy LP43 identifies the strategic employment sites and policy LP45 identifies other employment sites to meet the above target.
- 5.32** To reflect the differing locational and amenity requirements of various employment uses, two categories of employment areas are established, forming the basis for future land use decisions - General Employment Area (GEA) and Business Parks (BP).
- 5.33** GEAs are considered suitable for a full range of employment uses: offices, research and development facilities, light and general industrial, and storage and distribution (i.e Use Classes B1, B2 and B8).
- 5.34** BPs are expected to accommodate development within the Use Classes B1(a) and B1(b) only. Generally, these areas are developed at a lower density than other employment areas and provide a higher quality environment. General industrial and warehousing uses are not

## The Spatial Strategy

permitted within BPs in order to protect levels of amenity and maintain the attractiveness of these locations for inward investment. The design of all buildings within BPs should be of a high quality and respect the character of the area.

**5.35** Policies LP46 to LP52 identifies sites within the city centre suitable for B1 office use.

### University

**5.36** It is a council priority to help establish an independent campus based University of Peterborough with an undergraduate population of 12,500 students by 2035. This will meet student demand, tackle the skills agenda, contribute to the local economy, and attract new businesses and investment to the city.

**5.37** The establishment of a University of Peterborough was also a priority in the Cambridgeshire and Peterborough devolution deal with Government. The Cambridgeshire and Peterborough Combined Authority approved Phase 2 funding for the university campus in June 2017, with construction of a new campus expected to start in 2021/22

**5.38** Land will be safeguarded within the Riverside North Policy Area (see policy LP50) for a new campus. This may include the creation of bespoke faculty buildings, an administrative centre and general student amenities such as student accommodation and sports facilities.



### Policy LP4: Spatial Strategy for Employment, Skills and University Development

The strategy is to promote and develop the Peterborough economy, offering a wide range of employment opportunities, with particular emphasis on growth of the environmental goods and services cluster, financial services, the advanced manufacturing sector, and other existing clusters in the city, building on existing strengths in 'knowledge-based' activities.

Employment development will be mainly focused on the city centre, elsewhere in the urban area (within General Employment Areas and Business Parks), and in urban extensions and. Small-scale employment development will be allowed in villages where it would meet local needs and, in particular, would form part of mixed-use development.

Provision has been made to accommodate the 76ha of employment land identified as needed over the period from April 2015 to March 2036, including land already committed with planning permission. Policies LP43 and LP45 identify the sites required to deliver the above level of growth.

Mixed-use developments (mixed horizontally or vertically) which incorporate employment together with residential, leisure and/or retail uses will be encouraged, in particular in the city, district and local centres.

#### General Employment Area (GEA)

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

## The Spatial Strategy

Site Reference	Employment Area Name
GEA 1	Bourges
GEA 2	Bretton
GEA3	Eastern
GEA 4	Hampton
GEA 5	Lakefield
GEA 6	Orton Southgate
GEA 7	Oxney
GEA 8	Paston
GEA 9	Werrington
GEA 10	Westwood
GEA 11	Woodston
GEA 12	Gateway Peterborough

### Business Parks (BP)

Within BPs listed below, and identified on the Policies Map, planning permission will be granted for development within Use Class B1. Other development in Bps will not be permitted unless ancillary to B1 use.

Site Reference	Employment Area Name
BP 1	Bretton
BP 2	Peterborough Business Park (Lynch Wood)
BP 3	Thorpe Wood

Policies LP46 to LP52 also identifies suitable sites/areas within the city centre for B1 office development.

### Other Employment Proposals

Other employment proposals not within GEA, BPs or allocated sites will be supported, provided:

- there is a clear demonstration that there are no suitable or appropriate sites or buildings within allocated sites or within the built up area of the existing settlement;
- the scale of the proposal is commensurate with the scale and character of the existing settlement;
- there is no significant adverse impact on the character and appearance of the area, and/or the amenity of neighbouring occupiers;
- there are no significant adverse impacts on the local highway network;
- there is no significant adverse impact on the viability of delivering any allocated employment site; and
- the proposals maximise opportunities for modal shift away from the private car.

### Expansion of Existing Businesses

The expansion of existing businesses which are currently located in areas outside allocated employment sites will be supported, provided:

- existing buildings are reused where possible;
- they do not conflict with neighbouring land uses;



## The Spatial Strategy

- they will not impact unacceptably on the local and/or strategic highway network; and
- the proposal would not have an adverse impact on the character and appearance of the area.

### Loss of Employment Sites and Buildings to Non-Employment Uses

Conversion and redevelopment of, or change of use from, existing non-allocated employment sites and buildings to non-employment uses will be considered on their merits taking account of the following:

- whether the loss of land or buildings would adversely affect the economic growth and employment opportunities in the area the site or building would likely serve;
- whether the continued use of the site or building for employment purposes would adversely affect the character or appearance of its surroundings, amenities of neighbouring land-uses or traffic conditions that would otherwise be significantly alleviated by the proposed new use. It should also be shown that any alternative employment use at the site would continue to generate similar issues;
- whether it is demonstrated that the site is inappropriate or unviable for any employment use to continue and no longer capable of providing an acceptable location for employment purposes; and
- whether the applicant has provided clear documentary evidence that the property has been appropriately, but proportionately, marketed without a successful conclusion for a period of not less than 6 months on terms that reflect the lawful use and condition of the premises. This evidence will be considered in the context of local market conditions and the state of the wider national economy.

### University Peterborough

In principle, development proposals which directly assist in creating a thriving, independent, campus based university, with an undergraduate population of 12,500 students by 2035 will be supported.

A new university campus could be included within the Riverside North Policy Area (See policy LP50) .

### Urban Extensions and Other Large Scale Allocation

- 5.39** Policy LP5 is an overarching policy for all new urban extensions and other large scale allocations (both defined as being 500 dwellings or more, which also links to a threshold change for the purpose of Community Infrastructure Levy (CIL) calculations). Policy LP35 identifies the sites, and any site specific policies are set out in Part D of this Plan.
- 5.40** It is important that these new areas are developed as genuinely sustainable places, with a full range of residential opportunities, to create balanced, mixed communities; employment areas; and all of the services and facilities that will enable residents to meet their day-to-day needs locally. It is equally important that development of these areas takes place in a manner that is well integrated with the existing communities of Peterborough, so that they are seen as, and function as, part of the City.
- 5.41** New urban extensions and other large scale allocations could offer scope to implement a wide range of sustainable development principles.

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### Policy LP5: Urban Extensions and Other Large Scale Allocations

Development of new urban extensions or other large scale areas (500 or more dwellings) must be planned and implemented in a comprehensive and co-ordinated way, through an agreed broad concept plan that is linked to timely delivery of key infrastructure. With the exception of inconsequential development, proposals for development within the identified urban extensions or other large scale allocations which come forward prior to the production of, and agreement on, a broad concept plan will be resisted. The concept plan can be submitted prior to or alongside an application for the urban extension or other large scale allocations.

Whilst phasing may be agreed, the council will need to be satisfied that the key aspects of the concept plan will be delivered. Therefore, to prevent the provision of appropriate infrastructure being either delayed or never materialising, appropriate safeguards will be put in place, normally through a Section 106 agreement, which ensure that specific aspects of the scheme are delivered when an appropriate trigger point is reached.

Each urban extension/ or other large scale allocation should, where appropriate:

- Make efficient use of land, provide a broad range of housing choice by size, type and tenure (including market and affordable housing) and cater for people with special housing needs;
- Provide serviced plots for self build and custom build homes (minimum 1% of all plots rising to 5% if there is evidence of need for plots, demonstrated via the council's latest self build register);
- Provide a range of local employment opportunities (not necessarily B class employment unless stipulated in a site specific policy);
- Make provision (which may be new or enhanced provision off site) for an appropriate level of retail, leisure, social, cultural, community and health facilities to meet local needs of the community without having an unacceptable impact on the vitality and viability of existing centres;
- Minimise the need to travel, whilst maximising sustainable transport modes. This will be achieved by locating key facilities such as schools and local shops within easy walking and cycling distance of most properties, incorporating high quality walking and cycling networks linking to the wider area, and providing access to high quality public transport services and facilities, including bus priority corridors and, where appropriate and viable, park and ride;
- Provide appropriate highway access to/from the site, plus make provision to mitigate against any wider impacts on the highway network so as to ensure that the residual cumulative impact of the development on the highways network is not severe;
- Incorporate pre-school(s), primary school(s) and secondary(s) schools, if the scale of the urban extension/new settlement justifies any on site, or, if not, contribute to provision off site in order to meet the needs generated by the urban extension/new settlement (subject to national regulations governing such contributions);
- Provide a network of open spaces for play, sport and recreation, including local nature reserves, woodlands, green spaces and allotments;
- Consider design solutions to maximise the use of energy from on-site renewable and/or decentralised renewable or low carbon energy source and maximise energy efficiency; and
- Incorporate appropriate landscape treatment to ensure that the development can be satisfactorily assimilated into the surrounding area.

## The City Centre

- 5.42** The city centre is the ‘heart of the city’ and is essential to the image, economic prosperity and future success of Peterborough. It is the part of the city most likely to be used by residents and visitors and is a major focus in the region in terms of shopping, leisure, employment and culture, providing a diversity of experience and activity. A lively, successful city centre contributes greatly to the quality of life of the people of Peterborough and the surrounding area.
- 5.43** The area forming the city centre is shown on Map C. The city centre extends from the former District Hospital site in the west to Fengate in the east. It includes the residential areas in the vicinity of Lincoln Road and Bright Street in the north and the Peterborough United football ground in the south, as well as the principal shopping, office and entertainment areas and Cathedral Precincts in the very centre.
- 5.44** Within the city centre lie the cathedral and many other important listed buildings and heritage assets. It is an important interchange between different means of travel, with railway and bus stations; compared with many city centres, it is relatively accessible by private car.
- 5.45** However, the city centre is not without its problems, and there are issues which need to be addressed over both the long and short term.
- 5.46** The city centre had historically relatively few houses and flats, when compared to other towns and cities of a similar size and scale, but this is changing and further new housing will continue to be supported.
- 5.47** Recent investment in the public realm around Cathedral Square, Bridge Street, Cowgate and King Street has attracted new retailers, restaurants and bars to this part of the city. Extensions to the Queensgate Shopping Centre have accommodated national retail and restaurant operators. Further development is also planned.
- 5.48** The cultural offer is not fully developed and there is a significant opportunity to attract visitors into the city centre, particularly in the evening. The evening economy has improved in the last few years with new restaurants, particularly around Cathedral Square and linked to the wider public realm improvements. However, this is still a limited offer when compared to other towns and cities of a similar size.
- 5.49** There has been little new office development in the city centre for many years. The city centre has not been able to successfully compete for investment with business parks located on the edge of the city. The city centre office stock is generally ageing and some is poor quality, some of which has been converted to residential development, and consequently new office stock is needed.
- 5.50** The River Nene is one of the city’s most important assets but it currently fails to maximise its potential for leisure and is poorly connected to other parts of the city centre. Again this needs to be addressed.
- 5.51** The transport network in and around the city centre currently prioritises accessibility by car at the expense of pedestrians and cyclists. Improvements have been made with the new pedestrian crossing points along Bourges Boulevard improving access to and from the railway station into the city core.
- 5.52** The following policy sets the overall vision for the future improvement, growth and regeneration of the city centre. It is supported by policies LP46 to LP52 which identifies ‘Policy Areas’ with individual policies for each area setting out a vision, potential development opportunities and specific planning requirements.

## The Spatial Strategy



### Policy LP6: The City Centre - Overarching Strategy

Peterborough City Centre will be developed and promoted to maintain its position as a centre of regional significance.

Major new retail, cultural and leisure developments which will meet the needs of the city and its sub-region, as well as the local needs of a significantly larger city centre resident population, are encouraged. A Primary Shopping Area (PSA) is defined, which will be the highest level in the hierarchy of centres for retail planning in Peterborough.

The city centre is promoted as a location for substantial new residential development at a range of densities according to location. It is also promoted as a location for employment development, with an emphasis on B1 development (together with employment in all of the service sectors outside the B Use Classes). Mixed use development is encouraged, especially outside the PSA.

Improvements to the public realm throughout the city centre will continue to be promoted, with a particular focus on the pedestrian environment and connections between Cathedral Square, Lower Bridge Street, the Embankment, Fletton Quays and Rivergate as well as Westgate. Enhancement of the public realm and natural environment, including better walking and cycling links and river-based navigation, will be supported with good quality and well designed street furniture, use of public art, tree planting and landscaping, and development constructed using high quality materials.

The city centre's historic environment will be protected, including a requirement that any new development should be of a scale, character, quality of design and standard of finish that will preserve and, where possible, enhance its character and appearance, protecting or enhancing the setting or views of heritage assets.

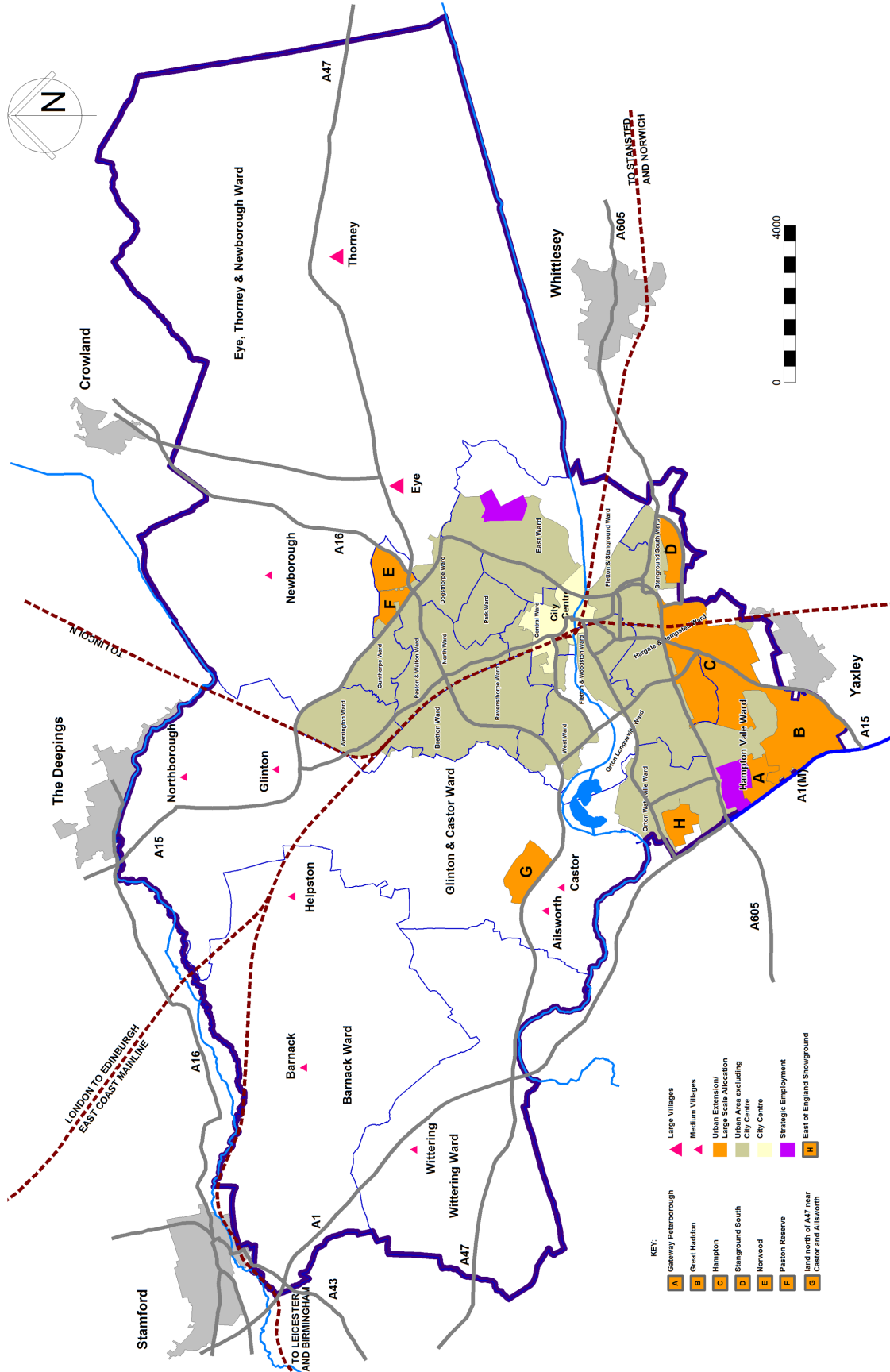
**NOTE:** Individual policies for the different Policy Areas and individual sites are set out in Part D of this Plan (See policies LP46 to LP52)

#### 5.53 Local Plan Key Diagram

5.54 To summaries the strategic proposals set out in Part B please see the 'Key Diagram' on the next page. This is for illustration purposes only, and where there is conflict, the Policies Map has precedence.

The Spatial Strategy

Map A



## The Spatial Strategy

## Part C - The Policies

**6.0.1** In this part of the Local Plan we set out various criteria based policies which will be used to appraise, and reach decisions on, all planning applications.

### 6.1 Health and Wellbeing

**6.1.1** A key role for the Local Plan is to provide for development in a way that supports and encourages active and healthy lifestyles. This helps in delivering sustainable development, (see policy LP1). Health and Wellbeing cuts across many policies in this Local Plan and is one of the key objectives and sustainability criteria.

**6.1.2** In Peterborough, there are differences in the health and wellbeing and life expectancy between the most deprived and least deprived communities. The Peterborough Joint Health and Wellbeing Strategy (2016 - 2019) sets out the significant health issues for Peterborough, drawing on evidence from the Joint Strategic Needs Assessment, which include:

- Life expectancy lower than the national average, along with a lower healthy life expectancy than the national average,
- Health inequalities between some wards within the Peterborough area,
- Peterborough has higher mortality rates than the national average,
- Common mental disorders are higher in women in Peterborough than in men.

**6.1.3** There is strong evidence that inequalities in health and wellbeing are influenced by social, economic and environmental factors. These are known as the wider determinants of health. In order to help address these priorities and issues, it is essential that community needs are supported through appropriate physical, social and green infrastructure, and by other facilities and key services which contribute to improving physical and mental health and wellbeing, and the overall quality of life experienced by residents.

**6.1.4** Most developments have the potential to positively influence health and wellbeing. The impacts of proposed development on the wider determinants of health could be assessed and considered by the applicant at the earliest stage of the design process. Health Impact Assessment (HIA) is a method of considering the positive and negative impacts of development on the health of different groups in the population, in order to enhance the benefits and minimise any risks to health. Further guidance on preparing HIAs is published on the council's website.

**6.1.5** Active Design, developed by Sport England and supported by Public Health England, provides a set of principles for creating the right conditions within existing and proposed development for individuals to be able to lead active and healthy lifestyles. The Active Design guidance, which provides further details for each of the Principles along with a set of case studies, can be found on Sport England's website. Developers may find it helpful to consider the guidance.

**6.1.6** Health and wellbeing are cross cutting themes and policy LP7 should be read alongside other policies in this plan that seek to address the wider determinants of health.



## The Policies

### Policy LP7: Health and Wellbeing

Development proposals should promote, support and enhance both the physical and mental health and wellbeing of the community, contributing to reducing health inequalities and helping to deliver healthy, active lifestyles.

This will be achieved by:

- Seeking, in line with guidance at policy LP14, developer contributions towards new or enhanced health facilities from developers where development results in a shortfall or worsening of provision, as informed by the outcome of consultation with health care commissioners;
- In the case of residential developments of 500 dwellings or more, applicants must submit a fit for purpose Health Impact Assessment (HIA) as part of the application and demonstrate how the conclusions of the HIA have been taken into account in the design of the scheme. For proposals less than 500 dwellings, submission of a HIA is optional but will be taken into account if submitted with a proposal. The HIA should be commensurate with the size of the development;
- Development schemes safeguarding and, where opportunities arise, creating or enhancing the role of allotments, orchards, gardens and food markets in providing opportunities for exercise and access to healthy, fresh and locally produced food;
- Development schemes facilitating participation in sport and physical activity, as far as is relevant to the specific proposal, through the internal and external layout, design and use of buildings, and overall site layout and design.

Proposals for new health care facilities should relate well to public transport services, walking and cycling routes and be easily accessible to all sectors of the community. Proposals which utilise opportunities for the multi-use and co-location of health facilities with other services and facilities, and thus co-ordinate local care and provide convenience for the community, will be particularly supported.

Large scale major developments that are aimed at attracting visitors, should incorporate 'changing places' toilet facilities as set out in [www.changing-places.org](http://www.changing-places.org).

## 6.2 Housing Standards Review

- 6.2.1** The council is keen to ensure that new homes built in the future are of a higher standard in terms of their technical functioning.
- 6.2.2** In the past, Local Plans could attempt to set such standards, but this led to inconsistencies between different districts, and government believed it generally caused confusion and expense for developers. In 2015, Government therefore confirmed that it would prevent Local Plans from setting their own standards and instead impose national standards via the Building Regulations system. There are three exceptions to this general rule.
- First, a Local Plan could require internal minimum space standards for all dwellings, though such standards could only be those as prescribed by government.
  - Second, a Local Plan could require water efficiency measures in new houses which would aim to reduce average occupier use of water down from 125 litres (as required



by Building Regulations) to 110 litres. This measure can only be applied in areas that are considered to be in water stress.

- Third, a Local Plan could require higher standards than required by Building Regulations in relation to access to, from and within buildings.

- 6.2.3** A Local Plan can only require one or more of these optional standards if the standard will address a clearly evidenced need and the viability implications of introducing the standard have been adequately considered.
- 6.2.4** Whilst the council acknowledge there could be evidence of 'need' to introduce all of the optional standards, the council is concerned that viability of development would be compromised (or other essential infrastructure not deliverable) if all such standards were imposed on development in full.
- 6.2.5** As such, this Local Plan introduces the first optional standard relating to space standards for all new rented tenure affordable dwellings only. This is in recognition of the need for minimum space standards, due to recent changes to the benefits system, for what are likely to be fully occupied homes (see policy LP8 below). The plan also requires the second standard relating to water efficiency (see policy LP32) and an element of the third optional standards relating to access standards (see policy LP8 below).

### 6.3 Meeting Housing Needs

- 6.3.1** Three of the key objectives of the Local Plan are to: ensure that proposed new housing delivers a balanced mix of housing tenures, types and sizes; delivers sufficient affordable housing; and improves the overall quality of the housing stock. In short, a key task for the Local Plan is to provide a policy framework that will deliver housing that meets all needs, within the context of an evolving national policy.
- 6.3.2** At a strategic level, the issue of meeting all needs can be subdivided into matters relating to the mix of dwellings of different sizes that will satisfy need and demand; the provision of housing for those households unable to meet their needs in the open market; and the provision of housing for those with special requirements.
- 6.3.3** Developers will be encouraged to bring forward proposals which will, in overall terms, secure the market and affordable housing mix as recommended by the most up to date SHMA. This mix is however not prescriptive, and is intended to allow developers to respond to demand and site specific characteristics and circumstances. However, unless financial viability indicates otherwise, the guidance on mix in the most up to date SHMA will be sought.
- 6.3.4** Affordable housing is housing that is provided for eligible households who are unable to meet their housing needs in the open market because of the relationship between housing costs and income. It is tightly defined by national policy. The affordable housing needs of the most vulnerable people will be prioritised by the council. The term 'vulnerable people' refers to a broad group of people who need some kind of support with their living arrangements to enable them to live safely. This could include people with learning disabilities and autism; physical disabilities; sensory impairment; mental health support needs; ex-offenders; older people, young people and care leavers; and statutorily homeless households. It is important that accommodation proposals for vulnerable people consider the location of housing in relation to essential services and community facilities. While such services should be accessible to all of Peterborough's residents, their location might become more significant for those with mobility issues, or where cost of travel is a barrier.
- 6.3.5** The policy sets an overall target for 30% affordable housing for sites of 15 or more dwellings. Where the affordable housing policy would result in the requirement relating to part of a dwelling the calculation will be rounded upwards for 0.5 and over and downwards for less

## The Policies

than 0.5. For many years, it has been difficult for local people on lower incomes to secure market housing. Although house prices in Peterborough are generally lower than those across the region as a whole, so too are average incomes. A limited supply of new affordable properties, and the loss of existing affordable homes through 'right to buy' and 'right to acquire' provisions have tended to exacerbate housing problems for those in need. The latest SHMA evidence (2017 update) has calculated that there is a total annual affordable housing requirement of 559 dwellings (approximately 57% of the annual OAN).

- 6.3.6** The policy seeks, via negotiation and through taking account of a scheme's financial viability, a greater part of affordable housing provision to be for affordable rent. This is to prioritise the provision of homes that people can reasonably afford and reflects the council's priority for affordable rented accommodation identified in the Peterborough Housing Strategy (2017). Where in the policy it refers to a 'greater proportion' being affordable rent, the target is a 70%/30% split in favour of affordable rent, though this should not be applied prescriptively on all schemes, and the split may differ depending on the specific circumstances of a scheme.
- 6.3.7** The preference for affordable rent is supported by evidence as part of the SHMA (2014) and the Local Plan Viability Assessment (2016). The SHMA identifies a net need for 19% intermediate housing and 81% social-affordable rent. The Viability Assessment assumes a tenure split of approximately 70% affordable rented tenure and 30% intermediate in the form of shared ownership. This is also supported by the number of people presenting as homeless to the council and the significant rise in temporary accommodation needing to be accessed by the council to accommodate these households.
- 6.3.8** The policy also sets additional higher access standards so that sufficient choice is available in the market for people with particular needs, such as the requirement for wheelchair accessible homes and homes which can be adapted to suit people's needs over time. Part M (Volume 1) of Building Regulations, updated on 1 October 2015, sets out these additional higher standards. M4(1) Category 1 relates to mandatory access standards (visitable dwellings), M4(2) Category 2 to accessible and adaptable dwellings and M4(3) Category 3 to wheelchair user dwellings. Within Category 3, there is a differentiation between wheelchair accessible dwellings (M4(3)(2)(a)) and wheelchair adaptable dwellings (M4(3)(2)(b)). Any dwellings identified as needing to meet the policy requirement for any of these standards should have regard to this section of the Building Regulations.
- 6.3.9** The Housing and Planning Act 2016 introduced the concept of Starter Homes, though at the time of writing many aspects of that Act relating to Starter Homes have not been brought into effect, and the Housing White Paper 2017 made suggestions that some aspects may not be taken forward as envisaged. As such, policies in this Local Plan, and specifically LP8, are silent in respect of Starter Homes, due to the uncertainty as to precisely how this form of housing is to be taken forward by Government.
- 6.3.10** A 'Park Home', is a residential mobile home, similar to a bungalow or caravan in style, installed on a dedicated site or 'home park' that is either privately owned or owned by a Local Authority. Park homes are designed to be lived in permanently and provide an opportunity for residents to own a home, but pay rent to the owner of the site that includes costs towards maintenance of the communal areas. Park home sites provide a small but important part of the district's housing accommodation. These sites require all the services and facilities of built residential development and will not be acceptable on sites poorly related to services and facilities necessary to meet resident's needs.
- 6.3.11** The policy below makes no reference to houseboats, on the basis that there are no registered permanent houseboats within Peterborough, and there has been no evidence provided to the council of a need to make provision for them in the plan period. Should any proposals for houseboats arise, they will be treated on their merits using the policies in this Plan as a whole.

**6.3.12** Please note that the requirements for Gypsies and Travellers and Travelling Showpeople are covered by policy LP10.



### Policy LP8: Meeting Housing Needs

Development proposals for housing will be supported where they provide a range of high quality homes of varying sizes, types and tenures to meet current need, including homes for market rent and plots for self-build.

Developers are expected to provide housing that contributes to meeting the housing needs of the Peterborough housing market area, as identified in the latest Strategic Housing Market Assessment and in any other appropriate local evidence.

#### Affordable Housing

Development proposals of 15 or more dwellings (whether as new-build or conversion) should, through negotiation, provide 30% affordable housing. The affordable housing needs of the most vulnerable groups will be prioritised.

The council will negotiate with developers to secure affordable housing on the basis of the above thresholds, taking into account:

1. The financial viability of individual schemes (using a recognised viability model)
2. The degree to which the most vulnerable are being provided for.

Affordable housing should be provided onsite, unless exceptional circumstances can be demonstrated for provision of homes and/or land to be provided off site or through a commuted sum.

If a development scheme comes forward which is below these thresholds and thus does not require the provision of affordable housing, but the scheme is followed by an obviously linked subsequent development scheme at any point where the original permission remains extant, or up to 5 years following completion of the first scheme, then, if the combined total of dwellings provided by the first scheme and the subsequent scheme/s provide 15 or more dwellings, then policy LP8 as a whole will be applied, with the precise level of affordable housing to be provided being 'back dated' to include the earlier scheme(s).

The exact tenure mix on each site will be a matter for negotiation, informed by the latest evidence of housing need. The council's preference and starting point for negotiations, as informed by the latest needs assessment, is for a greater part of affordable housing to be for affordable rent.

All new rented tenure affordable housing will be required to be built to meet minimum national space standards (as defined by the Building Regulations).

#### Accommodation for Vulnerable People

Planning permission will be granted for accommodation which is entirely aimed at meeting the housing needs of the most vulnerable, provided that the development:

1. Meets an identified need and is supported by Adult Social Care Commissioning;

## The Policies

2. Will be suitable for the intended occupiers in terms of standard of facilities, the level of independence and the provision of support and/or care;
3. Will be accessible by non-car means to essential services and community facilities as appropriate to the needs of the intended occupiers;
4. Does not conflict with any strategic policy of this plan and does not have any fundamental constraint.

A legal agreement will likely be necessary to ensure that such accommodation is retained for the purpose for which it was intended under this policy, particularly if the development is on an 'exception' site.

### **Dwellings with Higher Access Standards**

Housing should be adaptable to meet the changing needs of people over time. All dwellings should meet Building Regulations Part M4(2), unless there are exceptional design reasons for not being able to do so (e.g listed building constraints or site specific factors such as vulnerability to flooding or site topography).

On all development proposals of 50 dwellings or more, 5% of homes should meet Building Regulations Part M4(3)(2)(a).

### **Rural Exception Sites**

Development proposals for affordable housing outside of but adjacent to village envelopes may be accepted provided that:

1. It meets an identified local need for affordable housing which cannot be met within the village envelope; and
2. There is demonstrable local support for the proposal\*; and
3. There are no fundamental constraints to delivering the site or significant harm arising.

\*The term 'demonstrable local support' means at the point of submitting a planning application to the council, there should be clear evidence of local community support for the scheme, with such support generated via a thorough, but proportionate, pre-application community consultation exercise. If, despite a thorough, but proportionate, pre-application consultation exercise, demonstrable evidence of support or objection cannot be determined, then there will be a requirement for support from the applicable Parish Council. If an applicant is in doubt as to what would constitute a 'thorough, but proportionate, pre-application consultation exercise', then the applicant should contact the council.

### **Homes for Permanent Caravan Dwellers/Park Homes**

Planning permission will be granted for permanent residential caravans (mobile homes) on sites which would be acceptable for permanent dwellings.

## **6.4 Custom build, Self-build and Prestige Homes**

- 6.4.1** Policy LP8 requires the provision of a wide choice of homes to meet the needs of the community, including custom build, self-build and prestige homes.
- 6.4.2** The Self-build and Custom Housebuilding Act 2015 places a requirement on Local Planning Authorities to maintain a register of individuals and associations of individuals who have expressed an interest in acquiring land for the purposes of self-build or custom build.

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- 6.4.3** The Housing and Planning Act 2016 goes further to require Local Planning Authorities to grant planning permission on sufficient serviced plots of land to meet the identified need for self-build and custom build.
- 6.4.4** On a separate matter, one of the issues identified for the Local Plan is that a substantial proportion of higher paid people in managerial, professional and technical occupations are commuting into Peterborough for work, whilst living elsewhere in the housing market area (and possibly beyond). Nearly half of the managers and senior officials who work in Peterborough live outside the local authority area.
- 6.4.5** If Peterborough's economic development strategy of growth based on the attraction of new and expanding companies in the environmental and knowledge-based industries is to succeed, there will be a need for large, top of the range houses that will enable business leaders to live locally. Provision will be made for the development of new properties in this sector of the market.
- 6.4.6** Large existing houses in generous plots, including older properties and those in conservation areas, will also help to meet this particular need. The policy therefore seeks to prevent their loss.
- 6.4.7** There is no specific definition of 'top of the market' prestige homes, but these can be generally regarded as being at the higher end of the market in terms of value (within the highest 10% price bracket of dwellings in the housing market area as a whole); large (perhaps with 5 bedrooms or more); and individually designed, with a high specification, detailing and facilities. Newly-built houses in this sector would be typically aimed at the senior professional and managerial market or would be of a bespoke design for an individual client.



### Policy LP9: Custom build, Self-build and Prestige Homes

Planning permission will not be granted for development which would involve the loss of a dwelling (whether by demolition, redevelopment, conversion or change of use) or the sub division of its plot, which meets the need for prestigious, top-of-the-market housing, unless:

- a. the proposed development would itself create one or more prestigious dwellings; or
- b. there is clear evidence that the dwelling that would be lost has been marketed at a realistic price for an appropriate period of time without genuine interest in its purchase and occupation as a dwelling; or
- c. the existing dwelling does not contribute to the historic environment.

Policies LP36 to LP42 and LP46 to LP52 identifies sites that will be expected to include a reasonable proportion of prestige homes.

Proposals for residential development will be considered more favourably if they provide appropriate opportunities for Custom Build and Self Build. As set out in policy LP5 sites over 500 dwellings will be expected to provide serviced plots for Custom Build and/or Self Build homes.

## The Policies

### 6.5 Gypsies and Travellers and Travelling Showpeople

- 6.5.1** Throughout many parts of the country the Gypsy and Traveller community has experienced difficulties in securing sufficient caravan sites to meet their needs. The Government's overarching aim is to 'ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community' (Planning Policy for Traveller Sites (PPTS), August 2015).
- 6.5.2** For the purposes of planning policy the PPTS defines "Gypsies and Travellers" as:
- 'Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such'.*
- 6.5.3** The latest [Gypsy and Traveller Accommodation Assessment](#) (GTAA) (October 2016) covering most of Cambridgeshire, King's Lynn and West Norfolk, Peterborough and West Suffolk identifies no additional need for Gypsy and Traveller sites in Peterborough and no need for Transit sites for Travelling Showpeople. Therefore this plan does not allocate any sites for Gypsy and Traveller or Travelling Showpeople purposes.
- 6.5.4** However, the GTAA identifies that there may be an 'unknown' need for up to 16 pitches between 2016 and 2036. This unknown need is to be met through the determination of planning applications, taking into account the requirements of the NPPF, PPTS and policies in this Local Plan, particularly the requirements set out in policy LP10 below.
- 6.5.5** In Peterborough there are currently two council owned sites and nine private sites. The council owned sites are located at Oxney Road and Paston Ridings on the eastern side of the city and are large in size. The private sites are located in the urban and rural areas to the north and east of the city and the number of pitches on each site varies.
- 6.5.6** From the experience of the council in managing its sites, and from views expressed by residents of sites within Peterborough, it is clear that future provision should aim to deliver smaller sites which have a maximum capacity of 15 pitches, and in many cases, considerably fewer.



#### Policy LP10: Gypsies and Travellers and Travelling Showpeople

Planning permission will be granted for the development of land as a Gypsy and Traveller Site, or a Travelling Showpeople site, if each of the following criteria can be met:

- a. the site and its proposed use does not conflict with other local or national planning policy relating to issues such as flood risk, contamination, landscape character, protection of the natural, built and historic environment or agricultural land quality;
- b. the site is located within reasonable travelling distance of a settlement which offers local services and community facilities, including a primary school;
- c. the site can enable safe and convenient pedestrian and vehicle access to and from the public highway, and adequate space for vehicle parking, turning and servicing;

- d. the site is served, or capable of being served, by adequate mains water and sewerage connections and should not place unacceptable pressure on local infrastructure; and
- e. the site can enable development and subsequent use which would not have any unacceptable adverse impact on the amenities of occupiers of nearby properties or the appearance or character of the area in which it would be situated (in accordance with LP17).

The Council will be prepared to grant permission for sites in the countryside (i.e. outside the urban area and village envelopes) provided that there is evidence of a need, that the intended occupants meet the national PPTS definition of a Gypsy and Traveller, or a Travelling Showperson and provided that the above criteria (a) to (e) are met.

In the countryside, any planning permission granted will restrict the construction of permanent built structures to small amenity blocks associated with each pitch, and the council will ensure, by means of a condition or planning obligation, that the site shall be retained for use as a Gypsy and Traveller site or a Travelling Showpeople site in perpetuity.

## 6.6 Development in the Countryside

- 6.6.1** Areas outside the urban boundary and the village envelopes are considered as being in the countryside for the purpose of policies in the Local Plan.
- 6.6.2** Policy LP11 recognises the potential for conversion of redundant rural buildings in the open countryside to dwellings. Given that new housing in the countryside is subject to strict control, applications for residential conversions will be examined with particular care and will only be acceptable where all the criteria of policy LP11 can be met and the development complies with all other relevant policies of the Local Plan.
- 6.6.3** The replacement of an original dwelling with a new dwelling on a one-for-one basis may be acceptable in certain circumstances and policy LP11 sets out the criteria to be applied. Where a building is of historic or traditional nature or is otherwise worthy of retention, redevelopment will be resisted and proposals for restoration and renovation will be encouraged.
- 6.6.4** Policy LP3 places a restriction on development in the countryside and new isolated homes in the countryside will generally be avoided, although an exception may be justified when required to enable agricultural, forestry and certain other full-time workers to live at, or in the immediate vicinity of, their place of work.
- 6.6.5** It will often be as convenient and more sustainable for such workers to live in the city of Peterborough, or nearby towns or villages, or suitable existing dwellings, so avoiding new and potentially intrusive development in the countryside. It is recognised however that there will be some cases where the nature and demands of the work concerned make it essential for one or more people engaged in the enterprise to live at, or very close to, the site of their work. This requirement will depend on the needs of the enterprise concerned and not on the personal preferences or circumstances of any individuals involved.
- 6.6.6** Where permission is being sought for a dwelling under this policy, the council will require the applicant to supply sufficient information to demonstrate that both the functional and financial tests are satisfied. The functional test is necessary to establish whether it is essential for the proper functioning of the enterprise for one or more workers to be readily available at most times. In applying this test, the council will consider matters such as:
- the scale and nature of the enterprise
  - the potential for things to go wrong or need attention unexpectedly or at short notice
  - the frequency of such events

## The Policies

- the ability for a person living off the site to deal with such events
- the period of time over which events occur.

- 6.6.7** If a functional need is established, the council will then consider the number of workers needed to meet it, and the dwelling should be of a size commensurate with the established functional requirement and economic viability of the enterprise. It is the requirements of the enterprise, rather than those of the owner or occupier, that are relevant in determining the size of the dwelling that is appropriate.
- 6.6.8** Any temporary planning permission in association with a proposed or newly established enterprise will only be granted at a location which would be suitable for a permanent occupational dwelling, and will always be subject to a condition requiring the removal of the caravan, mobile home or structure and the reinstatement of the land to its original condition at the end of the temporary period. The council will not normally grant successive extensions to a temporary permission over a period of more than three years.
- 6.6.9** Whenever permission is granted under policy LP11, suitable conditions will be attached to restrict occupancy of the dwelling and, if necessary, to remove certain permitted development rights relating to residential extensions.
- 6.6.10** The re-use of buildings in the countryside for employment purposes can play an important role in meeting the need for employment in rural areas. It can provide jobs, give renewed use to vacant buildings and reduce the demand for new buildings in the countryside. The re-use of buildings for tourist accommodation and attractions is generally supported because of the contribution to rural diversification and the wider economic benefits for Peterborough.
- 6.6.11** Successful rural enterprises located in the open countryside, where new development is closely controlled, may need to expand on their current site. This can protect existing jobs and create additional employment in rural areas. However, such development needs to be highly sensitive to its surroundings. Policy LP11 allows such expansion but ensures that it will be carried out in a way which does not cause significant harm to the countryside or amenity.
- 6.6.12** In order to maximise opportunities for rural working it is also necessary to retain land which provides existing employment. This will be achieved by preventing use for other purposes unless continued employment use is not viable or would be unsuitable for other planning reasons.
- 6.6.13** Tourism in rural areas would need to be limited to avoid undue harm to the open nature of the countryside. Where accessibility is poor, proposals would need to be limited to small-scale development such as conversion of existing rural building for tourism/leisure use.
- 6.6.14** In all cases where a tourism, leisure or a cultural facility is proposed in the open countryside and requires the construction of a new building, the council will require a robust business plan, appropriate to the proposed scheme. The business plan must demonstrate the demand and viability of the scheme on an on-going basis. This requirement will help prevent development being permitted in the open countryside, which quickly fails as a business and leads to pressure on the council to permit the conversion of the failed development to another use (e.g. conversion to residential) which the council would not have permitted on that site in the first instance.





## Policy LP11: Development in the Countryside

### Part A: Re-use and conversion of non-residential buildings for residential use in the countryside:

Where a change of use proposal to residential use requires permission, and where the site is located in the countryside, then the proposal will be supported provided that the following criteria are met:

- a. the use of the building has ceased; and
- b. where the use of the building was previously for agricultural purposes, it was not constructed within 10 years preceding the proposal being submitted; and
- c. the proposal results in no more than three residential units; and
- d. the building is not in such a state of dereliction or disrepair that significant reconstruction requiring planning permission would be required; and
- e. there are no fundamental constraints to deliver the site, or significant harm arising.

### Part B: Replacement of a permanent existing dwelling in the countryside:

Planning permission for the replacement of an existing dwelling in the countryside with a new dwelling will be supported if:

- a. the residential use of the original dwelling has not been abandoned; and
- b. the original dwelling is not of any architectural or historic merit and it is not valuable to the character of the settlement or wider landscape;
- c. the original dwelling is a permanent structure, not a temporary or mobile structure.

Provided that criteria a to c can be met, any replacement dwelling should be:

- d. of an appropriate scale to the plot and its setting in the landscape; and
- e. of a design appropriate to its setting; and
- f. located on the site of the original dwelling, unless an alternative suitable site exists within the existing residential curtilage, in which case the existing dwelling will be required to be completely removed immediately (likely to mean no more than one month) after the new dwelling is first occupied.

### Part C: Mobile homes within the countryside

Applications for temporary and mobile homes will be considered in the same way as applications for permanent dwellings.

### Part D New dwellings in the countryside:

Planning permission for a permanent dwelling in the countryside to enable an agricultural worker to live at, or in the immediate vicinity of, their place of work will only be granted to support existing agricultural activities on a well-established agricultural unit, provided that:

- a. there is a clearly established existing functional need (i.e. it is essential for the proper functioning of the enterprise for one or more workers to be on the site for all or most of the time); and
- b. the need relates to a full-time worker, or one who is primarily employed in agriculture and does not relate to a part-time requirement; and

## The Policies

- c. the unit and the agricultural activity concerned has been established for at least three years, has been profitable for at least one of them and is currently financially sound with a clear prospect of remaining so; and
- d. the functional need cannot be fulfilled by an existing dwelling, or the conversion of an existing building in the area, or any other existing accommodation in the area which is suitable and available for occupation by the worker concerned.

These criteria will be applied on a similar basis to proposals for new forestry dwellings and to dwellings which are needed in association with other enterprises where a countryside location is an essential requirement. In the case of the latter, a pre-requisite for any dwelling is that the enterprise itself must have planning permission.

Planning permission will not be granted for a new permanent dwelling in association with a proposed or newly established enterprise in the countryside. In such cases, if a functional need is demonstrated, there is clear evidence of a firm intention and ability to develop the enterprise and there is clear evidence that the enterprise has been planned on a sound financial basis, permission may be granted on a temporary basis for no more than three years for a caravan, mobile home or wooden structure which can easily be dismantled. After the three year temporary permission has expired, permission will only be granted for a permanent dwelling if the above criteria have been met. A further temporary period will not be permitted.

Any such development will be subject to a restrictive occupancy condition.

### Part E: The Rural Economy

In the countryside, development involving the expansion of an existing employment use on its current site or the conversion of an existing agricultural building (particularly if it is adjacent to or closely related to a village) will be acceptable for employment uses within Use Classes B1 to B8 or tourism and leisure -related uses, provided that all of criteria (a) to (g) below are met:

- a. would be consistent in scale with its rural location, without unacceptable environmental impacts; and
- b. would not adversely affect existing local community services and facilities; and
- c. would be compatible with, or would enhance, the character of the village or the landscape in which it would be situated; and
- d. would not cause undue harm to the open nature of the countryside or any site designated for its natural or heritage qualities; and
- e. would be easily accessible, preferably by public transport; and
- f. if it would involve the construction of a new building in the open countryside, is supported by a robust business plan that demonstrates (i) the demand for the development and (ii) that the facilities to be provided would constitute a viable business proposition on a long-term basis; and
- g. in the case of a conversion, the building is not in such a state of dereliction or disrepair that significant reconstruction would be required.

### Part G: Protecting the best and most versatile agricultural land

Proposals should protect the best and most versatile agricultural land so as to protect opportunities for food production and the continuance of the agricultural economy. With the exception of allocated sites, development affecting the best and most versatile agricultural land will only be permitted if:

- a. there is insufficient lower grade land available at that settlement (unless development of such lower grade land would be inconsistent with other sustainability considerations); and

- b. the impacts of the proposal upon ongoing agricultural operations have been minimised through the use of appropriate design solutions; and
- c. where feasible, once any development which is permitted has ceased its useful life, the land will be restored to its former use, and will be of at least equal quality to that which existed prior to the development taken place (this requirement will be secured by planning condition where appropriate).

#### **Part F: Agricultural diversification**

Proposals involving farm based diversification will be permitted, provided that the proposal will support the applicable farm enterprises and providing that the development is:

- a. in an appropriate location for the proposed use;
- b. of a scale appropriate to its location; and
- c. of a scale appropriate to the business need.

## **6.7 Retail and Other Town Centre Uses**

- 6.7.1** Town Centres are at the heart of communities, providing a focus for retail and other town centre uses, including leisure commercial, office, cultural and community facilities. It is national policy to enhance vitality and viability of town centres.
- 6.7.2** This policy sets the framework for how planning applications for retail and other main town centres uses will be applied to make sure that they are appropriate in scale and location.

### **Hierarchy of Centres**

- 6.7.3** In Peterborough, there is a hierarchy of centres, complemented by out-of-centre shops, which is well established. Peterborough city centre is at the top of the hierarchy of such centres, with by far the largest retail floorspace (approximately 159,000 square metres gross) and a full range of other services, performing a regional role and with a retail catchment for comparison goods shopping that extends into the East Midlands as well as the East of England. Policy LP6 focuses on the wider vision for the City Centre supported by policies LP45 to LP51 which set out the specific policies and land uses for the different Policy Areas in the City Centre.
- 6.7.4** The Peterborough Retail Centres Hierarchy Study (November 2017) identifies five District Centres at Bretton, Hampton, Millfield, Orton and Werrington based on the scale of retail provision (with retail floorspace in the range 9,880 square metres to 27,745 square metres) and the availability of other community services and facilities. Bretton has recently been remodelled and improved with considerable investment; Hampton is currently being re-modelled and extended and Orton has undergone substantial redevelopment, although there is scope for further regeneration in subsequent phases. Together with Orton, the centres now in most need of further investment are Werrington and Millfield. Policy LP39 identifies opportunities for further regeneration of the Orton and Werrington District centres.
- 6.7.5** Finally, there are a number of identified Local Centres, serving the day-to-day needs of their local neighbourhoods.
- 6.7.6** The Policies Map identifies these centres and also identifies the Primary Shopping Area (PSA) and Primary Shopping Frontage (PSF) For city centre and district centres. For Local Centres the PSA is the same as the boundary of the Local Centre.

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**6.7.7** The designation of the PSF applies only to the ground floor level. Although predominantly in retail use, PSF within District Centres can contain a variety of other uses. However without a reasonable continued proportion of class A1 retail units, the pedestrian flow in the daytime could fall below a level that would maintain the viability of the centre.

**6.7.8** New centres will be created in urban extensions and other large scale allocations. These are justified in order to meet the needs of local residents in the areas planned for substantial residential intensification and expansion (see policy LP5 Urban Extension and other Large Scale Allocations). Of the permitted urban extensions this includes two Local Centres at Hamptons East and a Local Centre at Paston Reserve/Norwood.

### Retail Need

**6.7.9** The latest Retail Study (December 2016) indicates there is no capacity for any further convenience goods floorspace during the plan period. However, this assumes all recently permitted floorspace is built. If some of the existing commitments (at 31 March 2016) are not implemented then this would release some floorspace need.

**6.7.10** For comparison goods, the Retail Study indicates there is currently no capacity for any further floorspace to 2026. However, there is likely to be some need beyond 2026, although this should be treated with caution as long term retail growth expenditure forecasts beyond a ten years period is very difficult to accurately forecast.

**6.7.11** The council therefore recognises the importance of regularly reviewing retail forecasts figures, at least every five to ten years, to take into account the latest information on population and expenditure growth. The latest retail forecasts will be taken into account when assessing planning applications for retail development.

**6.7.12** Despite the 'no capacity' conclusion set out in the Study until at least 2026, the council will still support appropriate retail proposals coming forward, although this is likely to be only within the designated centres.

**6.7.13** As a general principle, new shops selling primarily convenience goods should be located close to, and easily accessible by, the community that they are intended to serve, with a priority to development in centres. This includes the city centre, as the spatial strategy envisages considerable residential development (and, therefore, population growth) here.

**6.7.14** Policy LP12 sets out the sequential approach to the location of retail development based on the hierarchy of centres. The meaning of 'edge-of-centre' for the purpose of retail development is a location that is well connected to and within easy walking distance (i.e. up to 300 metres) of the boundary of a PSA. In determining 'easy walking distance', the council will take into account barriers to pedestrian movement, such as the need to cross major roads or car parks, the attractiveness and perceived safety of the route and the strength of attraction and size of the centre.

### Other Town Centre Uses

**6.7.15** A sequential approach will also be applied to other town centre uses in line with the NPPF and as set out in policy LP12.

**6.7.16** However, in accordance with policy LP4 (Spatial Strategy for Employment Skills and University) office developments will also be supported in defined General Employment Areas and Business Parks.

**6.7.17** Policy LP30 also sets out a wider approach to culture leisure and tourism, and identifies exceptional circumstances where other locations may be appropriate.

**6.7.18** Other uses such as libraries, medical centres and community facilities should be located in or on the edge of centres where possible, but will not be restricted to those locations if they would be unsuitable or inappropriate in relation to the community that they would serve.



## Policy LP12: Retail and Other Town Centre Uses

The overall strategy for retail and other maintown centre uses within the City, District and Local Centres of Peterborough is to:

- support and regenerate the city centre in order to promote its viability and vitality and to maintain its position at the top of the retail hierarchy;
- protect, support, and where necessary regenerate, existing District Centres and Local Centres to ensure they continue to cater for the needs of the communities they serve;
- provide appropriate development in the form of new centres in the emerging and proposed urban extensions and other large scale allocations, to serve the needs of the new communities created, as set out in policy LP5.

### Hierarchy of Centres:

The hierarchy of designated centres in Peterborough is as follows, and are identified on the Policies Map:

#### 1 - Peterborough City Centre\*

Peterborough City Centre

#### 2 - District Centres\*

Bretton  
Hampton  
Millfield

Orton  
Werrington

#### 3 - Local Centres

Amberley Slope (Werrington)  
Ayres Drive (Stanground)  
Bamber Street/Gladstone Street  
Bellona Drive (Stanground South)  
Broadway  
Central Avenue (Dogsthorpe)  
Central Square (Stanground)  
Chadburn (Paston)  
Church Drive (Orton Waterville)  
Copeland  
Crown Street/Lincoln Road  
Eagle Way (Hampton)  
Eastfield Road – North  
Eastfield Road – South  
Eye

Lincoln Road/Geneva Street  
Lincoln Road/Paston Lane  
London Road,  
Loxley  
Malvern Road  
Matley  
Mayors Walk  
Napier Place  
Netherton  
Newark Avenue  
Oakleigh Drive  
Oundle Road  
Parnwell  
Russell Street  
St Pauls Road

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### 3 - Local Centres

Fleet Way	Taverners Road(Lincoln Road)
Fletton High Street	The Parade (Lawson Avenue)
Fulbridge Road/Mountsteven Avenue	The Pyramid Centre (Bretton)
Gladstone Street/Russell Street	The Triangle/Lincoln Road
Gunthorpe Road	Thorney
Hampton Hargate	Valley Park/Sugar Way
Hampton Hempsted	Warwick Road
Hampton Vale	Welland (Scalford Drive)
Herlington	Welland Road
Hill Close/Eastfield Road	Werrington Village
Hodgson	Westwood (Hampton Court)
Langford Buildings/Alexandra Road	Wittering

\*For retail development, the PSA will take precedence

#### Primary Shopping Areas and Primary Shopping Frontages

The City Centre and District Centres each have a Primary Shopping Area (PSA) and Primary Shopping Frontage (PSF), as identified on the Policies Map. Local Centres do not have PSF and their PSAs are the same as their Local Centre boundaries (also identified on the Policies Map).

Within the PSF of the City Centre, development for A1 and A3 uses will in principle be acceptable. Particular support will be given to A3 uses around Cathedral Square. Development for other ground floor uses will only be acceptable if it would maintain a built frontage with a window display, would be likely to maintain or increase footfall along the frontage and would not result in a concentration of non-A1 or non-A3 uses in that location.

Within the PSF of the District Centres or within Local Centres, planning permission for any non-A1 use at ground floor level will only be granted if the development would maintain or enhance the vitality and viability of the centre and appearance of the frontage.

#### New Retail Development

The latest retail forecast (2016) indicates there is no capacity for any further comparison or convenience floorspace across the district until at least 2026. As such, only retail proposals within a designated centre, of a scale appropriate for that centre, will be supported, unless:

(a) any current (as at March 2016) committed but unimplemented floorspace permissions lapse their consent, and provided no additional consents have been given since March 2016 which make up for those lapses; or

(b) a new district wide retail forecast produced post adoption of the plan indicates there is a need earlier than 2026.

If either (a) or (b) do apply, then the council will apply a sequential approach to the consideration of applications for retail, in line with the NPPF, taking into account the above hierarchy of centres. The levels of the sequence is as follows:

Level	Retail
1	Within PSA
2	Edge of PSA
3	Edge of Centre
4	Out of Centre

The council will only consider out of centre locations where suitable sites are not available in more central locations. Any retail proposals outside defined town centres must be of appropriate scale to the area and result in no significant adverse impact on existing centres.

The creation of a new or extension to an existing village shop, will be supported where it is in connection with the planned growth of the village or where it would help to achieve a more sustainable rural community, subject to amenity and environmental considerations, and the requirement that the scale of any additional retail provision should be of an appropriate for the size and scale for the size of the village and its catchment.

Every effort will be made to prevent the loss of an existing village shop which sustains a village community, by permitting additional uses which would help to improve its financial viability. The loss of an existing village shop will only be permitted if provision to replace the facility is made or it can be demonstrated that the present use is no longer viable.

### Other Town Centre Uses

The council will apply a sequential approach to the consideration of applications for other town centre uses, in line with the NPPF, taking into account the above hierarchy of centres. The levels of the sequence is as follows:

Level	Retail
1	Within Centre
2	Edge of Centre
3	Out of Centre

### Out of Centre Development

Development proposals for main town centre uses in out of centre and edge of centre locations will be required to demonstrate their suitability through sequential site test, as set out above.

In addition all proposals for retail, leisure and office developments outside of town centres (and designated employment areas for office development) which would result in increase of over:

- a. 2,500 sq metres of gross external floorspace within 1km of City Centre
- b. 1,000 sq metres of gross external floorspace within 500m of Districts
- c. 500 sq metres of gross external floorspace within 250m of Local Centres
- d. 280 sq metres of gross external floor space in any other locations not covered by a - c.

will need to be accompanied by an impact assessment, which includes a robust assessment of impact on nearby centres. Proposals which fail to satisfy the sequential test or likely to lead to significant adverse impacts will not be permitted.

## 6.8 Transport

### Transport

**6.8.1** The impacts of growth on the city's transport infrastructure will require careful planning.

**6.8.2** The main transportation policies and infrastructure requirements for Peterborough are set out in the Long Term Transport Strategy (LTTS) and the latest Cambridgeshire and Peterborough Local Transport Plan (LTP), the latter being the responsibility of the Combined Authority.

**6.8.3** Reflecting the latest LTP and LTTS, the council's broad approach is as follows:

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- **City Centre Core:** Reduction of cars and car parking in the core area with a strong emphasis on pedestrians and cycles, but also promoting and accommodating public transport.
- **City Centre:** Reduction of car use in the city centre would be supported by parking policy generally.
- **City Peripheral:** The city periphery would encourage walking and cycling with improved facilities and develop strong public transport corridors to enhance these modes.
- **Outer City:** The public transport links will be strengthened where possible, with improvements to services, priority and infrastructure. In these more distant locations there will be efforts to ensure that all trips are directed onto the most appropriate routes into the city centre to ensure that the network is being used as efficiently as possible.
- **Rural:** The public transport links will be strengthened where possible, with improvements to services, priority and infrastructure. In these more distant locations there will be efforts to ensure that all trips are directed onto the most appropriate routes into the city centre to ensure that the network is being used as efficiently as possible.

**6.8.4** The policy for transport aims to reduce the need to travel by private car and helps to deliver a sustainable transport package capable of supporting growth and the council's Environment Capital aspirations.

**6.8.5** This policy should be read in conjunction with the Infrastructure policy LP14, which explains the relationship between the Infrastructure Delivery Schedule (IDS), the Community Infrastructure Levy (CIL) and the Developer Contributions Supplementary Planning Document (SPD). The IDS identifies a list of infrastructure projects within the authority area.

### Parking Standards

**6.8.6** Appendix C sets out the car parking and cycle standards for new development within use classes A, B C and D1, excluding schemes in the City Core Policy Area, where no new car parking is required in accordance with policy LP46.

**6.8.7** All development should carefully assess its parking needs taking into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; the existing available car parking provision close to the development site and an overall need to reduce the use of high-emission vehicles, as stated in the NPPF.

**6.8.8** Development should consider user's needs, impact on neighbouring users and the safe and efficient use of the highway network and consider imaginative solutions for car share facilities, powered two wheeler and cycle parking, and enabling domestic electric vehicle charging points. Unallocated cycle parking for residents should be secure and covered, located in easily accessible locations throughout the development. The Manual for Streets (2007) and Manual for Streets 2 (2010) provide guidance on the principles that should normally be followed. All development should justify the level of parking provided and the design of such parking.

**6.8.9** To demonstrate how accessibility, mobility and transport related matters have been considered and taken into account in the development of proposals, one or more of the following should be submitted with planning applications, with the precise need dependent on the scale and nature of development:

- parking or design and access statement (all proposals); and/ or
- transport statement (typically required for developments of 50 - 80 dwellings); and/ or
- transport assessment and travel plan (typically required for developments over 80 dwellings).



- 6.8.10** Flatted development in the city centre boundary must be supported by a parking management plan.
- 6.8.11** Advice on the level of detail required should be confirmed through early discussion with the local planning and highway authority.



### Policy LP13: Transport

New development must ensure that appropriate provision is made for the transport needs that it will create, having specific regard to the policies and proposals of the latest local Transport Plan (LTP) and Long Term Transport Strategy (LTTTS).

To or assist in achieving the aims of the LTTTS and LTP all new development proposals should, where appropriate, demonstrate that appropriate, proportionate and viable opportunities have been taken to:

- Reduce the need to travel, especially by car;
- Prioritise bus use over car use across the network;
- Seek to develop transport interchanges and travel hubs that provide facilities for transfer between modes of travel;
- Improve walking, cycle and public transport connections to district and local centres, travel hubs and key services, including links from the railway station and the River Nene;
- Make journeys on foot, cycle, public transport, car share or water the more attractive option over private car use, through the use of direct, legible and segregated routes;
- Provide an efficient and effective transport network that is well managed and maintained, using modern technology where appropriate, to allow for the safe and efficient movement of all modes of transport, together with quality information to improve knowledge of available transport options;
- Assist those with access and mobility difficulties;
- Promote improvements to travel security through improvements to lighting, CCTV and underpasses;
- Deliver quality cycle facilities at workplaces including secured and covered cycle parking, showering and changing facilities; and
- Seek to improve sustainable transport links to travel hubs from rural areas and improve walking and cycle links between villages.

Developers will be required to ensure proposals for major new developments are assessed, using appropriate methodologies (such as Travel Plans, Transport Assessments and Transport Statements), for their likely transport impacts. Major Development proposals adjacent to international and nationally designated biodiversity sites will require an air quality assessment to demonstrate no significant adverse effect on sensitive features, whilst proposals of greater than 'major development' located not immediately adjacent, but within the vicinity of, such designated sites, may also require an air quality assessment if there is the possibility of a significant adverse effect arising.

#### The Transport Implications of Development

Planning permission for development that has transport implications will only be granted if:

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- (a) appropriate provision has been made for safe, convenient and sustainable access to, from and within the site by all user groups, taking account of the priorities set out in the LTP; and
- (b) following appropriate mitigation the development would not result in a residual cumulative severe impact on any element of the transportation network including highway safety following appropriate mitigation.

### Parking Standards

Planning permission will only be granted for development if the proposal makes appropriate and deliverable parking provision in accordance with the standards in Appendix C, except for residential schemes within the City Core Policy Area which will be delivered in accordance with the requirements of policy LP46.

For all other uses, the number and nature of spaces provided, and their location and access, should have regard to surrounding conditions and cumulative impact and set out clear reasoning in a note submitted with the application (whether that be in a Design and Access Statement / Transport Statement / Transport Assessment and/ or Travel Plan as appropriate, depending on the nature and scale of development proposed).

Proposals must ensure that appropriate vehicle, powered two wheeler, cycle parking and disabled parking provision is made for residents, visitors, employees, customers, deliveries and for people with impaired mobility.

In the City Centre non-residential developments will be required to make use of existing public car parks before the provision of additional car parking spaces will be considered. Elsewhere developers are encouraged to design schemes which share parking spaces with other developments where the location and pattern of uses of the spaces makes this possible. If there is a realistic prospect of sharing spaces, the council will be prepared to relax the requirements for provision accordingly.

All development requiring parking provision should be designed, where practical, to incorporate facilities for electric plug-in and other ultra-low emission vehicles, or as a minimum the ability to easily introduce such facilities in the future.

### City Centre

Within the areas identified as the City Centre on the Policies Map, all development proposals must demonstrate that careful consideration has been given to:

- prioritising access to pedestrians;
- improving accessibility for those with mobility issues;
- encouraging cyclists to access the city centre;
- reducing the need for vehicles to enter the city centre and particularly the city core policy area, with retail and other commercial development service vehicles being carefully controlled to minimise unnecessary disturbance to the public.

## 6.9 Infrastructure

- 6.9.1** The major growth and expansion of Peterborough will be supported by necessary infrastructure such as roads, schools, and health and community facilities to ensure the relevant supporting infrastructure is in place to help in the creation of sustainable communities.

- 6.9.2** The Peterborough Infrastructure Delivery Schedule (IDS) identifies infrastructure projects that will support the sustainable growth of the city. This includes:
- Community Infrastructure – Community buildings and libraries,
  - Transport – highways, cycle and pedestrian facilities, rail, bus, travel management and car parking,
  - Environmental Sustainability - Open space and Green Infrastructure projects such as Nene Park, South Peterborough Country Park and the forest of Peterborough,
  - Skills and Education – primary school, secondary schools, further and higher education,
  - Emergency Services – fire, ambulance and police,
  - Utilities and Services – water, waste water, flood risk management, electricity and gas.
- 6.9.3** The IDS is a live document produced to identify the range of infrastructure types and projects required to support growth. Importantly, it identifies likely funding sources, delivery agents, timescales and priorities. The IDS will be updated every two to three years.
- 6.9.4** The necessary infrastructure will come from a variety of sources, including the council, government departments, public agencies, utility service providers and the private development industry. However, it is unlikely that all the different service providers will have the necessary financial arrangements in place at the same time, therefore the role of the IDS is to ensure that all the service providers' strategies and investment plans are developed alongside and align with the Local Plan.
- 6.9.5** In April 2015 the council adopted the Community Infrastructure Levy (CIL) and a Developer Contributions SPD. The SPD provides detailed guidance on the council's approach to how developers will contribute to the provision of infrastructure, both on and off site. At present the council does not intend to refresh the CIL prior to the adoption of this Local Plan.
- 6.9.6** While every effort has and will be made to ensure the timely provision of infrastructure, the following policy will be used to restrict development from being commenced or, in certain cases, from being permitted, in the absence of proven infrastructure capacity.
- 6.9.7** Where there is a major development proposal which requires its own (on-site and/or off-site) infrastructure, and the proposal is subject to EIA and/or project level Appropriate Assessment under the Habitats Regulations, the council will require the developer to consider the likely effects of the development and all of its supporting infrastructure as a whole, so that potential in-combination effects can be fully assessed before any decisions are taken.



### Policy LP14: Infrastructure to Support Growth

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

#### 1. 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 necessary requirements arising from the proposed development. Development proposals must consider all of the infrastructure implications of a scheme; not just those on the site or its immediate vicinity. Conditions or planning obligations,

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as part of a package or combination of infrastructure delivery measures, are likely to be required for many proposals to ensure that new development meets this principle.

Consideration must be given to the likely timing of infrastructure provision. As such, development may need to be phased. Conditions or a planning obligation may be used to secure this phasing arrangement.

### 2. Developer Contributions

Developers will be expected to contribute towards the delivery of relevant infrastructure. They will either make direct provision or will contribute towards the provision of local and strategic infrastructure required by the development either alone or cumulatively with other developments.

Further guidance on how this policy will be implemented is set out in the CIL charging schedule and other CIL related policies, and the Developer Contributions SPD.

## 6.10 Safeguarded Land for Future Infrastructure

**6.10.1** Sometimes infrastructure which may not be viable or needed in the short-term is likely to be crucial to the future development of the city over the medium to long-term. This may lead to, on a fairly exceptional basis, the need to 'safeguard' land from certain forms of development in order to protect it for future infrastructure needs. The following policy highlights three such areas in need of safeguarding.



### Policy LP15: Safeguarded Land for Future Key Infrastructure

Planning permission on the following safeguarded land, as identified on the Policies Map, will only be granted for development which does not threaten or otherwise hinder the ability to implement the identified infrastructure project.

Scheme	Location	Planned infrastructure
Land beside the A15	Glington/Northborough bypass	Highway Infrastructure
Former Wansford to Stamford and Peterborough to Wisbech Railway Lines	Wansford - Stamford; Peterborough - Wisbech	Walking and Cycling Infrastructure
A1 Wittering Junction improvements	A1 adjacent to Wittering	Highway Infrastructure

## 6.11 Urban Design and the Public Realm

**6.11.1** Urban design and the quality of the public realm play a significant part in people's everyday lives. Good design can help to create attractive places and spaces for people to live, work,

play, relax and visit. It is at the heart of the vision for a more sustainable Peterborough because it contributes to our quality of life in so many ways.

- 6.11.2** Design should evolve from an understanding of the site, its context and surroundings, rather than unimaginative standards which could apply to any location. The design and layout of new developments establish people's views and image of the city and its surrounding villages.
- 6.11.3** Applications for new development must be supported by a Design and Access statement, in line with current planning legislation. Developers will be expected to explain how the policy matters below have been addressed within their development proposals. Reference should be made, where relevant, to the Design and Development in Selected Villages SPD, Conservation Area Appraisals, adopted Neighbourhood Plans and Character Area Assessments where they have been prepared.
- 6.11.4** The requirements and standard for water efficiency measures in new dwellings is set out in policy LP32.



### Policy LP16: Urban Design and the Public Realm

All development proposals are expected to positively contribute to the character and local distinctiveness of the area and create a sense of place. As such, and where applicable, proposals will be required to demonstrate to a degree proportionate to the proposal, that they:

- a. Respect the context of the site and surrounding area and respond appropriately to:
  - the local patterns of development, including street plots and blocks, spaces between buildings and boundary treatments;
  - building form, including size, scale, massing, density, details and materials;
  - topography;
  - existing natural, historic and built assets and features that contribute positively to local character and distinctiveness;
  - existing landmarks and focal points;
  - existing views into, out of or through the site;
- b. Make effective and efficient use of land and buildings, through the arrangement of development plots and the design, layout and orientation of buildings on site;
- c. Are durable, flexible and adaptable over their planned lifespan, taking into account potential future social, economic, technological and environmental needs, through the structure, layout and design of buildings and places;
- d. Use appropriate, high quality materials which reinforce or enhance local distinctiveness, with consideration given to texture, colour, pattern and durability;
- e. Maximise pedestrian permeability and legibility, and avoid barriers to movement, through careful consideration of street layouts and access routes that are attractive, accessible and easily recognisable;
- f. Provide well designed boundary treatments, that reflect the function and character of the development and its surroundings;
- g. Provide well designed new public realm, with appropriate landscaping (hard and soft), street furniture, opportunities for public art and opportunities to enhance biodiversity;

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- h. Are safe and designed to minimise crime and antisocial behaviour, taking into account secure by design principles; and
- i. Ensure public places and buildings are accessible to all.

For all development proposals within villages, regard should be had to the council's Design and Development in Selected Villages SPD.

### 6.12 Amenity Provision in Residential Development

**6.12.1** Standards of amenity influence people's health and quality of life. Through policy LP17, the council will seek to ensure that standards of amenity, which all existing and future occupants of neighbouring land and buildings may reasonably expect to enjoy, are provided for in new development. This includes preventing unacceptable harm to existing occupiers arising from new development. This policy applies as much to residential extensions and conversions as it does to new dwellings.



#### Policy LP17: Amenity Provision in Residential Development

##### Amenity of existing occupiers

New development should not result in an unacceptable impact on the amenity of existing occupiers of any nearby properties. These impacts may include:

- a. loss of privacy for the occupiers of any nearby property; or
- b. loss of public green space and/or amenity space; or
- c. noise and/or vibration levels resulting in disturbance for the occupiers or users of any nearby property or land; or
- d. loss of light to and/or overshadowing of any nearby property; or
- e. overbearing impact on any nearby property; or
- f. adverse impact on air quality from odour, fumes, dust, smoke or other sources; or
- g. light pollution from artificial light or glare.

##### Amenity of future occupiers

Development proposals should be designed and located to ensure that the needs of future occupiers are provided for and should include:

- h. adequate natural light, privacy and noise attenuation; and
- i. adequate amenity for the living and storage needs of prospective occupiers; and
- j. well designed and located private amenity space; and
- k. well designed and located bin storage and collection areas, including adequate turning space for collection vehicles where appropriate (in accordance with Appendix E); and
- l. cycle storage (in accordance with the standards set out in Appendix C).

## 6.13 Shop Frontages, Security Shutters and Canopies

- 6.13.1** Shop fronts can make a substantial and positive contribution to the visual interest of an area if sympathetically designed, but a degree of control is required if the character of buildings or the overall appearance of a street is not to be destroyed by poor design. Open shop fronts, such as those with expansive glazing and thin metal frames, can create visually unacceptable voids and proposals for their development will generally be resisted. Particular care is necessary in the design of shop fronts in conservation areas, and on listed buildings, or where the shop front would straddle buildings of different designs.
- 6.13.2** Security shutters (especially if solid) on shopfronts can be visually unattractive and create a 'dead', hostile appearance, which can reduce natural surveillance and thereby encourage crime. This can also affect the commercial viability of an area. There are other means of improving the security of shop fronts, such as the use of laminated glass, improved lighting, internal security grilles or natural surveillance, that have a less detrimental impact. The city council will strive to achieve a balance between the security requirements of individual shops and the impact on the wider area.
- 6.13.3** Canopies are not traditional on most buildings in this country and are frequently not compatible with their style or character. Because of their shape, design, materials and colours, they can be visually very dominant and discordant. It is important, therefore, that they should be used sensitively.
- 6.13.4** This policy is supported by the Shop Front Design Guidance SPD.



### Policy LP18: Shop Frontages, Security Shutters and Canopies

Planning permission for any new, replacement or altered shop front, including signage, will only be granted if:

- (a) its design would be sympathetic in size, architectural style/proportion, materials and architectural detailing to the building to which it would be fitted; and
- (b) it would not detract from the character or appearance of the street as a whole; and
- (c) any advertising material is incorporated as an integral part of the design.

Planning permission for the installation of an external security shutter will only be granted where:

- (d) it is demonstrated that there is a persistent problem of crime or vandalism affecting the property which cannot be satisfactorily and reasonably addressed by an alternative measure; and
- (e) the property is not a listed building or situated in a conservation area; and
- (f) the shutter is designed to a high standard, taking account of the design features of the frontage into which it would be installed; and
- (g) the design is open mesh/perforated in style.

A proposal for the installation of a canopy will only be acceptable on the ground floor of a shop, cafe, restaurant or public house, and only if it can be installed without detracting from the character of the building or surrounding area.

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Further details in relation to the implementation of this policy can be found in the latest Shop Front Design Guidance SPD.

### 6.14 The Historic Environment

- 6.14.1** The protection, conservation and enhancement of Peterborough's historic environment is an integral part of the future strategy for the area. A fundamental feature of the spatial strategy for Peterborough set out in this plan, is substantial residential, employment and related growth, with an emphasis on intensification within the urban area. With this anticipated growth, it is vital that the value and character of the historic environment is not put at risk. If sensitively implemented, change and growth can present opportunities to enhance the historic built environment.
- 6.14.2** Our positive strategy for the historic environment will be achieved through the implementation of policy LP19 and through:
- the special protection afforded to designated heritage assets and their settings;
  - careful control of development that might adversely affect designated and non-designated heritage assets; non-scheduled, nationally important archaeological remains; other areas of archaeological potential or importance; historic features and their settings; and areas of historic landscape or parkland;
  - the preparation and maintenance of a list of buildings and structures of local significance;
  - safeguarding heritage assets at risk and taking steps to reduce the number of heritage assets in Peterborough on the local and national Heritage at Risk Registers; and
  - encouraging the sympathetic maintenance and restoration of listed buildings, historic shop fronts and historic parks, gardens and landscapes, based on thorough historical research. Policies LP16 Urban Design and the Public Realm, LP18 Shop Frontages, Security Shutters and Canopies, LP20 Special Character Areas and LP27 Landscape Character, will also particularly assist in the achievement of this.
- 6.14.3** It is important to note that this policy does not seek to prevent or unnecessarily restrict development within the setting of heritage assets. It allows for suitable development to take place in these areas, so that they may make an appropriate contribution to the growth priorities of the Local Plan. For example, new development does not have to mimic the past; carefully considered, high quality designs that provide a successful contrast with their surroundings can conserve and enhance character, as can schemes that employ authentic historical forms and features.
- 6.14.4** Peterborough is an ancient settlement stretching back to prehistoric times, which has been transformed into a modern city, often closely associated with its New Town background. In an area of predominantly recent buildings, the older structures and street patterns, boundary walls, buried archaeological remains and other features of the city, its villages and historic landscape, represent an important record of the area's social and economic history and are a valued amenity for residents and visitors.
- 6.14.5** We are fortunate to have a rich tapestry of heritage assets including historic places and structures of international and national significance, such as the Bronze Age remains at Flag Fen, the Norman Cathedral with its precincts and associated ecclesiastical buildings in the



heart of the city, and the magnificent Burghley House, gardens and parkland in the north-west of the district. There is an international appreciation of the life and work of the 'peasant poet' John Clare, whose cottage at Helpston provides a visitor centre and educational facilities. Within the Peterborough area there are: four Registered Historic Parks and Gardens of special historic interest (Thorpe Hall, Burghley House, Milton Hall and Peterborough Cathedral Precincts), 29 Conservation Areas, over 1,000 listed buildings which are recognised to be of special architectural or historic interest; with around 10% of them being Grade I or Grade II\*, and 66 Scheduled Monuments. However, the value of heritage assets is by no means confined to these places. The city, and surrounding settlements and historic landscapes, all have varied and unique characters and appearance. These heritage assets are irreplaceable and therefore every effort should be made to ensure appropriate protection and enhancement.

### Scheduled Monuments

**6.14.6** Application for Scheduled Monument Consent (SMC) must be made to the Secretary of State for Digital, Culture, Media and Sport before any work can be carried out which might affect a monument either above or below ground level.

### Listed Buildings

**6.14.7** A proposal to demolish a listed building, or to alter or extend it in a way that would affect its special character, requires listed building consent. If the proposal also involves 'development', planning permission is required and, in that case, the Council will wish to consider applications for listed building consent and planning applications concurrently.

**6.14.8** Proposals to alter or extend any listed building will be assessed against the need to preserve the special architectural or historic interest which led to the building being listed. There is a general presumption in favour of the preservation of listed buildings, and consent to demolish or partly demolish such buildings will only be granted in exceptional circumstances.

**6.14.9** The setting of a listed building may be affected by development. It is important that applications for planning permission for development affecting listed buildings, or their settings, include an assessment of impact on their significance so that an informed decision can be reached.

### Conservation Areas

**6.14.10** The effect of a proposed development on the the special architectural or historic character or appearance of a Conservation Area is a material consideration in the determination of planning applications. All development should preserve or enhance that character or appearance.

**6.14.11** Development within Conservation Areas must respect the local character and be carefully designed to respect the setting, through consideration of scale, height, massing, alignment, and use of appropriate materials. Keeping valued historic buildings in active and viable use is important for both the maintenance of the building concerned and the overall character of the Conservation Area. Proposals to change the use of a building might therefore be supported, where features essential to the special interest of the individual building are not lost or altered to facilitate the change of use.

### The Setting of Heritage Assets

**6.14.12** The setting of a heritage asset is the surrounding area in which a heritage asset is experienced. All heritage assets have a setting, whether they are designated or not. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral. The contribution of setting to significance is often expressed by reference to views. This is likely to include a variety of views of, across,

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or including the asset and views of the surrounds from or through the asset. The importance of a setting lies in what it contributes to the significance of the heritage asset.

### Archaeology

**6.14.13** Archaeological remains are an important part of Peterborough's historic environment and identity. They constitute an important resource for understanding our past, and often survive as significant landscape features and character areas. It is highly probable that many significant archaeological sites remain undiscovered and unrecorded. Archaeological remains are a finite and non-renewable resource and, in many cases, are highly fragile and vulnerable to damage and destruction.

**6.14.14** There is a presumption in favour of physical preservation of remains in situ wherever possible. In the case of application sites which include, or could potentially include, heritage assets with archaeological interest, the council will require the developer to carry out a preliminary desk-based assessment and/or programme of field evaluations. The results of these will inform the plan and decision-making processes at pre-determination stage. In advance of the loss of a potential heritage asset at a post-determination stage, further archaeological mitigations may be attained through the implementation of a programme of suitable archaeological investigations. Written Schemes of Investigation will need to reference the Peterborough Historic Environment Record (HER).

### Views of Peterborough Cathedral

**6.14.15** The City Centre Conservation Area Appraisal (2017) recognises the Cathedral as a major landmark building in the city. The council will seek to protect important views of the Cathedral and its setting (see policies LP46, LP49 and LP50) which highlight these views). Applicants are encouraged to discuss their proposals with the council at the earliest opportunity if there is any potential that the proposal may impact on, or give rise to opportunities for improved, Cathedral views.

### Non Designated Heritage Assets

**6.14.16** There are over 230 buildings which have been identified as non-designated heritage assets. Although these are not afforded the same special protection as listed buildings, they have local historic or architectural significance and make a positive contribution to the character and appearance of the area, and so justify a degree of protection. All non-designated heritage assets are listed in the Council's Local List of Heritage Assets' (December 2016), which can be found on the council's website.

**6.14.17** In the villages, there are many open areas, substantial walls, hedges, and treed frontages that are an essential and valued feature of village character and appearance. An open space or a gap in an otherwise built-up frontage allows key views into and out of a village. Substantial treed or hedged frontages, traditional walls or railings are invariably positive features in the street scene. As non-designated heritage assets, these features are identified on the Policies Map and are a material consideration in planning decisions.

### Heritage Statement

**6.14.18** As stipulated in policy LP19, some developments should be accompanied by a Heritage Statement that includes a description of the significance of the heritage asset affected and analysis of the resultant impact of the development on that significance. This should involve an assessment of any contribution made by their setting. A Heritage Statement should also set out mitigation to reduce the identified impact of the development on the significance of the heritage assets. The level of detail of this statement should be proportionate to the significance of the asset affected and will, if necessary, be directed by the council.

**6.14.19** Development proposals affecting any heritage asset will need to reference, through the Design and Access Statement or other means, appropriate published evidence, such as those referred to in this section of the plan.



### Policy LP19: The Historic Environment

The council recognises that the historic environment plays an important role in the quality of life experienced by local communities and will protect, conserve and seek opportunities to enhance Peterborough's rich and diverse heritage assets and their settings, for the enjoyment of current and future generations.

All new development must respect, and enhance or reinforce where appropriate, the local character and distinctiveness of the area in which it would be situated, particularly in areas of high heritage value. There will be particular emphasis on the following:

1. a presumption against development that would unacceptably detract from important views of Peterborough Cathedral by virtue of its height, location, bulk or design;
2. the use of Conservation Area Appraisals and associated Management Plans to ensure the preservation and where possible enhancement of the special character or appearance of each of Peterborough's Conservation Areas;
3. the protection of designated heritage assets and their settings;
4. the identification and protection of significant non-designated heritage assets and their settings; and
5. the avoidance of harm to the character and setting of Burghley Park, Milton Park, Thorpe Park, and Peterborough Cathedral Precincts, and to the grounds and parkland associated with Bainton House, Ufford Hall, Walcot Hall and the Abbey Fields, Thorney.

All development proposals that would directly affect any heritage asset (whether designated or non-designated), including any contribution made by its setting, will need to be accompanied by a Heritage Statement which, as a minimum, should cover the following:

6. describe and assess the significance of the asset and/or its setting to determine its architectural, historic, artistic or archaeological interest; and
7. identify the impact of the development on the special character of the asset; including the cumulative impact of incremental small-scale changes which may have as great an effect on the significance of a heritage asset as a larger scale development; and
8. provide a clear justification for the works, especially if these would harm the significance of the asset or its setting, so that the harm can be mitigated and weighed against public benefits.

The level of detail required should be proportionate to the asset's importance and sufficient to understand the potential impact of the proposal on its significance and/or setting.

Unless it is explicitly demonstrated that the proposal meets the tests set out in the NPPF, planning permission will only be granted for development affecting a designated heritage asset where the impact of the proposal will not lead to substantial harm or loss of significance.

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Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm will be weighed against the public benefits of the proposal, including securing its optimum viable use.

Where a non-designated heritage asset is affected by development proposals, there will be a presumption in favour of its retention, though regard will be had to the scale of any harm or loss and the significance of the heritage asset. Any special features which contribute to an asset's significance should be retained and reinstated, where possible.

The council recognises the significance of setting to a heritage asset and proposals that fail to preserve or enhance the setting of a designated heritage asset will not be supported. Development proposals that make a positive contribution to, or better reveal the significance of, the heritage asset and its setting will, in principle, be supported.

### 6.15 Special Character Areas

- 6.15.1** A number of areas in Peterborough have been designated as conservation areas because of their special architectural or historic interest (see policy LP19, and individual conservation area appraisals and management plans).
- 6.15.2** In addition, whilst not of conservation area quality, three locally specific Special Character Areas have been designated to acknowledge their strong landscape character, architectural quality and development patterns that together provide high environmental quality. All three Special Character Areas are marked by their low-density and generally large dwellings set within spacious grounds. It is important that any development is carefully guided in order to protect each Area's character.
- 6.15.3** The development criteria identified below are intended to provide additional design guidance in respect of these Special Character Areas.
- 6.15.4 Wothorpe:** The settlement pattern is set around three bridleways established in the Enclosure Award (1797), now First Drift and Second Drift. Both are un-adopted roads. These bridleways provided access to allotments, which gradually became developed into residential properties. Since Enclosure the pasturelands, hedgerows and woodlands surrounding the village have remained largely unaltered. The area is characterised by low-density development, mainly individually designed family houses set in large landscaped gardens giving a semi-woodland setting. The built environment has a wide range of building styles.
- 6.15.5 Thorpe Road, Thorpe Avenue, Westwood Park Road:** The character of the area is defined by low density, large detached family dwellings set back behind established building lines in large and typically spacious landscaped gardens. Many of the properties in the area have a sylvan setting. Trees of varied maturity add significantly to the special character of the area.
- 6.15.6 Ashton:** The settlement is formed by a loose collection of three historic farmsteads, a small number of 19th Century cottages and some post-1950 infill dwellings interspersed with open space along Bainton Green Road and High Field Road. Most buildings are stone and slate construction. Development is very limited and the layout has changed little from the end of the 19th Century.
- 6.15.7** In addition to conservation areas and Special Character Areas the council has adopted a Design and Development in Selected Villages SPD. This gives additional detailed design policy and will be taken into account when determining applicable development proposals.



## Policy LP20: Special Character Areas

To preserve the special character of Wothorpe, Thorpe Road and Ashton (as defined on the Policies Map), the council will assess proposals for development against the following Special Character Area criteria:

- Garden Sub-Division: There should be no sub-division of gardens if this adversely affects the character of the area, amenity space and/or the loss of trees or boundary hedges.
- Extensions and Alterations: Incremental changes in the size and appearance of existing buildings will not be permitted if it harms their character or that of the Area. Alterations should be sympathetic to the original style, and of an appropriate scale to maintain their character. Extensions that result in excessive site coverage, immediate or eventual loss of trees or hedges, or preclude the planting of suitable species of trees or hedges will not be supported.
- Design: Any new development must where possible enhance the character and appearance of the Area. It must respect the scale, massing, depth, materials and spacing of established properties. Integral garages should be avoided. Garages should be sited behind the building line to the side of the dwelling.
- Design and Access Statement: where required, applications for development should be accompanied by a design and access statement that demonstrates how the proposal takes into account the Area's special character.
- Trees: Policy LP29 will be rigorously applied and given considerable weight in this Area.

The following additional criteria are applicable to the respective Special Character Area:

### Wothorpe Area

- All development proposals must ensure that the mature landscape character is maintained through the retention of existing trees, boundary hedges, walls and grass verges. Existing space around buildings should be maintained to preserve large trees.
- Proposals for whole or part demolition of any building or to intensify the use of plots in a way that adversely affects the current integrity of the area will not be supported.
- There will be a presumption against increased access and hard-standings, except where it can be shown to be necessary, and does not dominate the site or harm existing landscaping.
- Existing frontage hedging must be retained. Where this is absent, evergreen hedging species should be used. A combination of hedging and walls may be considered where the hedging predominates.
- In all cases, regard must be had to the Design and Development in Selected Villages SPD.

### Thorpe Road Area

- New building designs should incorporate boundary walls, railings or fences with formal evergreen or deciduous hedging predominant and allow sufficient space for the planting of trees to reinforce the landscape around the site.

### Ashton Area

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- Any development should respect the linear form of Ashton. As such, there is a presumption against all backland development.
- The special relationship between the settlement and its agricultural setting must not be undermined by new development. As such, views of surrounding countryside must be maintained.
- In all cases, regard must be had to the Design and Development in Selected Villages SPD.

### 6.16 New Open Space, Sport and Recreation Facilities

- 6.16.1** Peterborough is a place with large areas of attractive, publicly accessible open spaces that offer important opportunities for recreation, sport and play, as well as delivering a range of multi-functional green infrastructure benefits. Open space within Peterborough offers important habitat for wildlife, and ecosystem services through flood alleviation and reducing air pollution. The council recognises the wide range of benefits that effectively planned, designed and maintained open space and green infrastructure can bring, and aims for high quality provision in the planned growth of the area.
- 6.16.2** As the population of Peterborough continues to grow, new residential development will create additional demand and pressure on existing open spaces, and potentially recreational pressure on designated nature conservation sites. Therefore, given their important role and impact upon overall quality of life in Peterborough, new development will be expected to include a level of new open space, sports and recreation provision to meet the development's needs and where applicable, mitigate against any recreational pressure on designated sites.
- 6.16.3** The council will apply the open space standards set out in Appendix D to secure adequate provision of open space and outdoor playing pitches with the capacity to meet the additional demand arising from new residential development. The open space standards have been informed by the Peterborough Open Space Strategy Update (2016) and Playing Pitch Strategy (2017), and provide the basis for assessing the notional open space requirements of any proposed residential development. The council will apply the standards to residential proposals of 15 or more dwellings, including housing sites within the city centre boundary as shown on the Policies Map (although here, a financial contribution to provision is more likely to be the best solution, rather than on-site provision).
- 6.16.4** The open space requirements for a specific development proposal will be based on the application of the standards, taking into account the current average household size for Peterborough, the type and size of dwellings proposed in the development and any particular needs identified in neighbourhood or community plans for the area in which the development would take place. It will also take account of any potential recreational pressure on designated nature conservation sites.
- 6.16.5** The Open Space Strategy identifies those areas in the district deficient in different types of open space in terms of quantity, quality and accessibility. These areas will be used by the council as a starting point for identifying where on-site open space provision should be prioritised. Where on-site provision cannot be achieved, the council will seek improvements to existing open space elsewhere within the area of deficiency, so long as it serves the development in question.
- 6.16.6** The standards for the different types of open space will not necessarily be applied in a cumulative way, as one type of open space may be capable of performing more than one function. For example, a developer may be able to meet the neighbourhood park and children's play standards by incorporating a children's play area within a neighbourhood park. The

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council will generally encourage the creation of a consolidated open space structure for major new housing developments with open space provided on-site and accessible to all residents. The council may seek variations in the composition of the open space in order to secure the best outcome for the development and the surrounding area.

- 6.16.7** In assessing whether any open space that is provided in accordance with policy LP21 will be acceptable, the council will take into account the need to ensure that the open space is easy to use by people of all ages, has considered the particular barriers that can be experienced by people with physical and sensory disabilities, and whether it is safe and secure for everyone.
- 6.16.8** Provided that the size, location and site characteristics of open spaces are acceptable, they have been fully laid out in accordance with the council's requirements and are in a satisfactory condition, the council will normally be prepared to adopt and maintain them. For adoption purposes, developers will be required to enter into an agreement with the council which will include payment by the developer of a commuted sum to cover the costs of future maintenance of the open space. Further details and guidance is set out in the Developer Contributions SPD, which has been updated to align with this Local Plan.
- 6.16.9** The following policy is also a vital component of ensuring that there is no significant adverse effect on the integrity of International and National designated sites as a result of additional recreational pressure, and therefore complements policy LP28.



## Policy LP21: New Open Space, Sport and Recreation Facilities

### Part A New Open Space, Outdoor Sport and Recreation Facilities

Subject to Part C, residential development schemes of 15 dwellings or more will be required to make appropriate provision for new or enhanced open space, sports and recreation facilities in accordance with this policy, the standards set out in Appendix D, and in compliance with the latest Peterborough Developer Contributions SPD (or similar subsequent document).

Type of Open Space	Development Scheme Thresholds for Open Space Provision			
	Less than 15 dwellings	15 - 40 dwellings	41 - 499 dwellings	500 or more dwellings
<b>Country Parks</b>	No requirement	No requirement	No requirement	On site S106
<b>Neighbourhood Parks</b>	No requirement	On site or off site S106	On site or off site S106	On site S106
<b>Children's Play - LAP</b>	No requirement	On site S106	On site or off site S106	On site S106
<b>Children's Play - LEAP</b>	No requirement	Off site S106	On site or off site S106	On site S106
<b>Children's Play - NEAP</b>	No requirement	Off site S106	On site or off site S106	On site S106
<b>Natural Greenspace</b>	No requirement	Off site S106	On site S106	On site S106
<b>Allotments</b>	No requirement	Off site S106	On site or off site S106	On site S106
<b>Playing Pitches</b>	No requirement	Off site S106	Off site S106	On site S106

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### On-Site Provision

The council's first preference is for on-site provision in a suitable location, even for those locations where the above table indicates 'on-site or off-site'. The precise type of on-site provision that is required will depend on the nature and location of the proposal and the quantity and type of open space needed in the area. This should ideally be the subject of discussion and negotiation with the council at the pre-application stage.

If there are deficiencies in certain types of open space provision in the surrounding area, the council may seek variations in the component elements set out in the standards to be provided by the developer in order to help overcome those deficiencies, where such deficiencies would be exacerbated by additional development.

Where the facilities are created on-site as part of a development, they should:

- be of an appropriate size and quality in accordance with the standards in Appendix D;
- be designed to be safe and accessible to all potential users;
- maximise green infrastructure benefits and functions;
- take opportunities to connect to the strategic Green Infrastructure Network;
- have a clear funding strategy and appropriate mechanisms secured which will ensure satisfactory long term maintenance and management of the facility.

### Off-Site Provision

In certain circumstances as directed by the above table, and subject to legislation and the council's local policies on the implementation of CIL, it may be acceptable for a developer to make a financial or in-kind contribution towards open space off-site. Such proposals, which should ideally be agreed at pre-application stage, will only be considered if:

(a) the provision of open space on-site would not be feasible due to the nature of the proposed development, by virtue of its size and/or other site specific constraints; and/or

(b) the open space needs of the proposed residential development can be met more appropriately by providing either new or enhanced provision off-site.

### Part B Indoor Sports and Recreation Facilities

All residential development below 500 dwellings will contribute to the provision of 'off site' strategic indoor sports and recreation facilities by way of CIL. For sites of 500 or more dwellings, a S106 planning obligation will be sought to secure on-site or off site delivery. The precise contribution/obligation will be negotiated on a case by case basis.

### Part C Designated Sites - Mitigation of Recreational Impacts of Development

Where a new development has the potential to have significant adverse effect on the integrity of a designated international or national site for nature conservation purposes, as a result of additional recreational pressure on that designated site, the development may be required to provide open space of sufficient size, type and quality over and above the standard requirements set out in this policy, in order to mitigate that pressure.

Mitigation may also involve providing or contributing towards a combination of the following measures:

1. Access and visitor management measures within the designated site;
2. Improvement of existing greenspace and recreational routes;



3. Provision of alternative natural greenspace and recreational routes;
4. Monitoring the impacts of new development on international designated sites to inform the necessary mitigation requirements and future refinement of any mitigation measures

## 6.17 Green Infrastructure Network

- 6.17.1** Green Infrastructure is the strategic network of multi-functional, linked green spaces, both new and existing, urban and rural, which delivers a range of benefits for people and wildlife. The network is formed by individual green infrastructure components at different scales, from street trees, green roofs, and sustainable drainage, to allotments, nature conservation sites and country parks. These assets may be physically and visually connected to one another by linear features, such as hedgerows, public rights of way, cycle routes, rivers and watercourses to form a green infrastructure network.
- 6.17.2** The strategic green infrastructure network in Peterborough provides a number of benefits, including:
- Enhancing landscape and character and built heritage;
  - Enhancing biodiversity;
  - Supporting healthy ecosystems;
  - Providing climate change solutions (mitigation and adaptation);
  - Supporting healthy lifestyles and thriving communities;
  - Providing active access to the outdoors.
- 6.17.3** Individual elements of the green infrastructure network can serve a useful purpose at a range of scales without being connected. However, when green infrastructure components are linked together to form green networks, further combined benefits can be achieved at a strategic level. These direct and indirect benefits of green infrastructure have been termed 'ecosystem services' and are derived from physical natural assets known as 'natural capital'. Development can impact on the extent and ability of natural capital to provide ecosystem services. To ensure that these benefits are delivered, green infrastructure must be protected, well planned and managed.
- 6.17.4** The council has prepared a Green Infrastructure and Biodiversity SPD, which sets out a Peterborough wide green infrastructure vision and strategy, and defines specific focus areas where targeting investment in green infrastructure is most likely to deliver multiple benefits. The proposals and action plan of the SPD will need to be taken into account and supported in new developments to ensure that the required green infrastructure is provided to support the growth of the city. It is envisaged that the Peterborough Nature Partnership will lead on the coordinated delivery of specific green infrastructure projects. Detailed descriptions of each of the focus areas are contained within the SPD.
- 6.17.5** As set out in policy LP5, where urban extensions are to be created to accommodate the growth of the city, it is important that multi-functional green infrastructure is included as an integral element of their design and layout and which maximises the delivery of ecosystem services. It is also important that such proposals look beyond the site boundary and look for opportunities to connect to the wider green infrastructure network in the Peterborough area and beyond.
- 6.17.6** The council expects all development proposals to make a contribution to providing, enhancing and/or managing green infrastructure proportionate to the scale of the development proposed.

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In developing proposals, the green infrastructure network for Peterborough should be viewed and considered alongside other relevant policies in this Local Plan to identify opportunities for protecting, enhancing and connecting green infrastructure assets as part of new development.



### Policy LP22 Green Infrastructure Network

The council, working in partnership with conservation and environmental organisations, local communities, developers and statutory agencies, will seek to maintain and improve the existing green infrastructure network in Peterborough. This will be achieved by enhancing, creating and managing multi-functional green infrastructure, within and around settlements, that are well connected to each other and the wider countryside, and which reflect the broad strategic framework set out in the Green Infrastructure and Biodiversity SPD.

The council will take into account the latest Open Space Strategy, Green Infrastructure and Biodiversity SPD and any other appropriate local evidence to guide applicants on what new green infrastructure will be required and how it should be delivered.

All development proposals should ensure that existing and new green infrastructure is considered and integrated into the scheme design from the outset. Where new green infrastructure is proposed, the design should maximise the delivery of ecosystem services and support healthy and active lifestyles.

Strategic and major development proposals should incorporate opportunities for green infrastructure provision, to reverse the decline in biodiversity and restore ecological networks at a landscape scale, reverse habitat fragmentation and increase connectivity of habitats, and to preserve, restore and create priority and other habitats within and adjacent to development schemes.

Proposals will be expected to provide clear arrangements for the long-term maintenance and management and/or enhancement of green infrastructure assets. Where appropriate, the council may utilise planning conditions, CIL or planning obligations to deliver green infrastructure projects.

Development must protect the existing linear features of the green infrastructure network that provide connectivity between green infrastructure assets, including public rights of way, bridleways, cycleways and waterways, and take opportunities to improve such features.

Development proposals that cause loss or harm to the green infrastructure network will not be permitted, unless the need for and benefits of the development demonstrably outweigh any adverse impacts. Where adverse impacts on the green infrastructure network are unavoidable, development will only be permitted if suitable mitigation measures for the network are provided.

Development proposals which are consistent with and support the delivery of the opportunities, priorities and initiatives identified in the Peterborough Green Infrastructure and Biodiversity SPD will be supported.

## 6.18 Local Green Space, Protected Green Spaces and Existing Open Spaces

### Local Green Space

**6.18.1** Local Green Space (LGS) is a national designation, as defined in the NPPF, which aims to protect green areas or spaces which are demonstrably special to a local community and hold a particular significance. LGS designation can be used where the green space is:

- In reasonably close proximity to the community it serves; and
- Local in character and not an extensive tract of land; and
- Demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including playing fields), tranquillity or richness of its wildlife.

**6.18.2** Planning permission will only be granted for development proposals in a designated LGS in very special circumstances. These circumstances are set out in the NPPF and align with Green Belt status.

### Protected Green Space in Villages

**6.18.3** In addition to LGS designations, this Local Plan also includes Protected Green Space in Villages (PGSV). These open spaces make a positive contribution to the individual character of a village and may also provide a visual or amenity function. Open undeveloped spaces within a settlement are as important as the buildings in giving a settlement its unique character and form. Some open spaces, especially towards the edge of a settlement, are important in preserving the setting of a settlement. Other open spaces provide breaks in the street scene and may allow views of the surrounding countryside to be enjoyed from within the settlement.

### Existing Open Space

**6.18.4** In addition to the open space designations identified on the Policies Map, there are numerous existing open spaces across Peterborough that are valued locally and contribute to the quality of life of communities living in the area.

**6.18.5** Although not identified on the Policies Map, these open spaces perform an important role in terms of visual amenity, sport, recreation and play, and community use. Examples include informal parkland and amenity open space. A broad range of open spaces exist and thus open space typologies and a parks hierarchy was established in the 2006 Open Space Strategy and subsequent updates. Some of this open space is identified in the council's Open Space Study and Standards (2016) and is available to view on the interactive map on the council's website. NPPF paragraph 74 clearly states that open space should not be built on unless strict tests are met. The council will protect all of these open spaces from development unless the particular circumstances set out in the policy apply.



### Policy LP23: Local Green Space, Protected Green Space and Existing Open Spaces

#### Local Green Space

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Local Green Space, as defined on the Policies Map, will be protected in line with the NPPF, which rules out new development on these sites other than in very special circumstances.

### Protected Green Space in Villages

Open spaces that have a particular role in maintaining the character and identity of villages are identified on the Policies Map as Protected Green Space in Villages. These spaces will be protected from development unless there are no significant detrimental impacts on the character and appearance of the surrounding area, ecology and any heritage assets.

### Other Open Spaces

Existing non designated open spaces will, in principle, be protected from development. New development that will result in the loss of existing open space will not be supported, unless the criteria in the NPPF are met.

In addition, if the requirements of the NPPF can be satisfied, the proposal must also demonstrate that:

1. The open space does not make an important contribution to the green infrastructure network or connectivity of habitats, and the development would not result in landscape or habitat fragmentation or incremental loss; and
2. The proposed development can be accommodated on the open space without causing significant detrimental impact on the character and appearance of the area, ecology or any heritage assets.

## 6.19 Nene Valley

**6.19.1** The Nene Valley runs west-east across the authority area. It has long been identified as an area of high amenity, landscape, ecological and heritage value and forms part of the Nene Valley Nature Improvement Area (NIA). There are opportunities for development to positively support the aims of the NIA, as set out in the latest NIA Business Plan, to reverse the decline of biodiversity and restore and enhance the ecological network, for example; through the provision of accessible natural greenspace, landscaping using native species and the creation of new habitat. It is important that development within the NIA recognises the full range of ecosystem services and enhances their provision where possible. Further information regarding ecosystem services in the Nene Valley NIA is available on the Nene Valley NIA website.

**6.19.2** The council works in partnership with a number of organisations to manage the river environment, both within the boundary defined on the Policies Map and the wider River Nene catchment area. Facilities such as the Ferry Meadows Country Park have been provided within the Nene Valley. However, the council considers that there is still scope for further action to enhance the Nene Valley's role for recreation, whilst having due regard to enhancing the natural environment. It is envisaged that there will be a gradual transition from informal, dispersed activities in the rural area to more organised, formal activities in the urban area. The Nene Park Master Plan (2017) will provide a mechanism for addressing some of the above issues.

**6.19.3** To the west of the urban area of Peterborough, the Nene Valley has high value landscape features, and, from a nature conservation perspective, parts are also designated as a Site of Special Scientific Interest and County Wildlife Site, such as Castor Flood Meadows SSSI and River Nene County Wildlife Site. East of the city lies the Nene Washes SSSI and other wetland sites. The Nene Washes are of international importance for nature conservation, and are

## The Policies

formally designated as a Special Protection Area (in relation to the conservation of wild birds), and a 'Ramsar' site (in relation to wetlands of international importance). Part of the Nene Washes (Mortons Leam) is designated as a Special Area of Conservation for spined loach (a type of rare fish).

- 6.19.4** Where these designations apply, the duty to further the conservation and enhancement of the features for which the site is of special interest will carry considerable weight in decision-making (see LP28). In other parts of the Nene Valley recreation development will be encouraged, subject to there not being any unacceptable impact on these considerations.



### Policy LP24: Nene Valley

Within the area of the Nene Valley, as identified on the Policies Map, the council will support development that will safeguard and enhance recreation and/or bring landscape, nature conservation, heritage, cultural or amenity benefits. The proposal will need to be appropriate in terms of use, scale and character within its townscape or landscape setting. Development proposals will be particularly supported where they:

- (a) would enhance navigation along the River Nene for a wide range of recreational, cultural or transport purposes, without impacting negatively on wildlife or other land management activities. Development that creates new links with other waterways within and/or surrounding the local authority area will also be supported;
- (b) would protect and enhance biodiversity, and contribute to linking surrounding habitats through habitat creation and improved green infrastructure;
- (c) would enable greater public access to the waterspace and the achievement of continuous publicly accessible paths and cycle routes through the valley;
- (d) would enhance the provision of ecosystem services within the Nene Valley NIA;
- (e) would not have an adverse effect on the integrity of the Nene Washes International site or other designated sites in line with Policy LP28.

There will be a general emphasis on development involving low-impact, informal activities in the rural area of the valley, and development involving more formal activities in the urban area. In all cases, new development beside the river will be required to be designed with a frontage or open space to the river which creates a more natural water's edge and enhances its character.

Development which would increase flood risk, or compromise the performance of flood defences or existing navigation facilities will not be permitted.

### 6.20 Country Parks

- 6.20.1** Country parks should provide a wide range of recreational activities including; outdoor sports facilities and playing fields, children's play for different age groups and informal recreational pursuits, including sitting out and walking. Nature trails, cycle routes, formal picnic areas,

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interpretation facilities, refreshments and toilets are also likely to be found in country parks. Country parks may also provide opportunities to enhance landscape character and biodiversity, and contribute to wildlife and habitat connectivity in the wider area.

**6.20.2** Ferry Meadows Country Park is located within the Nene Valley and therefore is covered by policy LP24.



### Policy LP25: Country Parks

The following sites are identified on the Policies Map as Country Parks and are protected for that purpose. Planning permission will only be granted for development which is considered appropriate to the use of the area as a country park, especially if it would also contribute to or enhance its landscape character and biodiversity.

Site Reference	Site Name	Site Area (ha)
LP24.1	Hampton Country Park	162
LP24.2	Castor and Ailsworth Country Park	87

### 6.21 Green Wedges

Green Wedges are open areas around and between parts of a settlement, or settlements, whose primary role is to maintain the distinction between the countryside and built up area and protect the separate identity and character of individual settlements. They may also provide opportunities for outdoor sport and recreation, access to the countryside and maintaining landscape and wildlife interest.

- 6.21.1** In general, there has been limited built development within the Green Wedges around Peterborough, however in recent years, some parts of the Green Wedge network have come under growing development pressure due to their proximity to the built up area. The council maintains a long-term commitment to Green Wedges in this Local Plan.
- 6.21.2** One of these wedges separates Peterborough from Glinton; a second separates Peterborough from Eye; a third separates Stanground from Farcet; and a fourth separates the main part of Peterborough from its suburb of Stanground. Although Stanground forms part of the Urban Area, it is separated from the remainder of the city by an area of undeveloped land. Here, as in the other cases, it is the policy of the council to maintain the separate identity of communities by containing urban sprawl.
- 6.21.3** Although primarily areas for agriculture and woodland, Green Wedges may, where appropriate, accommodate new woodland planting or open uses such as SuDS, landscaping and open spaces associated with an adjoining allocated site, provided that they do not harm the separation of settlements. There may also be instances where it is essential for a certain type of development to be

**6.21.4** located in a Green Wedge, this may include development required by a public or private utility to fulfil their statutory obligations, or the provision of strategic transport infrastructure, provided that other relevant Local Plan policies are satisfied.



### Policy LP26: Green Wedges

Green Wedges, as identified on the Policies Map, have been identified to fulfil one or more of the following functions and policy aims:

- prevent the merging of settlements, protecting their setting and preserving their separate identity, local character and historic character;
- provision of an accessible recreational resource, with both formal and informal opportunities, close to where people live, where public access is maximised without compromising the integrity of the Green Wedge;

Within the areas identified as Green Wedges, planning permission will only be granted where it can be demonstrated that the development is not contrary or detrimental to the above functions and aims.

Development proposals within a Green wedge will be expected to have regard to:

1. the need to retain the open and undeveloped character of the Green Wedge and the physical separation between settlements;
2. opportunities to improve the quality of green infrastructure within the Green Wedge, with regard to the latest Peterborough Open Space Strategy, Peterborough Green Infrastructure and Biodiversity SPD, or subsequent replacement evidence and/or guidance;
3. the maintenance and enhancement of the network of footpaths, cycleways and bridleways and their links to the countryside, to retain and enhance public access, where appropriate to the function of the Green Wedge.

Development proposals adjacent to the Green Wedges will be expected to demonstrate that:

4. they do not adversely impact on the function of the Green Wedge, taking into account scale, siting, design, materials and landscape treatment;
5. they have considered linkages to and enhancements of the adjacent Green Wedge.

## 6.22 Landscape Character

**6.22.1** The character of the landscape across the Peterborough administrative area has been shaped by both human and physical influences and varies considerably, with some landscapes more sensitive than others. There are no National Parks or Areas of Outstanding Natural Beauty within the area, but that does not mean that the character and beauty of the countryside is not valued in its own right. Conserving and enhancing the distinct landscape setting of the area is integral to protecting the identity of Peterborough.

**6.22.2** Peterborough lies within five National Character Areas defined by Natural England, which provide a broad description of the landscape in these areas. The Peterborough Landscape

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Character Assessment (2007) identifies six landscape character areas within Peterborough and eighteen sub-areas that sit within these. The Assessment provides guidance on the character and local distinctiveness of the landscape within these areas and assesses the landscape in terms of its sensitivity to change and ability to accept development. Landscape Character Assessments may also be prepared to inform Neighbourhood Plans to identify landscape issues of local concern. These Landscape Character Assessments will be used in the determination of planning applications to ensure the diverse character of the area's landscape is respected, maintained and, where possible, enhanced.

**6.22.3** The way that growth is delivered in Peterborough will need to be appropriate and sensitive to the landscape in which it will be situated. It is therefore important for the Local Plan to establish a consistent approach to avoid unnecessary damage to the quality and distinctiveness of our landscapes; and to capture enhancements to the landscape where development is to take place.



### Policy LP27: Landscape Character

New development in and adjoining the countryside should be located and designed in a way that is sensitive to its landscape setting; retaining, enhancing or restoring the distinctive qualities of the landscape character area and sub area in which it would be situated.

There are six landscape character areas (with associated sub-areas), which have been identified in the Peterborough Landscape Character Assessment. Their general extent is shown on Map B. They are:

- Nene Valley
- Nassaburgh Limestone Plateau
- Welland Valley
- Peterborough Fens
- Peterborough Fen Fringe
- South Peterborough Claylands

For each Landscape Character Area and sub area, specific details of which are provided in the Peterborough Landscape Character Assessment, planning permission will be granted if the proposed development would:

- recognise and, where possible, enhance the character and special qualities of the local landscape through appropriate design and management;
- reflect and enhance local distinctiveness and diversity;
- identify, maintain and, where possible, enhance any natural or man-made features of significant landscape, historical, cultural, wildlife and geological importance. Where a proposal may result in significant harm, it may be permitted in exceptional circumstances, if the overriding benefits of the development demonstrably outweigh the harm: in such circumstances the harm should be minimised and mitigated;
- safeguard and enhance important views and vistas, including sky lines in to, out of and within the development layout;



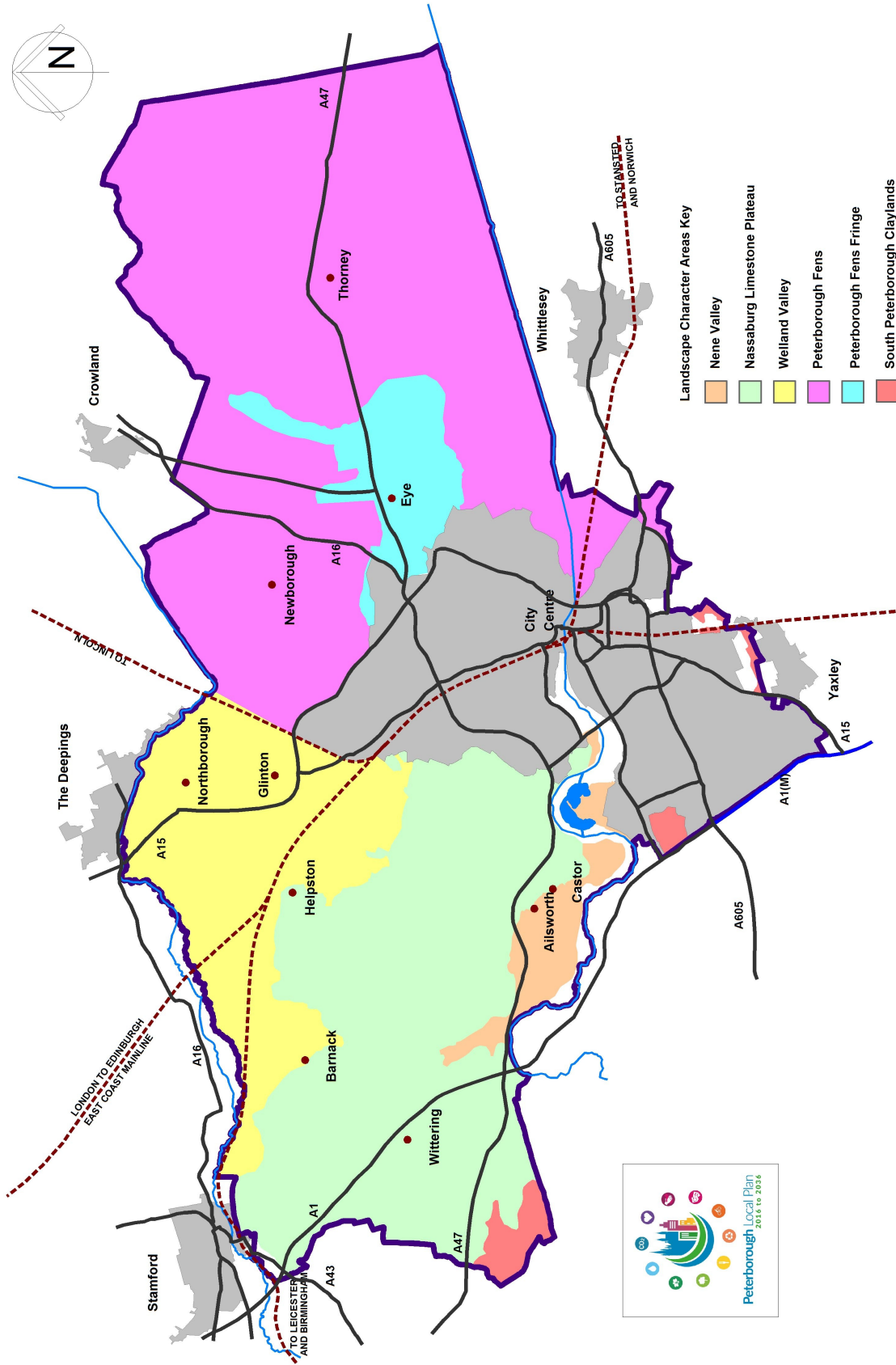
## The Policies

- protect the landscape settings and separate identities of settlements; and
- provide appropriate landscape mitigation proportionate in scale and design, and/or suitable off-site enhancements.

In considering the impacts of a proposal, the cumulative as well as the individual impacts on the landscape will be considered, including the potential impacts on adjacent Landscape Character Areas.

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Map B



## 6.23 Biodiversity and Geological Conservation

- 6.23.1** Peterborough's natural environment is a valuable resource, rich in internationally, nationally and locally designated sites, as well as those without formal designation. Ecological networks comprising designated sites, other habitats, and wildlife corridors are necessary to maintain and enhance biodiversity and prevent fragmentation and loss of connectivity. This is essential if species are to adapt to climate change and if a net gain in biodiversity is to be achieved.
- 6.23.2** The council wishes to ensure, through planning decisions, that there is no net loss in biodiversity and a net gain, where possible. The council has prepared a Green Infrastructure and Biodiversity SPD to help achieve this aim.

### Designated Sites

- 6.23.3** Designated sites for nature conservation importance are classified into a hierarchy according to their status and the level of protection they should be afforded. International sites form the top tier of the hierarchy with the highest level of protection, followed by national and then locally designated sites. This policy seeks to ensure that appropriate weight is given to their importance and the contribution that they make to the wider ecological network. International and National sites are shown on the Policies Map and Table 4 below shows the hierarchy of designated sites in Peterborough.
- 6.23.4** There are three international sites within the administrative boundary of Peterborough; Barnack Hills and Holes (SAC), Nene Washes (SAC, SPA and Ramsar) and; Orton Pit (SAC). These internationally important sites are protected by the Habitats Directive and Habitats Regulations. The presumption in favour of sustainable development does not apply to development assessed as likely to have a significant effect on such sites.
- 6.23.5** Sites of Special Scientific interest (SSSIs) form a network of nationally designated sites which also underpin sites designated to meet international obligations. All National Nature Reserves (NNRs) are also notified as SSSIs and these sites are recognised as being amongst the most important SSSIs in the country. Development that is likely to have an adverse effect on these sites, alone or in combination with other developments, will only be permitted in exceptional circumstances, in accordance with the NPPF.
- 6.23.6** Local sites are also important components of the ecological network and are highly valued locally, providing benefits for both people and wildlife, and recognising the importance of our geology in underpinning the landscape and habitats we have. Developments should help enhance this network and avoid adverse impact on local sites. Where significant harm cannot be avoided, the mitigation hierarchy should be followed (see 6.23.12)

**Table 4 Hierarchy of Designated Sites for Nature Conservation**

International Sites	Ramsar sites Special Areas of Conservation (SAC) Special Protection Areas (SPA)
National Sites	Sites of Special Scientific Interest (SSSI) National Nature Reserves (NNR)
Local Sites	Local Nature Reserves (LNR) County Wildlife Sites (CWS) Local Geological Sites (LGS)

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- 6.23.7** As well as greenfield sites and naturalised sites which provide assets in terms of biodiversity and geodiversity, the urban areas of Peterborough contain several significant brownfield sites of high environmental value. Whilst providing an important source of land for redevelopment, these sites may also be valuable for biodiversity and support open mosaic habitats (a habitat of principal importance), which in turn support many threatened and declining species.
- 6.23.8** Both local sites and brownfield biodiversity sites have been mapped and are available to view on the council's online community map.

### Protected Species

- 6.23.9** Many wildlife species benefit from statutory protection under a range of legislative provisions. Section 41 (S41) of the Natural Environment and Communities Act 2006 contains a list of habitats and species of principal importance. The current list (August 2010) contains 56 habitats of principal importance and 943 species of principal importance. The council has a duty to promote the protection and recovery of these species populations, linked to national and local targets, and identify suitable indicators for monitoring biodiversity.
- 6.23.10** Developers are advised to contact the council at an early stage to determine if their proposal would affect any habitat or species of principal importance. The Cambridgeshire and Peterborough Biodiversity Partnership has published lists of priority species and additional species of interest that are locally important. The Cambridgeshire and Peterborough Environmental Records Centre also holds records of locally recorded species and is therefore a useful source of biodiversity information.

### Biodiversity and Geodiversity in Development

- 6.23.11** New development should ensure no net loss in biodiversity and provide a net gain where possible, through the planned retention, enhancement and creation of habitats and wildlife features. This should be appropriate to the scale, type and location of development, and the long term maintenance and management of these features should be considered early in the planning process.
- 6.23.12** Development should avoid any adverse impact on biodiversity and geodiversity. Where significant adverse impacts would result, the first priority should be relocation of the development to an alternative site. If impacts cannot be avoided then suitable mitigation is required. If that is not possible, then full compensation must be provided.
- 6.23.13** For most development proposals involving construction or engineering works, applicants will be expected to complete the council's biodiversity checklist and provide a comprehensive site survey as part of the planning application. Applicants should refer to the council's website and Green Infrastructure and Biodiversity SPD for further guidance on the checklist and survey requirements when preparing and submitting an application. The council encourages developers to complete Natural Cambridgeshire's 'Developing with Nature Toolkit' to demonstrate how their proposal delivers a net gain in biodiversity.
- 6.23.14** Most development near a river or watercourse will have the potential to impact on water quality and biodiversity. A requirement of the Water Framework Directive is that there should be no deterioration in water body status. In addition to water quality, landscaping along watercourses is also a primary factor contributing to ecological status. Naturalisation of riverbanks therefore, where hard landscaping currently exists, can make a significant contribution to biodiversity and in turn water quality.



## Policy LP28: Biodiversity and Geological Conservation

Through the development management processes, management agreements and other positive initiatives, the council will:

- aid the management, protection, enhancement and creation of priority habitats, including limestone grasslands, woodlands and hedgerows, wet woodlands, rivers and flood meadows;
- promote the creation of an effective, functioning ecological network throughout the district, consisting of core sites, buffers, wildlife corridors and stepping stones that link to green infrastructure in adjoining local authority areas to respond to and adapt to climate change;
- safeguard the value of previously developed land where it is of significant importance for biodiversity and/or geodiversity;
- work with developers and Natural England to identify a strategic approach to great crested newt mitigation, where this is required, on major sites and other areas of key significance for this species.

### 1. Designated Sites

#### 1a) International Sites

The highest level of protection will be afforded to international sites designated for their nature conservation or geological importance. Proposals having an adverse impact on the integrity of such areas, that cannot be avoided or adequately mitigated to remove any adverse effect, will not be permitted other than in exceptional circumstances. These circumstances will only apply where there are:

- no suitable alternatives;
- imperative reasons of overriding public interest; and
- necessary compensatory provision can be secured.

Development will only be permitted where the council is satisfied that any necessary mitigation is included such that, in combination with other development, there will be no adverse effects on the integrity of international sites.

Development proposals that are likely to have an adverse impact, either alone or in combination, on international designated sites, must satisfy the requirements of the Habitats Regulations, determining site specific impacts and avoiding or mitigating against impacts where identified. Such impacts may include increased recreational pressure, air pollution and water quality impacts.

#### 1b) National Sites

Development proposals within or outside a SSSI, likely to have an adverse effect on a SSSI (either individually or in combination with other developments), will not normally be permitted unless the benefits of the development, at this site, clearly outweigh both the adverse impacts on the features of the site and any adverse impacts on the wider network of SSSIs.

#### 1c) Local Sites

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Development likely to have an adverse effect on locally designated sites, their features or their function as part of the ecological network, including County Wildlife Sites, Local Geological Sites and sites supporting Biodiversity Action Plan habitats and species, will only be permitted where the need and benefits of the development clearly outweigh the loss and the coherence of the local ecological network is maintained.

### 1d) Habitats and Species of Principal Importance

The council will consider all development proposals in the context of its duty to promote the protection and recovery of priority species and habitats. Where adverse impacts are likely, development will only be permitted where the need for and benefits of the development clearly outweigh these impacts. In such cases, appropriate mitigation or compensatory measures will be required.

## 2. Biodiversity and Geodiversity in Development

All development proposals should:

- Conserve and enhance the network of habitats, species and sites (both statutory and non-statutory) of international, national and local importance commensurate with their status and give appropriate weight to their importance;
- Avoid negative impacts on biodiversity and geodiversity;
- Deliver a net gain in biodiversity, where possible, by creating, restoring and enhancing habitats and enhancing them for the benefit of species
- Where necessary, protect and enhance the aquatic environment within or adjoining the site, including water quality and habitat. For riverside development, this includes the need to consider options for riverbank naturalisation. In all cases regard should be had to the council's Flood and Water Management SPD.

All development proposals should complete the council's biodiversity checklist to identify features of value on and adjoining the site and, for major development proposals, to provide an audit of losses and gains in existing and proposed habitat. Where there is the potential for the presence of protected species and/or habitats, a relevant ecological survey(s) must be undertaken by a suitably qualified ecologist. The development proposals must be informed by the results of both the checklist and survey. In all cases, regard should be had to the council's Green Infrastructure and Biodiversity SPD.

## 3. Mitigation of Potential Adverse Impacts of Development

Development should avoid adverse impact on existing biodiversity and geodiversity features as a first principle. Where adverse impacts are unavoidable they must be adequately and proportionately mitigated. If full mitigation cannot be provided, compensation will be required as a last resort where there is no alternative.

## 6.24 Trees and Woodland

**6.24.1** The council has a statutory duty (s197 of the Town and Country Planning Act 1990) to consider the protection and planting of trees when granting planning permission for proposed development. The potential effect of development on trees, whether statutorily protected (e.g. by a tree preservation order or by their inclusion within a conservation area) or not, is a material consideration that must be taken into account in dealing with planning applications.

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- 6.24.2** Trees provide a broad range of benefits from providing wildlife habitat, adding maturity to new sites, screening, shade, storm water attenuation, visual amenity and the ability to soften and complement the built form.
- 6.24.3** The council's Tree and Woodland Strategy (2012) sets out a strategy for the management of trees and woodland in Peterborough. It includes corporate aims to:
- sustainably maintain, improve and expand the quality of the existing tree and woodland cover; and
  - expand the extent of woodland cover through opportunities created through sustainable external funding.
- 6.24.4** This Local Plan assists in meeting those corporate aims, principally via policy LP29 below.
- 6.24.5** In terms of existing trees and woodlands, where trees are present on a development site a British Standard 5837 Tree Survey 'Trees in relation to Construction survey', and any related survey information, should be submitted along with an application for planning permission. This will ensure it is clear that a proper consideration of trees and woodlands has taken place and been taken into account in the preparation of proposals for a site.
- 6.24.6** In addition, an Arboricultural Method Statement will also be required where there is a likely adverse impact on the health and wellbeing of the trees, either through the pressure to prune or fell or through excavation works which could harm the root systems. The Statement should set out the measures that will need to be taken to protect the health of the trees during the construction period and afterwards.
- 6.24.7** If the development site (or land within 12 times of the stem diameter of trees located beyond the site boundaries) includes Ancient Woodland, an Ancient Tree and/or a Veteran Tree then any proposal that may result in the loss or damage of such trees will be particularly scrutinised, and only exceptionally approved. Proposals within 500m of an Ancient Woodland will also be tested (and, as appropriate, advice sought from the Forestry Commission) for any potential impact on the Ancient Woodland. Similarly, any loss of a tree which is protected by virtue of a Tree Preservation Order (TPO) will be resisted and unlikely be approved if it resulted in a net loss of amenity. In all instances, clear demonstration of overriding public interest in the loss of a tree(s) or woodland would need to be provided.
- 6.24.8** Any unprotected trees (especially those as defined as Category A or B trees within the aforementioned BS5837) will be expected to be retained if possible.
- 6.24.9** In terms of mitigation where loss of trees and woodland is proposed (and where it is deemed acceptable for such tree(s) to be lost, taking account of the status of the tree), then suitable proposals for mitigation, via compensation, should be provided. The tree compensation standard set out in this policy provides a suitable mechanism to determine the appropriate level of mitigation. The council's first preference is for on-site replacement at suitable locations within the curtilage of the development. In exceptional circumstances, where planting cannot be achieved on-site without compromising the achievement of good design, new tree planting proposals may be considered off site (including on public land) to mitigate. Where trees are to be provided off-site, planning obligations will be sought to cover replacement trees, their planting and their future maintenance.
- 6.24.10** The council is committed to increasing the overall tree canopy cover, and therefore opportunities for new tree planting should be explored as part of all development proposals.
- 6.24.11** Where new tree planting is proposed (irrespective of whether this is to compensate for losses on site), then the quantity, location and species selection of new trees will be expected to take practicable opportunities to meet the following five Tree Planting Principles:

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1. Create habitat and, if possible, connect the development site to the Strategic Green Infrastructure Network; and
2. Assist in reducing or mitigating run-off and flood risk on the development site; and
3. Assist in providing shade and shelter to address urban cooling, and in turn assist in mitigating against the effects of climate change; and
4. Create a strong landscaping framework to either (a) enclose or mitigate the visual impact of a development or (b) create new and enhanced landscape; and
5. Be of an appropriate species for the site.



### Policy LP29: Trees and Woodland

Development proposals should be prepared based on the overriding principle that:

- the existing tree and woodland cover is maintained, improved and expanded; and
- opportunities for expanding woodland are actively considered, and implemented where practical and appropriate to do so.

#### Existing Trees and Woodland

Planning permission will only be granted if the proposal provides evidence that it has been subject to adequate consideration of the impact of the development on any existing trees and woodland found on-site (and off-site, if there are any trees near the site, with 'near' defined as the distance comprising 12 times the stem diameter of the off-site tree). If any trees exists on or near the development site, 'adequate consideration' is likely to mean (a) the completion of a British Standard 5837 Tree Survey and, if applicable, (b) an Arboricultural Method Statement.

Where the proposal will result in the loss or deterioration of:

- i. ancient woodland; and/or
- ii. the loss of aged or veteran trees found outside ancient woodland

permission will be refused, unless and on an exceptional basis the need for, and benefits of, the development in that location clearly outweigh the loss.

Where the proposal will result in the loss or deterioration of a tree protected by a Tree Preservation Order or a tree within a Conservation Area, then permission will be refused unless:

- i. there is no net loss of amenity value which arises as a result of the development; or
- ii. the need for, and benefits of, the development in that location clearly outweigh the loss.

Where the proposal will result in the loss of any other tree or woodland not covered by above, then the council will expect the proposal to retain those trees that make a significant contribution to the landscape or biodiversity value of the area, provided this can be done without compromising the achievement of good design for the site.

#### Mitigating for loss of Trees and Woodland

Where it is appropriate for tree(s) and/or woodland to be lost as part of a development proposal, then appropriate mitigation, via compensatory tree planting, will be required. Such tree planting should:



- (a) take all opportunities to meet the five Tree Planting Principles (see supporting text); and
- (b) unless demonstrably impractical or inappropriate, provide the following specific quantity of compensatory trees:

Trunk diameter(mm) at 1.5m above ground of tree lost to development	Number of replacement trees required, per tree lost*
75 -200	1
210-400	4
410-600	6
610-800	9
810-1000	10
1000+	11

\* replacement based on selected standards 10/12 cm girth at 1m

#### **New Trees and Woodland**

Where appropriate and practical, opportunities for new tree planting should be explored as part of all development proposals (in addition to, if applicable, any necessary compensatory tree provision). Where new trees are proposed, they should be done so on the basis of the five Tree Planting Principles. Proposals which fail to provide practical opportunities for new tree planting will be refused.

#### **Management and Maintenance**

In instances where new trees and/or woodlands are proposed, it may be necessary for the council to require appropriate developer contributions to be provided, to ensure provision is made for appropriate management and maintenance of the new trees and/or woodland.

## **6.25 Culture, Leisure, Tourism and Community Facilities**

- 6.25.1** Peterborough's Cultural Strategy (2015 to 2020) sets out how culture and leisure activities will be promoted and delivered in the city. It also includes the vision 'To ensure that culture is at the heart of the city's growth so that those who live here now and in the future will enjoy a great place to live, work and play'.
- 6.25.2** Peterborough has a rich and diverse heritage coupled with a relatively young population. The city centre provides a wide range of cultural and leisure facilities, attracting many visitors and helping to boost the wider economy. Some of the main attractions include the Cathedral, Peterborough Museum, Broadway and Key Theatres, Regional Pool, Lido and sports facilities, Peterborough United's football ground and a range of restaurants and bars. Whilst the city centre is the focus for cultural and leisure facilities, the rural area is also home to a range of cultural facilities, including the Flag Fen Bronze Age site.
- 6.25.3** The overall Local Plan strategy proposes the intensification and regeneration of the city centre together with the provision of additional homes. This offers an ideal opportunity to help further improve the range of facilities and attractions.

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- 6.25.4** In recent years there has been significant investment in the museum and art gallery as well as an extension and improvements to the Key Theatre. The enhancement of the public realm around the Cathedral Square and elsewhere has also helped to improve the overall image of the city for visitors and the increased range of restaurants in this area has helped to make the city centre more vibrant and inviting.
- 6.25.5** Whilst the city centre is seen as the focus for major new cultural and leisure facilities, the latter will be provided across the district to meet the needs of the existing and growing population, such as the provision of smaller scale sports facilities that meet the needs of a local community and larger scale sports facilities that have a substantial land-take.
- 6.25.6** A strong leisure and cultural sector is seen as fundamental to the creation of a vibrant city. There is a need to improve the existing evening economy so that it is more socially inclusive with uses and events for all ages. There is a need for more restaurants and a larger theatre which would attract larger shows and productions to the city. Increasing the range of facilities will help create a place where all parts of the community feel safe and welcome throughout the day and night.
- 6.25.7** The development of a regional or national venue would bring many benefits to the city. All stages of public consultation in the preparation of the previous Local Plan had identified significant public support for a large-scale venue, particularly the need for an arena or entertainment venue.
- 6.25.8** There are many existing community facilities within Peterborough's urban area and villages providing for the health and wellbeing, social and educational needs of the community. Some of these serve a local community, while some serve a wider catchment area. It is important to seek to preserve these existing community facilities. However, it is recognised that there may be instances where facilities become demonstrably no longer fit for purpose and it can be demonstrated that there is no longer an existing or future community need for the facility, either in situ or elsewhere. Where the policy refers to 'redevelopment' this also includes proposals for the demolition, change of use and other forms of development that would result in the loss of an existing community facility.



### Policy LP30: Culture, Leisure, Tourism and Community Facilities

The Council will support the development of new cultural, leisure, tourism and community facilities, especially if:

- it will help to improve the range, quality, and distinctiveness of facilities that the city and surrounding areas have to offer;
- it improves access by sustainable transport modes to such facilities; and
- it will help to promote the image of Peterborough and attract more visitors.

#### Culture, Leisure and Tourism Facilities

As part of the overall spatial policy for the intensification and regeneration of the city centre, there will be a particular focus on the provision of new and improved cultural, leisure and tourism facilities here, and such proposals, where applicable, should:

- make the most of the existing facilities and assets such as the river frontage and the embankment, protecting this for future events and uses such as festivals and concerts;
- aim to promote a regionally/nationally flexible multi-use venue which can host a range of activities and large-scale events, including concerts; sports, arts and theatre events; a sport village/centre of excellence; leisure pool complex etc. to attract many visitors;
- aim to improve the evening and night time economy, offering a wide range of activities that are socially inclusive and meet the needs of different communities and different age groups, and that also take into account issues of community safety;
- aim to support the development of the University, such as shared sports facilities or libraries;
- assist in the creation and enhancement of water navigation facilities; and
- ensure that there are no detrimental impacts on designated sites, in accordance with policies LP23 and LP27.

In exceptional circumstances when there is no appropriate city centre site, due to the nature and scale of the proposed development, other locations for cultural, leisure and tourism facilities will be considered in accordance with a sequential approach to site selection outlined in policy LP11.

### Community Facilities

All development proposals should recognise that community facilities such as libraries, public houses, places of worship and community halls, or any registered asset of community value, are an integral component in achieving and maintaining sustainable, well integrated development.

Proposals for new community facilities will be supported in principle, and should:

- a. Prioritise and promote access by walking, cycling and public transport. Community facilities may have a local or wider catchment area: access should be considered proportionately relative to their purpose, scale and catchment area;
- b. Be accessible for all members of society;
- c. Be designed so that they are adaptable and can be easily altered to respond to future demands if necessary;
- d. Where applicable, be operated without detriment to local residents: this especially applies to facilities which are open in the evening, such as leisure and recreation facilities.

### Existing Culture, Leisure, Tourism and Community Facilities

The loss, via redevelopment, of an existing culture, leisure, tourism or community facility will only be permitted if it is demonstrated that:

- e. The facility is demonstrably no longer fit for purpose and the site is not viable to be redeveloped for a new community facility; or
- f. The service provided by the facility is met by alternative provision that exists within reasonable proximity: what is deemed as reasonable proximity will depend on the nature of the facility and its associated catchment area; or
- g. The proposal includes the provision of a new facility of a similar nature and of a similar or greater size in a suitable on or off-site location.

## 6.26 Renewable and Low Carbon Energy

**6.26.1** Renewable and Low Carbon energy refers to those sources of energy which are either not depleted, such as wind or solar, or which are finite but which emit low amounts of carbon

## The Policies

dioxide. Advances in technology have meant that some processes are now much 'cleaner' that they have been in the past.

- 6.26.2** The types of large scale renewable and low carbon energy technologies likely to come forward in Peterborough include commercial onshore wind, commercial solar photovoltaics (PV), anaerobic digestion, combined heat and power (CHP), hydroelectricity and biomass. Technologies not applicable to Peterborough include wave energy, tidal energy and offshore wind. Peterborough is also a low enthalpy area therefore geothermal energy generation is currently unlikely to come forward.
- 6.26.3** Microgeneration refers to small scale renewable energy technologies, usually mounted on or about residential or commercial properties. These technologies include heat pumps, solar panels, biomass, micro-CHP and wind turbines. Most microgeneration proposals will be deemed permitted development, however it is recommended to always check with the local authority before carrying out any work.
- 6.26.4** The Energy Act 2004 amended by the Green Energy (Definition and Promotion) Act 2009 provides a definition of microgeneration as any technology which generates up to 50 kW<sub>e</sub> (kilowatts of electricity) or 300 kW<sub>t</sub> (kilowatts of heat). Renewable and low carbon energy installations which exceed these limits will require planning permission.
- 6.26.5** Energy installations which typically generate a power output greater than 50MW (megawatts) are classified as Nationally Significant Infrastructure Projects (NSIPs). Such technologies could include large scale wind, solar and biomass. NSIPs are dealt with by Central Government through Overarching National Policy Statement for Energy (EN-1) and National Policy Statement for Renewable Energy Infrastructure (EN-3).
- 6.26.6** In June 2015 the Secretary of State for Communities and Local Government issued a Written Statement (HCWS42) relating to wind energy, which subsequently amended National Planning Practice Guidance (NPPG). The statement sets out criteria for development proposals involving one or more wind turbines, namely that the site must be allocated in the Development Plan (either the Local Plan or a Neighbourhood Plan) and that any planning impacts identified by affected communities have been fully considered and that the proposals have their backing. This policy reflects these changes to national guidance.
- 6.26.7** This Local Plan does not identify any areas for wind farm development.



### Policy LP31: Renewable and Low Carbon Energy

#### Low Carbon Energy

Development proposals will be considered more favourably if the scheme would make a positive and significant contribution towards one or more of the following (which are listed in order of preference):

**Reducing demand:** by taking account of landform, location, layout, building orientation, design, massing and landscaping, development should enable occupants to minimise their energy and water consumption, minimise their need to travel and, where travel is necessary, to maximise opportunities for sustainable modes of travel;

**Resource efficiency:** development could: take opportunities to use sustainable materials in the construction process, avoiding products with a high embodied energy content; and minimise construction waste.

**Energy production:** development could provide site based decentralised or renewable energy infrastructure. The infrastructure should be assimilated into the proposal through careful consideration of design. Where the infrastructure may not be inconspicuous, the impact will be considered against the contribution it will make;

**Carbon off-setting:** development could provide extensive, well designed, multi-functional woodland (and, if possible, include a management plan for the long term management of the wood resource which is produced), fenland or grassland.

Proposals which address one or more of the above principles (whether in relation to an existing development or as part of a wider new development scheme) but which are poorly designed and/or located and which have a detrimental impact on the landscape, the amenity of residents, or the natural and built environment, will be refused.

#### **Proposals for non-wind renewable energy development**

Proposals for non-wind renewable technology will be assessed on their merits, with the impacts, both individual and cumulative, considered against the benefits of the scheme, taking account of the following:

- Surrounding landscape and townscape
- Heritage assets
- Residential amenity
- Highways
- Aviation
- Agricultural land classification

Proposals will be supported where the benefit of the development outweighs the harm caused by the development and reasonable measures for mitigation can be demonstrated.

#### **Proposals for wind energy development**

In addition to the above criteria for non-wind schemes, , proposals for wind energy development of any scale (excluding microgeneration) will only be approved if:

- a. the development site is in an area identified as suitable for wind energy development in an adopted Neighbourhood Plan; and
- b. following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.

## **6.27 Flood and Water Management**

**6.27.1** The city of Peterborough lies just a few metres above sea-level and much of the district lies below sea-level, making the area particularly vulnerable to the effects of climate change. Linked to the Environment Action Plan: City Wide and the Sustainable Community Strategy, Peterborough will seek to promote development which has the ability to adapt to climate change, protect the water environment and promotes flood risk reduction.

**6.27.2** There are two particular flood risk issues relevant to Peterborough. The first relates to the location of new development and to potential development in flood risk areas. The second

## The Policies

issue relates to increased surface runoff caused by development, particular in areas where there are drainage capacity issues, such as parts of the city centre with combined foul and surface water sewers.

- 6.27.3** In accordance with the NPPF, the supporting technical guidance and the council's Flood and Water Management SPD, policy LP32 seeks to ensure that development does not place itself or others at increased risk of flooding. All development will be required to demonstrate that regard has been given to existing and future flood patterns from all flooding sources and that the need for effective protection and flood risk management measures, where appropriate, have been considered as early on in the development process as possible.
- 6.27.4** The Flood and Water Management SPD provides further guidance and advice to developers to help reduce flood risk through the location of development or through on site drainage and management.
- 6.27.5** Peterborough City Council is the Lead Local Flood Authority (LLFA) and is responsible for co-ordinating local flood risk issues. The council has worked with the Environment Agency, Anglian Water, a number of Internal Drainage Boards (IDBs) and local community groups to prepare a Local Flood Risk Management Strategy including an action plan for managing flood risk.
- 6.27.6** Management of water is important not only from a flood risk point of view but because of the need to protect and improve Peterborough's water bodies with regards to water quality, quantity, water habitats and biodiversity under the requirements of the Water Framework Directive (WFD). Where new activities or schemes have the potential to cause deterioration and lead to failures in achieving WFD objectives, sites will require a WFD assessment. The SPD provides further detail on the local impacts of the WFD, the assessment and reasons for which it might be required.
- 6.27.7** Strategic Flood Risk Assessment (SFRA) Level 1 and Water Cycle Study have been prepared to support the Local Plan. A separate sequential test has been carried out for all sites suggested to the council.

### Water Efficiency

- 6.27.8** Where justified through evidence, the council has the option to set, through the Local Plan, additional technical requirements exceeding the minimum 'Building Regulation' standards in respect of access, water usage and space standard of dwellings.
- 6.27.9** In terms of water usage, existing sources of evidence, most notably, Anglian Water's Water Resource Management Plan (2015), demonstrate that in Peterborough water resources are under stress. Increasing demands from growth, along with reductions in abstraction to improve the quality of the water environment, could result in an imbalance between supply and demand. Minimising the demand for water in buildings is therefore crucial to protecting the water environment.
- 6.27.10** To reduce impact on the water environment, the following policy requires new development to achieve the nationally set technical housing standard for water efficiency. This standard is intended to reduce water consumption in new dwellings to a level equivalent to 110 litres per person per day (rather than the standard 125 litres), and is described in Building Regulation G2.



### Policy LP32: Flood and Water Management

Development proposals should adopt a sequential approach to flood risk management, taking into account the requirements of the NPPF and the further guidance and advice set out in the council's Flood and Water Management SPD.

Development located in areas known to be at risk from any form of flooding will only be permitted following:

- a. the successful completion of a sequential test (if necessary) and an exception test if required;
- b. the submission of a site specific flood risk assessment, setting out appropriate flood risk management and demonstrating no increased risk of flooding to the development site or to existing properties, and where possible should seek to reduce flood risk;
- c. the consideration of any necessary ongoing maintenance, management of mitigation measures and adoption; and that any relevant agreements are in place; and
- d. the incorporation of Sustainable Drainage Systems (SuDS) into the proposals.

A site specific Flood Risk Assessment appropriate to the scale and nature of the development and risks involved, taking into account future climate change, will be required for development proposals:

- in Flood Zones 2 and 3; and
- in Flood Zone 1 where there are critical drainage problems; and
- on sites of 1 hectare or greater in Flood Zone 1; and
- sites where development or change of use to a more vulnerable use may be subject to other sources of flooding; and
- sites of less than 1 hectare in Flood Zone 1 where they could be affected by sources of flooding other than from rivers and the sea.

Development proposals should also protect the water environment and must demonstrate:

- e. that water is available to support the development proposed;
- f. that development contributes positively to the water environment and its ecology where possible and does not adversely affect surface and ground water;
- g. that adequate foul water treatment and disposal already exists or can be provided in time to serve the development;
- h. in areas served by combined sewers, surface and foul flows should be separated and no new combined sewers created, connections to the existing combined sewer should only be made in exceptional circumstances where it can be demonstrated that there are no feasible alternatives (this applies to new developments and redevelopments);
- i. that suitable access is safeguarded for the maintenance of water supply and drainage infrastructure.

#### Water Efficiency

To minimise impact on the water environment all new dwellings should achieve the Optional Technical Housing Standard of 110 litres per day for water efficiency as described by Building Regulation G2.

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### 6.28 Development on Land Affected by Contamination

- 6.28.1** A number of recognised secondary aquifers lie beneath Peterborough that contribute to river flow and are used locally for small-scale water supply. Land affected by contamination can pose a risk to surface waters and groundwater contained within these aquifers. Peterborough's industrial legacy therefore presents a heightened potential risk in this context which should be managed accordingly.
- 6.28.2** In addition, land affected by contamination may pose an unacceptable risk to human health, the natural environment, the built environment and economic activities, through its impacts on the users of the land, and on neighbouring users. Land contamination, or the possibility of it, is therefore a material planning consideration in taking decisions on individual planning applications.
- 6.28.3** Where pollution issues are likely to arise, intending developers should hold pre-application discussions with the council, the relevant pollution control authority and stakeholders with a legitimate interest. In these circumstances, the submission of a preliminary risk assessment is a requirement for validating relevant planning applications.
- 6.28.4** Preliminary assessments and any subsequent additional information should be carried out in accordance with the Environment Agency's 'Model Procedures for the Management of Land Contamination (CLR11)', which is available at: <https://www.gov.uk/government/publications/managing-land-contamination>.
- 6.28.5** There is additional advice regarding land affected by contamination at <https://www.gov.uk/contaminated-land> and also on the Planning Practice Guidance website.
- 6.28.6** If additional technical guidance is produced by the Government or any recognised independent body with the relevant expertise, the council will take that into account in making decisions.
- 6.28.7** In cases where planning permission is granted for development of a site on which the presence of contamination is known or suspected, the responsibility for safe development and secure occupancy of the site rests with the developer and/or landowner.
- 6.28.8** The council will determine planning applications on the basis of the information available to it, but cannot be held liable if that information is subsequently proved to be inaccurate or inadequate.



#### Policy LP33: Development on Land affected by Contamination

All new development must take into account:

- a) the potential environmental impacts on people, buildings, land, air and water arising from the development itself; and
- b) any former use of the site, including, in particular, adverse effects arising from pollution.

Where development is proposed on a site which is known to have or has the potential to be affected by contamination, a preliminary risk assessment should be undertaken by the developer and submitted to the council as the first stage in assessing the risk.



Planning permission will only be granted for development if the council is satisfied that the site is suitable for its new use, taking account of ground conditions, pollution arising from previous uses and any proposals for land remediation. If it cannot be established that the site can be safely and viably developed with no significant impacts on future users or ground and surface waters, planning permission will be refused.

## 6.29 Residential Annexes

**6.29.1** The addition of annexes to residential properties can have a considerable impact upon the character and amenity of an area through the intensification of development. Through policy LP34 the council will seek to ensure that any residential annexe development is solely provided as ancillary to the original dwelling and not a new dwelling.



### Policy LP34: Residential Annexes

Planning permission for the creation of a residential annexe will only be granted if all the following criteria are met:

- i. the annexe shall presently, and in the future, be within the same ownership as, and will be occupied in conjunction with, the original dwelling;
- ii. the annexe does not appear as tantamount to the creation of a new dwelling or separate planning unit;
- iii. the annexe is ancillary and subordinate in size and scale to the original dwelling, and of a design which, taken as a whole, complements the original dwelling;
- iv. the occupant(s) of the annexe share(s) the access, garden and parking areas of the original dwelling;
- v. there is a clear functional relationship between the occupant(s) of the annexe and the original dwelling;
- vi. the annexe is not capable of subdivision from the original dwelling to create a new dwelling or separate planning unit;
- vii. the provision of services and utilities to the annexe are provided via the original dwelling; and
- viii. the proposal does not cause any other harm, such as, but not limited to, amenity (including on occupiers of the annexe, the original dwelling and neighbours), heritage and biodiversity assets, highways, parking, flood risk or character of the locality.

Development of detached residential annexes within the defined development envelopes, will only be permitted where it is demonstrated that the accommodation cannot reasonably be provided through extension to the original dwelling.

Development of residential annexes within the countryside will only be permitted where they are an extension to the existing dwelling or the conversion of an existing outbuilding where there is a close physical relationship to the main dwelling. Any proposal for the creation of new detached building for use as an annexe in the countryside will be treated as a new dwelling, and proposals considered as such.

## The Policies

## 7.1 Introduction

### Part D - The Sites

- 7.1.1** The following section identifies the sites required to deliver the Local Plan target for 27,625 dwellings and 76 ha of employment land between 2011 and 2036. The site selection process is set out in the Sites Evidence Report (November 2017), which explains the detailed methodology and site selection criteria.
- 7.1.2** Table 5 (overleaf) sets out the overall spatial distribution as included in policy LP3.
- 7.1.3** Column (a) of the following table presents the approximate dwellings requirement figure based on the growth and distribution targets set out in policy LP3, for which provision must be made over the period 1 April 2011 to 31 March 2036, broken down according to the location in the first column.
- 7.1.4** Column (b) provides details of the net dwellings completed between 1 April 2011 and 31 March 2017.
- 7.1.5** Columns (c) and (d) provide details of commitments, as at 31 March 2017, which are defined as:
- dwellings which remain to be completed on sites under construction;
  - dwellings which have full planning permission;
  - dwellings which have outline planning permission.
- 7.1.6** The Local Plan does not allocate any site under 10 dwellings therefore the commitment data is broken down by the number of dwellings on sites with permission for fewer than 10 dwellings or with fewer than 10 dwellings still to be completed (Column (c)); and on sites with permission for 10 or more dwellings or sites with 10 or more dwellings still to be completed (column (d)).
- 7.1.7** Column (e) provides the total completed and committed sites (Column (b) + (c) + (d)) to give the total known dwellings at 31 March 2017.
- 7.1.8** Column (f) identifies the remaining dwellings to be identified and allocated through this Plan. 27,625 minus completions and commitments (Column (a) - (e)).
- 7.1.9** Column (g) shows the number of dwellings that are assumed to be deliverable from new sites that are allocated in policies LP35 to LP42 and LP46 to LP52. These are sites without planning permission at 1 April 2017.
- 7.1.10** Column (h) shows the total sites allocated in the Local Plan, and listed in the following policies. This is a sum of 'Committed Sites over 10 dwellings' and 'Proposed New Allocations' (column (d) + (g)).
- 7.1.11** Column (i) headed 'Total dwellings 2011 to 2036' shows the sum of 'Total known dwellings' plus (e), 'Proposed new allocations' (g). The difference between the figure in column (i) and those in the 'Local Plan Requirement' (a) are presented in the final column (j). Thus, column (j) reveals the extent to which the identified sites deliver both the Local Plan target overall and the strategic split as per policy LP3. In overall terms, this table demonstrates that the Local Plan is capable of facilitating the dwellings requirement, with a buffer of 151 dwellings.
- 7.1.12** Below Table 5 is an assumption for windfall allowance of 1,744 dwellings. This is considered a conservative estimate of the likely amount of dwellings coming forward in the plan period on land not allocated or accounted for in this Local Plan. Typically windfall developments are: small scale developments (1-9 units); infill development; change of use from offices to

## The Sites

residential; or unexpected large sites coming forward (e.g. previously unidentified brownfield sites).

- 7.1.13** Combined, the windfall allowance (1,744) plus the slight overallocation (151 - Column (j)) equates to a buffer of 1,895. This allowance is a useful buffer to achieving the housing targets and will compensate for any allocated sites which unexpectedly do not come forward in this plan period, or do not come forward as quickly as expected. It will also compensate for any losses (e.g. demolitions) which occur in the plan period. The buffer equates to an 8.76% buffer provision, above the supply of homes needed 2017 to 2036.
- 7.1.14** An estimate has been made as to when each site will actually deliver units on the ground. This is known as a housing trajectory for each site. A combined trajectory of all sites can then be created, and is shown in figure 1.

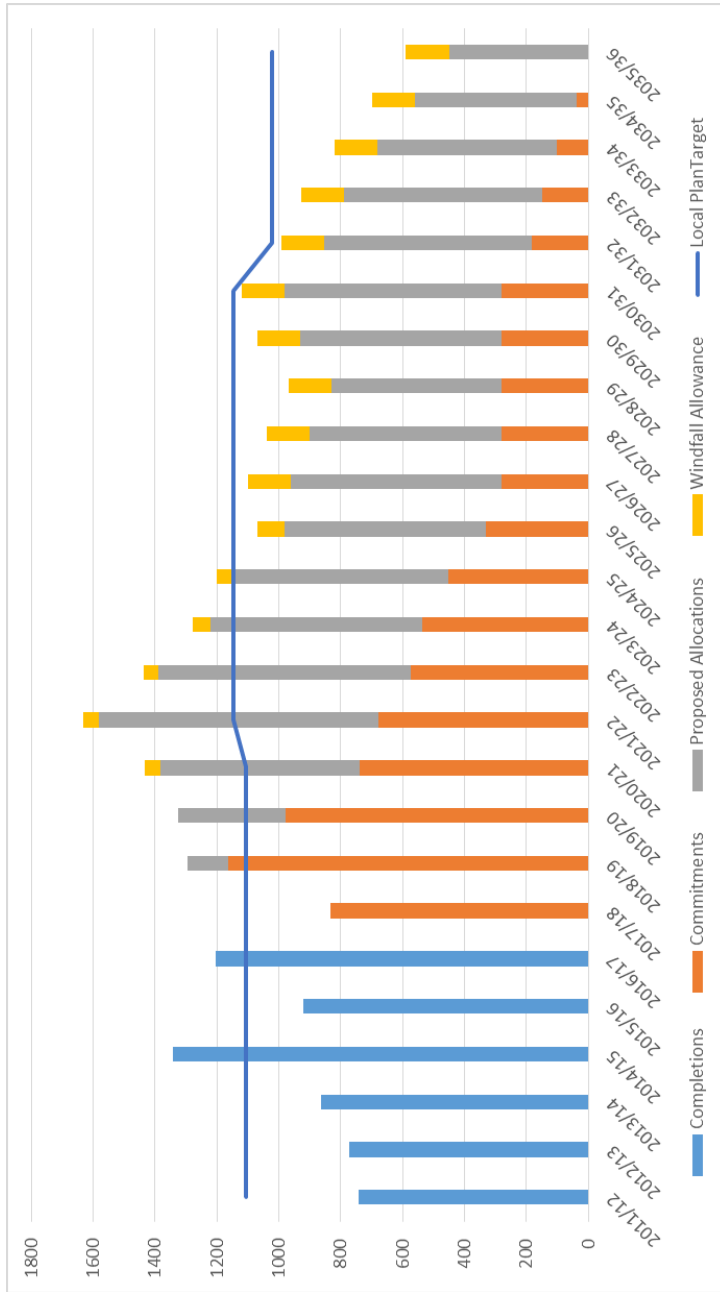
Table 5 Local Plan Requirements 2011 to 2036

Growth Zone	Local Plan Strategic Distribution 2011 to 2036	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)
Urban Extensions and Large Scale Allocations	63.1%	17,435	1,822	-	6,042	7,864	9,571	9,750	15,792	17,614	179
Urban Area	Maximise (30.9%)	8,530	3,534	289	1,491	5,314	3,216	3,216	4,707	8,530	N/A
Rural	6.0%	1,660	484	136	426	1,046	614	586	1,012	1,632	-28
Windfall	0%	-	-	-	-	-	-	-	-	1,744	1,744
<b>Total</b>	<b>100%</b>	<b>27,625</b>	<b>5,840</b>	<b>425</b>	<b>7,959</b>	<b>14,224</b>	<b>13,401</b>	<b>13,552</b>	<b>21,511</b>	<b>29,520</b>	<b>1,895</b>

\* includes 153 dwellings at Stanground South granted permission after 31 March 2017

The Sites

Figure 1 Housing Trajectory 2011 to 2036



## 7.2 Residential Allocations

- 7.2.1** In the policies that follow, each site allocated for residential development has a figure in the column headed "Indicative Number of Dwellings". Where a site already has planning permission (at 1st April 2017), but no development has started, the figure is the number of dwellings for which permission was granted. Where development had already started (at 1st April 2017), the figure is the remaining number of dwellings still to be completed in accordance with the permission. Where the site is 'new' (i.e. without any existing permission), the figure is an estimate based on the size of the site, an assumption about the net developable area, and an assumption about the net residential density which would be appropriate for the area in which the site is located.
- 7.2.2** However, there are a few exceptions to this where information in pending applications, or in design-led schemes that have been submitted to the council for example, has been agreed as being more appropriate than the density assumptions. There is a full explanation of the assumptions made in the supporting Sites Evidence Report.
- 7.2.3** The indicative numbers of dwellings are used to demonstrate how the approximate Local Plan dwelling requirements can be met. It is emphasised that they are only "indicative", and do not represent a fixed policy target for each individual site.
- 7.2.4** Developers are encouraged to produce the most appropriate design-led solution, taking all national policies and other Local Plan policies into account, in arriving at a total dwelling figure for their site, and they need not be constrained by the figure that appears in the column headed 'indicative dwelling figure'.
- 7.2.5** Policy LP35 identifies new urban extensions and a large scale allocation. It sets out the total number of indicative dwellings proposed for each site. However, the delivery of these sites are often reliant on significant infrastructure and therefore some sites may not deliver all the proposed dwelling by 2036. Therefore this policy includes an additional column titled 'Indicative dwellings in plan period 2011 to 2036'.

## 7.3 Urban Extensions and Other Large Scale Allocation

- 7.3.1** The continued development of Hampton, Stanground South (Cardea) and Paston Reserve is a key part of the overall spatial strategy.
- 7.3.2** In October 2016, the council granted outline planning permission for up to 610 dwellings north of Great Haddon, known as Gateway Peterborough. The council resolved to grant consent for Great Haddon, subject to finalising legal agreements, for up to 5,300 dwellings.
- 7.3.3** The Norwood urban extension (1,800 dwellings) should give consideration to, and be designed so that it is sympathetic with the permitted scheme to the north west of the site at Paston Reserve, in order to create a single comprehensive development area.
- 7.3.4** The East of England Showground is allocated as an urban extension for up to 650 dwellings and, and must be brought forward as part of a wider master plan for the showground (see policy LP36).
- 7.3.5** A new settlement is allocated to the north of the villages of Castor and Ailsworth and the A47 for approximately 2,500 dwellings, other facilities. Land between the A47 and the villages of Castor and Ailsworth will be protected as a Country Park (see policy LP25 and LP37).
- 7.3.6** The following policy identifies the above allocations, all of which are required to meet the Local Plan target set out in policy LP3.

## The Sites



### Policy LP35: Urban Extensions and Other Large Scale Allocation

The following sites, as identified on the Policies Map, are allocated for development in accordance with policy LP5 and, where applicable, in accordance with the principles of any planning permissions (including resolution to grant permission) for each respective site which were in place at 31 March 2017.

Urban Extensions				
Site Reference	Address	Indicative number of dwellings	Indicative dwellings in Plan Period (2017 to 2036)	Site Specific Requirements
LP35.1	Hampton	3,801	3,801	
LP35.2	Paston Reserve	963	963	
LP35.3	Stanground South (Cardea)*	668	668	
LP35.4	Gateway Peterborough	610	610	
LP35.5 (HMV002Ui)	Great Haddon	5,300	4,800	
LP35.6 (GUN001U)	Norwood	1,800	1,800	
LP35.7 (ORW005U)	East of England Showground	650	650	See policy LP5 and policy LP36
<b>Sub Total urban extensions</b>			<b>13,292</b>	

Large Scale Allocation				
Site Reference	Address	Indicative number of dwellings	Indicative dwellings in Plan Period (2011 to 2036)	Site Specific Requirements
LP35.8 (AIL002Uiii)	Land to the north of Castor and Ailsworth (Great Kyne)	2,500	2,500	See policy LP5 and policy LP37
<b>Sub total large scale allocations</b>			<b>2,500</b>	

<b>Total</b>			<b>15,792</b>	
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\*The total committed at Stanground South at 31 March 17 is 515 dwellings. However, please note this figure includes an additional 153 dwellings approved on 16 August 2017. The total figure for this site increases to 668 dwellings.

## East of England Showground

**7.3.7** The East of England Showground is a unique facility with a wide variety of land uses. Any proposal must be supported by a comprehensive master plan for the showground site, and be subject to an assessment of the environmental and traffic impacts on the adjoining residential areas and surrounding road networks, and on the nearby village of Alwalton. Suitable measures will need to be taken to alleviate any adverse impacts.



### Policy LP36: East of England Showground

Within the East of England Showground, as defined on the Policies Map, the following uses will be supported in principle, subject to, if the proposal is of a significant scale, an approved masterplan for the Showground:

- Facilities directly related to the function of shows on the showground itself;
- Conference facilities (D1 and D2);
- Employment related development;
- Residential development of around 650 dwellings.

Proposals for development should not have an unacceptable adverse impact on the surrounding uses (especially on occupiers of nearby residential properties), and all development should ensure that the character of the area is maintained.

A comprehensive master plan in advance of, or alongside, any significant proposals will be required and, if approved by the council in advance, this would become a material consideration in the determination of future planning applications. Such a master plan must demonstrate how the functioning Showground will be retained.

The loss of any existing leisure and sports facilities will not be supported unless replacement facilities are provided in accordance with policy LP30.

## Land to the north of Castor and Ailsworth (Great Kyne)

**7.3.8** This proposed new community must be planned in a comprehensive way and must take into account the requirements of policy LP5 (as well as wider policies of this Local Plan) to help facilitate the creation of a sustainable community offering a range of services and facilities to meet the day to day needs of residents.

**7.3.9** The following policy sets out specific requirements for this site.



## The Sites

### Policy LP37: Land to the north of Castor and Ailsworth (Great Kyne)

This site, as identified on the Policies Map, is allocated for approximately 2,500 dwellings.

In addition to the general requirements in policy LP5, the site will be required to meet/address the following specific requirements:

- Provide a Country Park to the south of the A47, as defined on the Policies Map (see Policy LP25) together with arrangements for its long term management and maintenance, with facilities (and high quality access to such facilities from the development site) provided in this country park having a particular focus on mitigating against recreational pressure on nearby designated biodiversity allocations;
- Provide a suitable habitat buffer to help deliver a net gain in biodiversity in its own right but also mitigate any impact on nearby designated nature conservation allocations, together with arrangements for the long term management and maintenance of the buffer;
- Demonstrate how the development will assist in the council's aim of delivering a network of naturally diverse, wildlife-rich, accessible places which can be valued and enjoyed locally, with all such locations created as a result of this development assisting in mitigating against any adverse effect on nearby designated nature conservation allocations;
- Ensure appropriate buffer zones from the gas pipeline, meeting the Health and Safety Executives land use planning advice;
- Demonstrate how the development will meet NPPF expectations of creating a health, inclusive community, one which facilitates social interaction, active neighbourhood centres and thriving community facilities (including financial sustainability of such facilities), and has a safe and accessible environment;
- Demonstrate how the development will be suitably accommodated in the landscape, respecting the landscape features of the area, and creating new areas to appreciate the landscape in which the development sits;
- Explore the potential to provide suitable land for a cemetery;
- Provide a detailed transport strategy, which will demonstrate, amongst other matters, how any adverse impacts on the local highway networks will be mitigated. This strategy should pay particular attention to demonstrating how cost effective improvements to the transport network will be provided, as required by policies LP5, LP13 and LP15, in order to appropriately mitigate against the impacts of development;
- Demonstrate how the development will meet the 6th bullet point of LP5, in relation to minimising the need to travel, whilst maximising sustainable travel modes;
- Provide linkages from the development and from the proposed Country Park towards the Nene Valley Country Park (including developer contributions to off-site improved linkages, if opportunities are available);
- Provide evidence of the likely archaeological implications of the development, and provide an appropriate strategy to address archaeological findings, including how any findings will, if appropriate, be made available for public viewing.

## 7.4 Urban Area

**7.4.1** The following policy identifies sites in the urban area. This excludes City Centre sites (see policies LP46 to LP52).



## Policy LP38: Urban Area Allocations

The following sites, as identified on the Policies Map, are allocated primarily for residential use:

Site Reference	Address	Site Area (ha)	Indicative number of dwellings	Site Specific Requirements
LP38.1	143 Oundle Road	0.13	10	
LP38.2	38 Elm Street	0.09	10	
LP38.3	Glebe Farm, Peterborough Road	0.34	12	
LP38.4	rear 197 Peterborough Road	2.32	26	
LP38.5	Varity House, Vicarage Farm Road	1.45	14	
LP38.6	Coneygree Lodge Coneygree Road	0.35	14	
LP38.7	land off Columbus Road	0.25	15	
LP38.8	rear 207 239 Peterborough Road	1.47	113	
LP38.9	Car park Hampton Court Westwood	1.00	16	
LP38.10	Potters Way Fengate	0.39	18	
LP38.11	Johnston Publishing Oundle Road	2.34	26	
LP38.12	St Nicholas Reception Home, South Parade	0.26	22	
LP38.13	659 Lincoln Road	0.19	23	
LP38.14	Remus House Coltsfoot Drive	0.38	30	
LP38.15	north of Matley Primary School	0.64	54	
LP38.16	land off London Road, Hempsted	2.88	95	
LP38.17	Guthrie House Rightwell East	0.14	13	
LP38.18	land at Bretton Woods	0.60	68	
LP38.19	Bushfield House Orton Goldhay	0.33	24	
LP38.20 (DOG001H)	Former John Mansfield School Playing Field, Poplar Avenue	3.2	116	

## The Sites

Site Reference	Address	Site Area (ha)	Indicative number of dwellings	Site Specific Requirements
LP38.21 (DOG002H)	Former John Mansfield School Site, Western Avenue	4.06	87	
LP38.22 (EAS015M)	Perkins North, Newark Road	5.08	104	
LP38.23 (FLS002H)	Land North of 142-148 Fletton Avenue	0.61	30	
LP38.24 (FLW002H)	One Acre Site, Rhine Avenue	0.43	15	
LP38.25 (FLW003M)	British Sugar Offices, Sugar Way	2.46	74	
LP38.26 (HHM001H)	The Gloucester Centre	3.24	100	
LP38.27 (HHM003H)	Hempsted - Parcel NC5	0.24	10	
LP38.28 (HHM004H)	Hempsted Parcel - NC1, NC3, NC4	1.86	65	
LP38.29 (ORW002H)	Land to the south of Oundle Road	5.49	130	
LP38.30 (RAV001H)	Former Freemans Site, Ivatt Way	15.45	460	This site must come forward with the benefit of an agreed masterplan for the whole site.
LP38.31 (STS002H)	Stanground Stables, Whittlesey Road	0.82	35	
<b>Sub Total</b>			<b>1,829</b>	

## The Sites

The following Opportunity Areas have been identified at Orton and Werrington District Centres, through individual regeneration and master plans the following levels of new housing will be delivered for each centre.

Site Reference	Address	Site Area (ha)	Proposed Indicative number of dwellings	Site Specific Requirements
DC002	Hampton Centre	15.79	200	
DC04	Orton Centre	10.75	250	Site to come forward through master planning
DC05	Werrington Centre	6.57	100	Site to come forward through master planning
<b>Sub Total</b>			<b>550</b>	
<b>Total Urban Area (Excluding City Centre)</b>			<b>2,379</b>	

## 7.5 Rural Area

### Large Villages



### Policy LP39: Large Village Allocations

The following sites, as identified on the Policies Map, are allocated primarily for residential use:

Site Reference	Address	Site Area (ha)	Indicative dwellings remaining on site	Site Specific Requirements
LP39.1	Cranmore House, Thorney Road, Eye	0.953	14	
LP39.2	South of Northam Crescent, Eye	1.13	17	
LP39.3	Land at Guilsborough Road Eye Green, Eye	3.36	55	
LP39.4	Land east of Fountains Place, Eye	2.633	11	

## The Sites

Site Reference	Address	Site Area (ha)	Indicative dwellings remaining on site	Site Specific Requirements
LP39.5	Rear Rose and Crown PH, Thorney	0.734	11	
LP39.6	Unit 2, 61 Station Road, Thorney	1.756	14	
LP39.7	Land off Woburn Drive, Thorney	3.43	59	
LP39.8	Land to the South of Sandpit Road, Thorney	5.33	91	
LP39.9 (EYE017Hi)	Tanholt Farm, Eye	13.3	250	See policy LP38
LP39.10 (THO005H)	Land to the South of Thorney	2.56	50	
<b>Total</b>			<b>572</b>	

**7.5.1** Due to the relatively complex make up of site EYE017Hi, there is a need for masterplanning the area as one. Policy LP40 sets out the guiding principles for this development area.



### Policy LP40: Eye Policy Area

Prior to the approval of detailed proposals for the Eye Policy Area (Site EYE017Hi) an outline planning application comprising, amongst other matters, a comprehensive masterplan for the whole area should be submitted and approved by the council.

In developing the masterplan there should be a high level of engagement with appropriate stakeholders including the local community.

The masterplan, together with other material submitted with an outline planning application, should demonstrate achieving the following key principles:

- The scale of residential development will be subject to a detailed Transport Assessment and Travel Plan which will demonstrate that the quantity of homes proposed is deliverable taking account of; safe and suitable access to the site; and cost effective and necessary improvements to the transport network. It is anticipated that the scale will be around 250 dwellings, but potentially less following the outcome of the transport assessment;
- A residential led scheme, of a range of types and tenures that meet needs and respect the surrounding context;

- The quality of life of adjacent users, especially residential users which abut the site, should be respected;
- Ensuring satisfactory provision of education facilities are available, and if not, address these deficiencies on-site;
- Provision of wider community facilities as identified through consultation with the wider Eye community (subject to viability, deliverability and consideration of long term management of such facilities);
- Careful consideration of vehicular access to and from the Policy Area, the traffic implications for wider Eye area and junctions on the A47;
- Provision, including potential off-site provision (secured by legal agreement), of high quality access for pedestrians and cyclists from, and within, the Policy Area to the key community facilities and services in Eye; and
- Details of the long term governance structure for the development, addressing issues such as community involvement and engagement and any financial arrangements to ensure long term viability of facilities.

With the exception of minor proposals of very limited consequence to the overall redevelopment of the entire Policy Area, the council will not approve any detailed planning proposals for any parts of the site until, and subsequently in accordance with, a comprehensive planning permission for the entire site has been achieved (including any agreed Planning Obligation to ensure specific elements of the wider scheme are guaranteed to be delivered).

### Medium Villages



### Policy LP41: Medium Villages

The following sites, as identified on the Policies Map, are allocated primarily for residential use:

Site Reference	Address	Site Area	Indicative dwelling remaining on site	Site Specific Requirements
LP41.1	Manor Farmyard, High Street, Glington	0.80	19	
LP41.2	Adj Village Hall, Newborough	0.57	13	
LP41.3	West of Williams Close, Newborough	1.92	42	
LP41.4	Land west of Uffington Road	4.29	80	
LP41.5 (HEL008H)	Land Between West Street and Broad Wheel Road, Helpston	4.47	82	
LP41.6 (WIT001H)	Land off Lawrence Road, Wittering	7.73	190	Any planning application must be

## The Sites

Site Reference	Address	Site Area	Indicative dwelling remaining on site	Site Specific Requirements
				accompanied by a Transport Assessment.
<b>Total Medium Villages</b>			<b>426</b>	

**7.5.2** Any planning application for the development of site WIT001H must be accompanied by a Transport Assessment, including a Residential Travel Plan. Subject to the conclusions of that Assessment, it is likely that the development will require improvements to the existing junction of Townsend Road and the A1 Great North Road, unless improvements or a replacement grade-separated junction in accordance with policy LP15 have already been implemented. Any improvements required to enable the development to proceed will need to be funded by the developer and the works completed before occupation of the first dwelling. It is possible that improvements to the existing junction will not be sufficient to enable all of the development envisaged for this site. In that case a phased development would be necessary, with later phases relying on the prior provision of the grade-separated junction.

### Small Villages



#### Policy LP42: Small Villages

The following site, as identified on the Policies Map, is allocated primarily for residential use:

Site Reference	Address	Site Area	Indicative dwelling remaining on site	Site Specific Requirements
LP42.1 (PEA002H)	Land South of Penwald Court, Peakirk	0.74	14	
<b>Total</b>			<b>14</b>	

### The Countryside

**7.5.3** At 31 March 2017, there were 10 dwellings committed in the countryside - i.e outside the urban area of Peterborough and the village boundary. Development in the open countryside contributes to the overall housing delivery and must be acknowledged in the spatial strategy, but the strategy does not make provision for any specific additional figure from this source. Any dwellings developed in the countryside are very much exceptional - for example, to meet a specific requirement related to local agriculture, or to enable the renovation and reuse of a



listed building that has fallen into decay (see policy LP11). If further dwellings arise from this source over the Local Plan period, these would be classed as 'windfall'.

- 7.5.4** Policy LP8 (Meeting Housing Needs) will allow in exceptional circumstances the release of land adjacent to a village envelope solely for the provision of affordable housing.

## 7.6 Employment Allocations

- 7.6.1** Policy LP4 sets out the spatial strategy for employment, the following policies identify the proposed sites to meet the strategy and the requirement for 76ha of employment land between 2015 and 2036.

### Strategic Employment Allocations



#### Policy LP43: Strategic Employment Allocations

Policy LP35 identifies urban extensions and a new settlement that will deliver a mix of uses, including employment uses, as set out in policy LP5. The following summarises such provision:

Site Reference	Location	Site Area (ha)	Site Specific Requirements
LP43.1	Hampton	23.05	
LP43.2	Gateway Peterborough	83.48	
<b>Total</b>		<b>106.53</b>	

The following site, as identified on the Policies Map, is allocated for development primarily for use within Classes B1, B2 and B8 in accordance with policy LP4:

Site Reference	Location	Site Area (ha)	Site Specific Requirements
LP43.3 (EAS003E)	Red Brick Farm	30	See Policy LP44
<b>Total</b>		<b>30</b>	

Any non- B class uses will only be supported where the applicant can demonstrably show that it is ancillary to the effective function of the Strategic Employment site and in accordance with policy LP4.

#### Red Brick Farm

- 7.6.2** The Red Brick Farm site (EAS003E) is a large allocation which has a number of detailed issues that warrant an additional policy to ensure appropriate delivery of the site.
- 7.6.3** Policy LP44 sets out the detailed requirements, this includes the requirement for a Site Specific Flood Risk Assessment (FRA), that will need to demonstrate that the development

## The Sites

can be made safe and not adversely affect flood risk elsewhere. This should be achieved through a sequential approach to site layout and the use of appropriate flood risk management and mitigation techniques. As part of the FRA, a surface water drainage strategy will need to have regard to existing flood risk information, and the need to protect ambient ground water levels linked to archaeology.

**7.6.4** To address the third point in policy LP44 a full assessment and evaluation of the impact of development should take place as part of any planning application. It should include archaeological, palaeoenvironmental, hydrological and geo-archaeological analysis, and an assessment of the impact on the setting and condition of Flag Fen. The latter should include suitable monitoring and assessment of ground water levels. The hydrological status of Flag Fen should be assessed to establish a baseline from which to determine the potential impact of development and any mitigation measures.

**7.6.5** The allocation lies on land where there are mineral resources that are considered to be of current or future economic importance. Whilst not a policy requirement, the developers of the site should give consideration to the opportunity to utilise the resource on site, possibly in conjunction with any flood risk management and/or water management measures.



### Policy LP44: Red Brick Farm

Planning permission for the Red Brick Farm site will only be granted once appropriate solutions to the following issues are demonstrated and proved to be deliverable:

1. Transport issues, including the impact of proposed development on the local and wider road network. A full Transport Assessment will be required in this regard.
2. Flood risk and flood safety issues, as demonstrated by a Site Specific Flood Risk Assessment and associated evidence.
3. Historic environment issues, in terms of managing and minimising the impact of the development on the archaeology of the Flag Fen basin, and or where possible conserving and enhancing the area's heritage assets.
4. Minerals issues, in terms of addressing requirements as set out in the Minerals and Waste Development Plan Documents and associated Government guidance.

The Council will require the submission of sufficient information from the applicant to enable it to complete a project level Appropriate Assessment under the Habitats Regulations Assessment process. Such an assessment will need to demonstrate that the development will have no harm to protected species and habitats, in particular the Nene Washes, in accordance with the relevant regulations.

### Employment Allocations



### Policy LP45: Employment Allocations

The following sites, as identified on the Policies Map, are allocated for development primarily for uses within Classes B1, B2 and B8:

Site Reference	Name	Site Area (ha)	Site Specific Requirements
LP45.1 (EAS016E)	Oxney Road Site C	9.95	
LP45.2 (EAS017E)	Perkins South	4.2	
LP45.3 (EAS14E)	Land off Third Drove and fronting Fengate	4.23	
<b>Total</b>		<b>18.38</b>	

The following sites, as identified on the Policies Map, are allocated for development primarily for uses within Classes B1, B2 and B8:

Site Reference	Location	Site Area (ha)	Site Specific Requirements
LP45.4 (WES001E)	land Adjacent to Thorpe Wood House	2.06	
LP45.5 (ORM006E)	Lynchwood North	1.29	
<b>Total</b>		<b>3.35</b>	

Policies LP46 to LP52 identifies suitable sites/areas within the city centre for B1 office development. Any non- B class uses will only be supported where requirements of policy LP4 can be met.

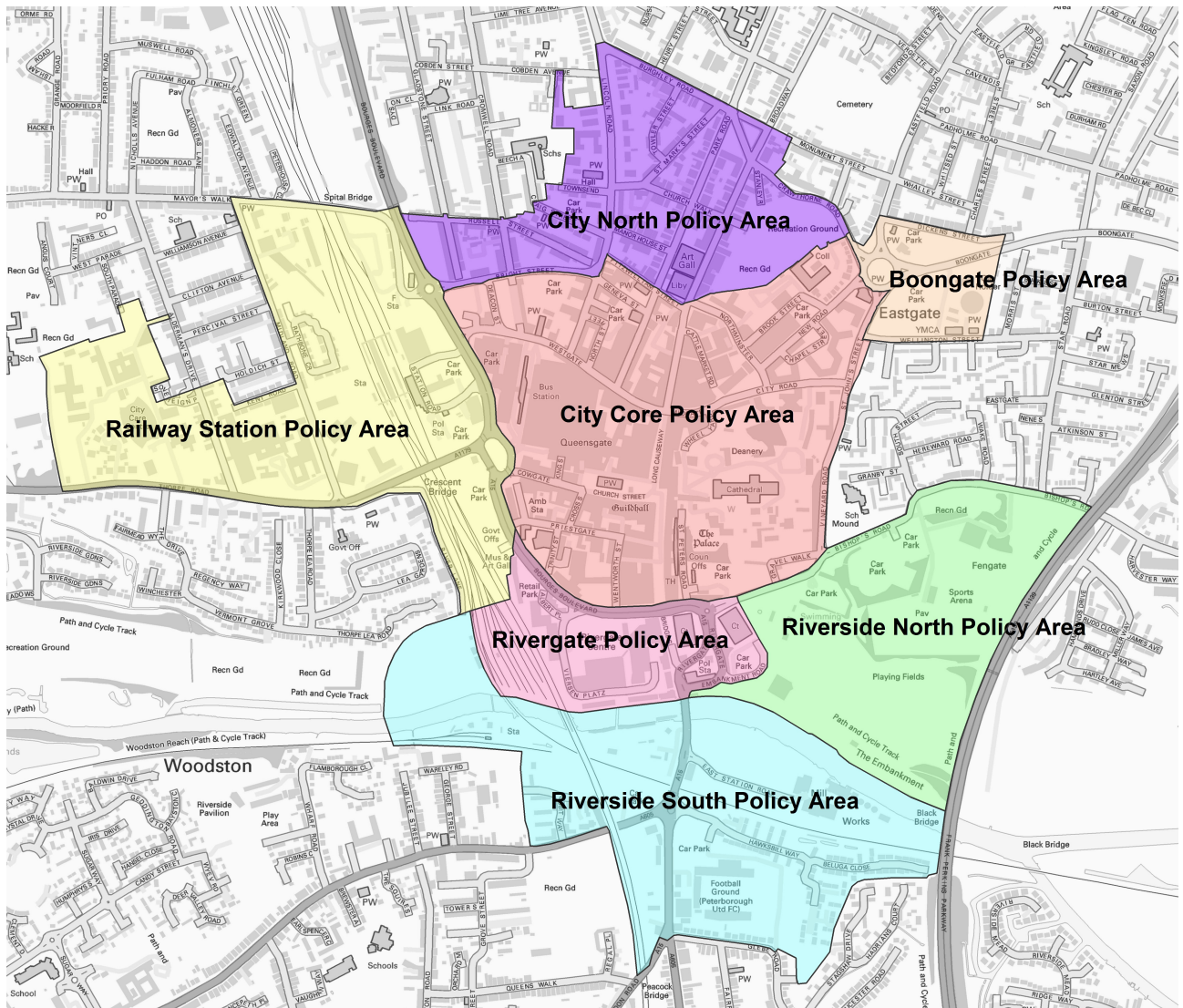
## 7.7 City Centre Allocations

- 7.7.1** Policy LP6 sets the overall strategy for the city centre, this section focuses specifically on individual parts of the city centre, with policies and proposals which set out what the council would expect to happen in each one. There are seven distinct Policy Areas; the location and name of each one is shown on the following map.
- 7.7.2** Each area has its own policy with specific planning requirements for that particular area. Where appropriate, the policies identify Opportunity Areas, which are large areas of underused or vacant land that have the potential for comprehensive redevelopment.
- 7.7.3** Although each area has its own policy, any development should not take place in isolation, but as an element which contributes towards the wider success of the city centre. It is also

# The Sites

important to improve the links between areas so that pedestrians, in particular, can make their way between different destinations safely and conveniently.

### Map C: City Centre Policy Areas



## City Core Policy Area

- 7.7.4** This Policy Area is the heart of the city. It forms the established retail, commercial and civic focus, as well as the historic centre. It is the area most likely to attract visitors to the city.
- 7.7.5** The area forms the main shopping area. It includes the Queensgate shopping centre, and other shopping streets such as Bridge Street, Westgate, Long Causeway and Cowgate, as well as the Market. It will continue to be the primary focus for new retail development.
- 7.7.6** To the north of the Cathedral is an area known as Northminster. This area includes offices, retail, a hotel, nightclubs and bars as well as the Market, with some temporary surface car parks. There are opportunities for redevelopment of individual sites to achieve more efficient use of land, and improve the setting of the Cathedral.
- 7.7.7** To the north, the area between Queensgate and Bright Street is currently an underused part of the city and it has been identified as the North Westgate Opportunity Area. There have been proposals in the past for substantial new retail and leisure led developments, but changes in the nature of retailing and the wider economic context have meant that a more phased and mixed-use development solution is now more likely. It is identified for redevelopment for a mix of uses, including retail, leisure, residential, employment and community.



### Policy LP46: City Core Policy Area

Within the area designated as the City Core on the Policies Map, the city council will seek development of the highest quality which, in overall terms, strengthens the area as the retail, leisure, tourism and civic focus for Peterborough and its sub-region, broadens the range of land uses to include more city centre living and enhances the visitor experience for all.

New development must, where appropriate:

- improve the quality of the townscape, architecture and public realm;
- protect important views of the Cathedral;
- preserve or enhance the heritage assets of the area, and their setting, in a manner appropriate to their significance; and
- protect and enhance existing retail areas.

Due to the sensitivities in this area, particular scrutiny will be given to the sustainability of the area with regard to drainage and surface water flood risk (Policy LP32 for further details).

The provision of additional car parking spaces within the City Core Policy Area will only be supported in exceptional circumstances (as set out in Appendix C).

The following site, as identified on the Policies Map, is allocated primarily for residential use:

## The Sites

Site Reference	Address	Indicative number of dwellings	Site Specific Requirements
LP46.1 (CEN002H)	Wheel Yard	25	To be delivered in accordance with an agreed development brief that covers, amongst other matters, the height and scale of development and the setting of the cathedral and Precincts
<b>Sub total</b>		<b>25</b>	

The following sites are identified on the Policies Map as Opportunity Areas for mixed use development:

Site Reference**	Site Name	Indicative number of dwellings	Site Specific Requirements
<b>North Westgate Opportunity Area</b>			
LP46.2	North Westgate Development Area	100	
LP46.3 (CEN006O)	North Westgate	200	
<b>Sub Total</b>		<b>300</b>	
<b>Northminster Opportunity Area</b>			
LP46.4	NCP car park, Brook Street	39	
LP46.5 (CEN005O)	Northminster	150	To be delivered in accordance with a development brief or SPD for the area
<b>Sub Total</b>		<b>189</b>	
<b>Total City Core Policy Area</b>		<b>514</b>	

### North Westgate Opportunity Area

Within the North Westgate Opportunity Area (CEN006O) planning permission will be granted for comprehensive mixed-use redevelopment including retail, employment, housing, office and leisure uses, which is well integrated with the existing retail area. The design, layout and access arrangements must enhance the transition between the residential area to the north and the city centre.

Individual proposals which would prejudice the comprehensive redevelopment of this Opportunity Area will not be permitted. Any proposals for North Westgate should complement existing community regeneration projects coming forward in the City North Policy Area.

### Northminster Opportunity Area

Development proposals within the Northminster Opportunity Area (CEN005O) should deliver a range of uses that provide high quality office development, approximately 150 dwellings and possibly student accommodation. Development in this area should protect and enhance any historic assets, including in particular the Cathedral Precincts and Peterscourt.

The council will support proposals to improve the market or, if necessary, work with market traders to identify a new location.

Elsewhere in the City Core Policy Area, the city council will expect and support, in principle, proposals that would help to deliver the following:

- a net increase in dwellings, including apartments above existing commercial or new commercial development and the provision of student accommodation;
- improved connectivity for pedestrians and cyclists within the Policy Area and with surrounding areas;
- mixed-use development with active street frontages;
- development which encourages trips into the city centre for shopping, leisure (including a cinema), social and cultural purposes;
- additional high quality office space;
- the conservation and restoration of historic shop fronts; and
- a reduction in the number of vehicles travelling within the City Core Policy Area

### Railway Station Policy Area

**7.7.8** This Policy Area is located to the west of the city centre and primarily comprises the former hospital site (which relocated to a new site in 2011), the railway station and associated operational railway land.

**7.7.9** The area comprises large areas of under-utilised railway land, together with low density and derelict industrial land. This offers a significant opportunity for major mixed-use development and regeneration of a prominent part of the city.

**7.7.10** The Railway Station Policy Area is an excellent strategic location for new investment.



### Policy LP47: Railway Station Policy Area

Within the area designated as the Railway Station Policy Area on the Policies Map, the council will support and encourage high quality mixed-use developments which create an attractive and legible gateway into the rest of the city centre.

Redevelopment in the following Opportunity Areas, as identified on the Policies Map, should provide approximately the number of dwellings indicated as part of wider, mixed-use schemes.

## The Sites

Site Reference	Site Name	Status*	Indicative number of dwellings**	Site Specific Requirements
<b>Hospital Opportunity Area</b>				
LP47.1	Zone D, former PDH	UC	43	
LP47.2	Zone E, Former PDH	NS	76	
LP47.3	Zone F	UC	49	
LP47.4	Site of former of Peterborough District Hospital (Zone B)	O	211	
<b>Sub total</b>			<b>379</b>	
<b>Station West Opportunity Area</b>				
LP47.5	Mega Car Centre Midland Road	NS	29	
LP47.6 (CEN0070)	Elsewhere in Opportunity Area	Proposed new allocation	200	
<b>Sub total</b>			<b>229</b>	
<b>Station East Opportunity Area</b>				
LP47.7 (CEN0080)	Elsewhere in Opportunity Area	Proposed new allocation	400	
<b>Sub total</b>			<b>400</b>	
<b>Total Railway Station Policy Area</b>			<b>1,008</b>	

Due to the sensitivities in this area, particular scrutiny will be given to the sustainability of the area with regard to drainage and surface water flood risk (see section LP32 for further details).

Development proposals for the Station West Opportunity Area should:

- deliver predominantly residential development, although office development would also be supported;
- provide community uses;
- incorporate and enhance the listed railway sheds to the south of the site;
- safeguard land for, and assist delivery of, a foot/cycle bridge over the railway line, connecting to the Station East Opportunity Area; and
- help to facilitate a new 'west' entrance to the station.

Development proposals for the Station East Opportunity Area should deliver a mixed-use development, including:

- high-quality residential and office development;
- retail uses ancillary to, and associated with, the railway station;



- bars, restaurants and leisure uses; and
- safeguarding of land for a foot/cycle bridge over the railway line, connecting to the Station West Opportunity Area.

## Rivergate Policy Area

**7.7.11** The Rivergate Policy Area is an area of land between the City Core and the River Nene (Riverside South Policy Area). It is located south of Bourges Boulevard, with a supermarket, surface car park and the Rivergate shopping arcade at its centre. It also includes the Magistrates Courts and Crown Courts buildings and Bridge Street police station which appear as “islands” due to the Rivergate gyratory system. The mix of uses is completed with offices and shops in former railway warehouses to the west and flats overlooking the River Nene to the south.

**7.7.12** This area provides an important link from the City Core to the River Nene and parts of the city centre further south, but Bourges Boulevard acts as a physical barrier to the ease of movement for pedestrians in both directions. Although Lower Bridge Street and the Rivergate Centre form part of the Primary Shopping Area they are seen as secondary retail areas by many visitors due to this physical separation.



### Policy LP48: Rivergate Policy Area

Within the area designated as the Rivergate Policy Area on the Policies Map, the principle of a retail-led, mixed-use development, incorporating approximately 60 dwellings, will be supported provided that it:

- assists the delivery of improved pedestrian and cycle connections through the area, and between the City Core, Riverside South and Riverside North Policy Areas;
- makes provision for active uses throughout the day and evening along Lower Bridge Street; and
- conserves the listed buildings located in the area, incorporating them sympathetically into the design solution.

Where a development site adjoins the River Nene, opportunities should be taken to improve the river and/or its banks for boaters, anglers, wildlife and those wishing to access and enjoy the river.

Any proposals that would result in a comprehensive redevelopment of this area, including the Rivergate Centre and/or the Rivergate gyratory system, must be supported by a development brief, masterplan or SPD.

## The Sites

### Riverside South Policy Area

- 7.7.13** This Policy Area is located to the south of the city centre and mainly south of the River Nene. The area includes former industrial land and contains a number of vacant and derelict sites in a prime central location.
- 7.7.14** The Fletton Quays Opportunity Area is located within this Policy Area, between the River Nene and the Peterborough to March railway line, and consists of approximately 6.8ha of derelict land which presents an excellent opportunity for high profile redevelopment of a major brownfield site.
- 7.7.15** This area also contains a variety of uses including the Peterborough United Football Ground, Pleasure Fair Meadow car park, an area registered as a community asset and Railworld land either side of the river.
- 7.7.16** This Policy Area is not well connected to the City Core and other surrounding residential areas, and the railway lines act as barriers to movement. Part of the area is located in flood zones 2 and 3, particularly the areas to the west.



#### Policy LP49: Riverside South Policy Area

Within the area designated as the Riverside South Policy Area on the Policies Map, development will be supported, in principle, where it helps to secure the transformation of disused and underused land, in order to create an enhanced gateway into the city centre.

Wherever appropriate, developments should help to improve pedestrian and cycle links between the area and rest of the city centre and adjacent areas, and provide pedestrian access along the river frontage. A site-specific flood risk assessment will be required for all developments which have flood risk implications and this will need to demonstrate that the development will be safe without increasing flood risk elsewhere.

Collectively, the development of sites within the Policy Area should provide approximately 630 dwellings, in accordance with the number of dwellings indicated for each site, or area, below:

Site Reference	Site Name	Indicative number of dwellings	Site Specific Requirements
LP49.1 (CEN004H)	Railworld	50	
LP49.2 (FLS003M)	Pleasure Fair Meadow Car Park	0	Mixed use site, including leisure and commercial
	Elsewhere in Policy Area	200	
<b>Sub total</b>		<b>250</b>	

Opportunity Area			
Site Reference	Site Name	Indicative number of dwellings	Site Specific Requirements
<b>Fletton Quays Opportunity Area</b>			
LP49.3	Fletton Quays	280	
LP49.4 (FLS004O)	Elsewhere in Opportunity Area	100	
<b>Sub total</b>		<b>380</b>	
<b>Total Riverside South Policy Area</b>		<b>630</b>	

Within the Fletton Quays Opportunity Area, planning permission will be granted for a mixed-use development which delivers new dwellings offices, culture and leisure uses, with restaurants and bars along the river frontage will also be acceptable. Development should:

- maximise the advantages of the riverside setting with a high-quality design solution;
- deliver an attractive public riverside walk and cycle path and reserve space for a future foot/cycle bridge across the River Nene to the Embankment;
- incorporate and enhance the listed buildings (railway engine sheds and goods sheds) and building of local importance (the Mill), with imaginative new uses;
- incorporate appropriate flood risk mitigation measures, as identified through a site-specific flood risk assessment;
- deliver opportunities to naturalise the river corridor and enhance biodiversity in ways that complement existing river functions and in line with the objectives of the Nene Valley Nature Improvement Area.

Any retail use will be limited to that which is ancillary to serve the Opportunity Area itself.

Individual proposals for development which would prejudice the comprehensive redevelopment of this Opportunity Area will not be permitted.

### Riverside North Policy Area

**7.7.17** This area is located to the south and east of the Cathedral and to the west of the Frank Perkins Parkway. It includes the Embankment which will remain a protected area of open space, and the regional pool and athletics track to the north of the Policy Area.

**7.7.18** The Policy Area also includes the Key Theatre and Lido, which is a Grade II listed building, and large areas of surface car parks along Bishops Road.

**7.7.19** To some extent, the area is seen as a secondary part of the city centre due to the poor links and connectivity with the City Core and Riverside South Policy Areas. This means that this area of open space with a river setting in the city centre is relatively underused and not of the quality that it could be. The use of this space for large formal events is very positive and more needs to be done to encourage wider improvements to the use of this space.



## The Sites

### Policy LP50: Riverside North Policy Area

The Riverside North Policy Area, as shown on the Policies Map, will remain a predominately open area for social, recreational, leisure and cultural uses.

Any built development will be confined to the northern part of the site and along the frontage to Bishops Road. This could include a University of Peterborough Campus (as identified on the Policies Map), comprising university faculty buildings, an administrative centre and general student amenities such as student accommodation and sports facilities. Any proposals for this site must:

- development must be of high design quality
- Retain and enhance the Regional Pool
- Protect views of cathedral
- Accord with the requirements of Policy LP30.

Should the University not be processed on the identified University site, then residential development will be supported. The following site, as identified on the Policies Map, is allocated for residential development.

Site Reference	Address	Proposed Indicative Number of Dwellings	Site Specific Requirements
LP50.1 (CEN003H)	Bishops Road Car Park	25	Any proposal for this site must be of a high standard of design and low density; ensure that the height of dwellings does not exceed the height of the trees that exist around the western, southern and eastern sides of the site; and include additional landscaping.
<b>Total</b>		<b>25</b>	

Further residential development in this area (other than on sites identified above) will not be supported by the council.

Elsewhere in this Policy Area, new development must be of high design quality and improve the pedestrian and cycle links to the City Core Policy Area and Fletton Quays Opportunity Area, including a new foot/cycle bridge over the River Nene.

The council will support proposals which will improve and enhance the Key Theatre by making the most of its riverside location and links to the Fletton Quays Opportunity Area.

Views of the Cathedral from the south and south-east and the settings of the Lido and Customs House should be preserved, and, where opportunities arise, enhance.

### Boongate Policy Area

**7.7.20** This area is located on the eastern edge of the city centre and forms an important entrance into the city centre from the east and particularly from the Frank Perkins Parkway. The area is dominated by the Boongate roundabout and includes the gasholder station and two surface car parks either side of Boongate. The Policy Area also includes a church and community centre along Dickens Street.

**7.7.21** Any development in this Policy Area must comply with guidance from the Health and Safety Executive in respect of proximity to the Wellington Street gasholder.



### Policy LP51: Boongate Policy Area

Within the area designated as the Boongate Policy Area on the Policies Map, planning permission will be granted for a high quality residential-led development which creates an enhanced gateway into the city centre.

The following site, as identified on the Policies Map, is allocated primarily for residential use:

Site Reference	Site Name	Indicative number of dwellings
LP51.1	Dickens Street Car Park	30
<b>Total</b>		<b>30</b>

The following site, as identified on the Policies Map, is allocated as a mixed use site, including retail and leisure uses and car parking.

Site Reference	Site Name	Indicative number of dwellings
LP51.2 (EAS007M)	Wellington Street Car Park	0

No residential development in this Policy Area will be permitted within the Health and Safety Executives inner consultation zone around the Wellington Street gasholder station. Any development must be in accordance with the Health and Safety Executives Land Use Planning advice.

### City North Policy Area

**7.7.22** This area is towards the north of the city centre and is seen as a transitional area between the commercial City Core and the inner city residential areas. It includes many public buildings such as the Central Library and the Broadway Theatre building. A large part falls within the Park Conservation Area and it includes a number of listed buildings and buildings of local importance.

**7.7.23** The area has a mix of commercial and residential properties, including substantial Victorian/Edwardian villas and terraced housing. It includes the Stanley Recreation Ground, which is a valued area of green space.

## The Sites



### Policy LP52: City North Policy Area

Within the area designated as the City North Policy Area on the Policies Map development will be acceptable provided that it respects the character and built form of the surrounding area and, in the case of housing proposals, assists in improving the quality of the housing stock and the residential environment. The intensification of residential use through the subdivision of existing properties, including the creation of houses in multiple occupation, will not be supported.

Site Reference	Address	Proposed Indicative Number of Dwellings	Site Specific Requirements
LP52.1	Manor House, 57 Lincoln Road	11	
LP52.2	117 Park Road	24	
LP52.3	88 Lincoln Road	26	
<b>Total City North</b>		<b>61</b>	

The city council will support, in principle, development that would:

- involve replacement dwellings (at a density no greater than the density of any dwellings demolished);
- improve the mix of uses, including, in particular, increases in open space and other community facilities;
- complement and support any community regeneration projects; and
- improve connectivity for pedestrians and cyclists to the City Core and, in particular, to North Westgate.

The Stanley Recreation Ground will be protected and enhanced with new facilities for local users. Proposals for development adjoining the Recreation Ground should help to reconnect it to the rest of the city centre and ensure activity and overlooking across the open space to enhance the sense of safety. Small scale development may be allowed where it would enable investment in the Recreation Ground.

## Glossary

Please see the NPPF for a comprehensive glossary of planning related words and phrases. The following are additional words or terms.

**Adoption** - the formal decision by the city council to approve the final version of a document, at the end of all the preparation stages and examination in public, bringing it into effect.

**Amenity** - a general term used to describe the tangible and intangible benefits or features associated with a property or location, that contribute to its character, comfort, convenience or attractiveness.

**Ancient tree** - A tree in its third stage of life

**Ancient Woodland** - is any wooded area that has been wooded continuously since at least 1600 AD. It includes:

- 'ancient semi-natural woodland' - mainly made up of trees and shrubs native to the site, usually arising from natural regeneration
- 'plantations on ancient woodland sites' - areas of ancient woodland where the former native tree cover has been felled and replaced by planted trees, usually of species not native to the site

**Annex** -

**Biodiversity** - a contraction of biological diversity, all species of life on earth including plants and animals and the ecosystem of which we are all part.

**Brownfield Land** - (also known as Previously Developed Land, see NPPF)

**Conservation Area** - a formally designated area of special historic or architectural interest whose character must be preserved or enhanced.

**Core Strategy** - a Development Plan Document (DPD) which contains the spatial vision, main objectives and policies for managing the future development of the area.

**Development Plan Document (DPD)** - A Statutory Planning Document that sets 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.

**District Centre** - an area, defined on the Policies Map, which usually comprises groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public and community facilities such as a library.

**Gypsies and Travellers** - Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

**Health Impact Assessment (HIA)** - a method of considering the positive and negative impacts of development upon human health

**Heritage Value** - An aspect of the worth or importance attached by people to qualities of places, categorised as aesthetic, evidential, communal or historical value.

**Infill** - the use of vacant land and property within a built-up area for further construction or development (see also "windfall site").

## Glossary

**Infrastructure** - a collective term which relates to all forms of essential services like electricity, water, and road and rail provision.

**Integrated Delivery Schedule (IDS)** - brings together key infrastructure requirements and any constraints to wider development proposals.

**Landscape Scale** - A holistic approach to achieving ecosystem services across a defined area.

**Listed Building** - a building or structure designated by the Secretary of State under the Planning (Listed Buildings and Conservation Areas) Act 1990 for its special architectural or historic interest, and therefore included in a 'list' of such buildings and structures.

**Local Area for Play (LAP)** - A small area or landscaped open space specifically for young children located close to homes.

**Local Centre** - an area, defined on the Policies Map, which usually includes a range of small shops of a local nature, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot-food takeaway and laundrette. In rural areas, large villages may perform the role of a local centre.

**Local Equipped Area for Play (LEAP)** - an unsupervised play area for children of primary school age and equipped with a range of formal play equipment.

**National Planning Policy Framework (NPPF)** - the Government's national planning policies for England and how these are expected to be applied.

**National Planning Practice Guidance (NPPG)** - Provides guidance for local planning authorities and decision takers, both drawing up plans and making decisions about planning applications. The guidance is categorised into subject categories

**Natural Capital** -the stock of our physical natural assets (such as soil, forests, water and biodiversity)

**Neighbourhood Equipped Area for Play (NEAP)** - designed to serve a wider area, equipped with a range of play equipment for a wide age range, including teenage provision such as kickabout/basketball areas, opportunities for wheeled play (skateboarding, rollerskating, etc) and meeting areas.

**Neighbourhood Planning** - A plan prepared by a Parish Council or Neighbourhood Forum for a particular area (made under the Planning and Compulsory Purchase Act 2004)

**Objectively Assessed Need** - The identified housing need to meet the needs of the local authority area over the plan period.

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

**Pitch** - means a pitch on a "gypsy and traveller" site

**Plot** - means a pitch on a "travelling showpeople" site (often called a "yard")

**Policies Map** (previously known as a Proposals Map)- a map on an Ordnance Survey base which shows where policies in Local Plans apply.

**Primary Shopping Area** - An area where retailing and the number of shops in a town centre is most concentrated. The extent of this area is defined on the Policies Map



**Primary Shopping Frontages** - A shopping frontage where a high proportion of retail uses (A1) is located. Defined on the Policies Map.

Proposed Submission Document - defined but the Town and Country Planning (local Planning) (England) Regulations 2012 as:

- a. The local plan which the local planning authority proposes to submit to the Secretary of State,
- b. If the adoption of the local plan would result in changes to the adopted policies map, a submission policies map,
- c. The sustainability appraisal report of the Local plan,
- d. A statement setting out -
  - (i) Which bodies and persons were invited to make representations under regulation 18,
  - (ii) How those bodies and persons were invited to make such representations,
  - (iii) A summary of the main issues raised by those representation
  - (iv) How those main issues have been addressed in the development plan document and
- e. Such supporting documents as in the opinion of the local planning authority are relevant to the perpetration of the local plan.

**Scheduled Monument** - a nationally important archaeological site that has been designated by the Secretary of State under the Ancient Monuments and Archaeological Areas Act 1979, and therefore included in a 'schedule' of such monuments.

**Sequential Approach** - an approach to planning decisions which may require certain sites or locations to be fully considered for development before the consideration moves on to other sites or locations. The approach could apply to issues such as retail development, the use of previously developed land or the use of land at risk from flooding.

**Settlement Hierarchy** - settlements are categorised into a hierarchy based on the range of facilities, services and employment opportunities available, plus the ability to access other higher ranking settlements by public transport.

**Strategic Housing Market Assessment (SHMA)**- An assessment of housing need in the housing market area, including the scale and mix of housing and the range of tenures that is likely to be needed over the plan period.

**Supplementary Planning Document (SPD)** - SPDs expand on policies or provide further details to policies contained in a Local Plan.

**Sustainability Appraisal (SA)** - a formal, systematic process to assess the environmental, economic and social effects of strategies and policies in a DPD from the start of preparation onwards. The process includes the production of reports to explain the outcomes of the appraisal.

**Sustainable Community Strategy** - a document which plans for the future of Peterborough across a wide range of topics, setting out a vision and a series of aspirations. The local strategic partnership (Greater Peterborough Partnership) has responsibility for producing the document which sets out four main priorities that all partners work towards.

**Sustainable Development** - usually referred to as “development which meets the needs of the present without compromising the ability of future generations to meet their own needs” (Brundtland, 1987).

## Glossary

**Sustainable Drainage Systems (SuDS)** - an overall term for systems of surface water drainage management that take into account the quantity and quality of runoff, and the amenity value of surface water in the urban environment. The main focus is on source control and the mimicking of natural processes to enable infiltration and gradual discharge into watercourses.

**Use Classes** - contained within the 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.

**Village Boundary/Envelope** - a boundary on a map beyond which the local planning authority proposes that a village should not be able to extend.

## Neighbourhood Planning

### Appendix B - Neighbourhood Planning

One of the formal mechanisms for greater influence over the places that people live is through Neighbourhood Planning, introduced through the Localism Act. It allows Parish Councils, or Neighbourhood Forums where Parish Councils do not exist, to prepare a plan that set policies for the use of land in their area. Such policies could include:

- The allocation of sites;
- Other allocations (such as protecting things which are important to you); and
- Design matters, such as the types of materials you would like to see used in new developments.

Some parishes in Peterborough are already preparing Neighbourhood Plans, and there is no need for this Local Plan to give you permission to proceed.

The council supports the production of Neighbourhood Plans and is happy to assist in their production (though the lead and effort must come from the community themselves, as required by law). We would be particularly supportive of Neighbourhood Plans which cover one or more of the following topics (with their inclusion being proportionate to the community which is to be covered by the Neighbourhood Plan):

- Site Allocations (provided they are in line with the thrust of policies in this plan, such as the settlement hierarchy)
- Scale and massing of buildings
- Local character considerations
- Local design and building materials
- Boundary fences/walls design criteria
- Support for community facilities and services to ensure a thriving settlement
- Policies to support sustainable lifestyles
- Affordable housing sites
- Housing type/size (eg small/large dwellings, bungalows)

Neighbourhood Plans are required to meet the basic conditions as set out in legislation. One element of this is that a Neighbourhood Plan must be in general conformity with the strategic policies contained within the Local Plan.

To assist Neighbourhood Plans, the strategic policies of this local plan are listed below:

**Policy LP2:** The Settlement Hierarchy and the Countryside

**Policy LP3:** Spatial Strategy for the Location of Residential Development

**Policy LP4:** Spatial Strategy for the Employment, Skills and University Development

**Policy LP5:** Urban Extensions and other Nearby Large Scale Allocations

**Policy LP6:** The City Centre - Overarching Strategy

**Policy LP7:** Health and Wellbeing

**Policy LP8:** Meeting Housing Needs

**Policy LP9:** Custom build, self-build and Prestige Homes

**Policy LP10:** Gypsies and Travellers and Travelling Showpeople

**Policy LP11:** Development in the Countryside

**Policy LP12:** Retail and Other Development in Centres

**Policy LP13:** Transport

**Policy LP14:** Infrastructure to Support Growth

## Neighbourhood Planning

**Policy LP15:** Safeguarded Land for Future Key Infrastructure

**Policy LP19:** The Historic Environment

**Policy LP21:** New Open Space, Sports and Recreation Facilities

**Policy LP22:** Green Infrastructure Network

**Policy LP23:** Local Green Spaces and Existing Open Space

**Policy LP24:** Nene Valley

**Policy LP25:** Country Park

**Policy LP26:** Green Wedges

**Policy LP27:** Landscape Character

**Policy LP28:** Biodiversity and Geodiversity

**Policy LP29:** Ancient, Semi-Natural Woodland and Ancient and Veteran Trees

**Policy LP30:** Culture, Leisure and Tourism

**Policy LP32:** Renewable and Low Carbon Energy

**Policy LP33:** Flood and Water Management

**Policy LP34:** Development on Land Affected by Contamination

**Policy LP35:** Urban Extensions and Nearby Large Scale Allocation

**Policy LP36:** Urban Area Allocations

**Policy LP37:** Large Village Allocations

**Policy LP39:** Medium Villages

**Policy LP40:** Urban Extensions - Employment Land

**Policy LP41:** General Employment Area and Business Parks

**Policy LP43:** Rural Employment Sites

**Policy LP44:** City Core Policy Area

**Policy LP45:** Railway Station Policy Area

**Policy LP46:** Rivergate Policy Area

**Policy LP47:** Riverside South Policy

**Policy LP48:** Riverside North Policy Area

**Policy LP49:** Fengate South Policy Area

**Policy LP50:** Boongate Policy Area

**Policy LP51:** City North Policy Area

## Parking Standards

The parking standards are set out by Use Class. They provide an overall approach for the local authority area. A lower provision may be appropriate in the city centre and in locations where there is good access to alternative forms of transport and existing public car parking facilities.

In all cases, adequate provision should be made for the parking and turning of service vehicles that serve the site, off the highway.

References in this Appendix to a cycle stand mean a 'Sheffield' or 'A-Frame' stand or similar (capable of accommodating two cycles). References to a cycle space mean a space for the parking/storage of one cycle.

Use	Car/van	Cycle
	<b>Maximum</b>	<b>Minimum</b>
<b>A1</b> – excluding food stores	One space per 20 sqm gross floorspace	One stand per 150 sqm gross floorspace for staff and one stand per 400 sqm gross floorspace for customers
<b>A1</b> – Food stores	One space per 14 sqm gross floorspace	

**Informative notes:** Parking standards for large, stand alone developments, such as large department stores and shopping centres will be considered on a case by case basis and should be agreed with the council.

Use	Car/van	Cycle
<b>A2</b> - Financial and professional services	One space per 20 sqm gross floorspace	One stand per 150 sqm gross floorspace for staff plus one stand per 400 sqm gross floorspace for customers
<b>A3</b> – Restaurants and cafes (excluding transport cafes)	One space per 15 sqm gross floorspace	One stand per 100 sqm for staff plus one stand per 100 sqm for customers
<b>A3</b> (Transport cafes/truck stops)	One space per 15 sqm gross floorspace One lorry space per two sqm gross floorspace	One stand per 100 sqm gross floorspace for staff plus one stand per 200 sqm gross floorspace for customers
<b>A4</b> – Drinking establishments	One space per 15 sqm gross floorspace	One stand per 100 sqm gross floorspace for staff plus one stand per 100 sqm gross floorspace for customers
<b>A5</b> – Hot food takeaways	One space per 20 sqm gross floorspace	One stand per 100 sqm gross floorspace for staff plus one stand per 100 sqm gross floorspace for customers

## Parking Standards

**Informative notes:** A higher provision of cycle parking may be required in locations situated in close proximity to key cycle routes and where a high volume of cyclists is expected to occur. This will be negotiated on a case-by-case basis.

Use	Car/van	Cycle
<b>B uses</b>	<b>Maximum</b>	<b>Minimum</b>
<b>B1 – Business</b>	One space per 30 sqm gross floorspace	One stand per 90 sqm gross floorspace for staff plus one stand per 200 sqm gross floorspace for visitors

**Informative notes:** Consideration should also be given to the requirement for any overnight parking and facilities.

Use	Car/van	Cycle
<b>B2 – General industrial</b>	One space per 50 sqm gross floorspace	One stand per 150 sqm gross floorspace for staff plus one stand per 500 sqm gross floorspace for visitors

**Informative notes:** If a site office is included in the development then a B1 parking standard should be applied for that area.

Use	Car/van	Cycle
<b>B8 – Storage and distribution (including open air storage areas)</b>	Three parking spaces per unit plus one space per 300 sqm gross floorspace	One stand per 500 sqm gross floorspace for staff plus one stand per 1000 sqm gross floorspace for visitors
<b>B8 with retail element</b>	Three parking spaces per unit plus one space per 300 sqm gross floorspace +one space per 20 sqm gross floorspace for customer parking	

**Informative notes:** Consideration should also be given to the requirement for any overnight parking and facilities.

It is acknowledged that there is an increasing trend for B8 developments with a retail element where there is the option for customers to visit a counter at the premises and make purchases. For developments such as this, additional customer parking should be allocated, equivalent to the A1 standard for the floorspace that has public access.

If a site office is included in the development then a B1 parking standard should be applied for that area.

Use	Car/van	Cycle
<b>C uses</b>	<b>Maximum</b>	<b>Minimum</b>
<b>C1 - Hotels</b>	One space per bedroom plus one space per ten sqm of dining area for hotels with restaurants open to the public	One stand per four staff plus one stand per ten bedrooms

**Informative notes:** The modern day hotel is seldom used solely as a hotel and often offers multifunctional amenities such as conference facilities, restaurants and gyms. These multifunctional uses must be considered per individual use class and adequate parking allocated to encompass all uses when considering the potential for cross-visitation.

Use	Car/van	Cycle
<b>C2 - Residential care home</b>	One space per full time equivalent staff + One visitor space per three beds	One stand per five staff + resident parking on a case-by-case basis
Hospitals – Note: at hospitals there are a number of people who are temporarily disabled and do not have Blue Badges.	To be considered on a case by case basis	One stand per four staff Visitors - to be considered on a case by case basis
Treatment centres (e.g. ISTC* with over night facilities)	To be considered on a case by case basis	One stand per four staff Visitors - to be considered on a case by case basis
Residential education establishments – primary/secondary	One space per full time equivalent staff	One stand per eight staff + one stand per six students
Residential education establishments – further/higher	One space per full time equivalent staff + one space per five students	One stand per eight staff + one stand per six students

**Informative notes:** Parking standards for retirement developments that are warden assisted yet provide independent living should fall under Class C3.

## Parking Standards

Hospital parking: It should be acknowledged that particular needs of hospitals arising from their 24 hour service (which impacts on accessibility for patients and visitors and on staff working patterns) should be taken into account and parking provision provided accordingly. The impact of parking on the surrounding area should be considered and if necessary provision should be made for appropriate traffic management measures (e.g. resident parking scheme) to prevent illegitimate parking on neighbouring streets by people travelling to the hospital site. Travel plans for staff, patients and visitors play an important role in traffic reduction and especially encourage modal shift for staff.

\* Independent Sector Treatment Centre

Use	Car/van	Cycle
<b>C2A</b> - Secure residential institution	One space per full time equivalent staff Visitor – on a case-by-case basis	One stand per eight full time equivalent staff Visitor – on a case-by-case basis

**Informative notes:** Class C2A includes a variety of uses which will demand a varying need for parking. Standards should be used as a guide but there must be flexibility and applications should be looked at on a case-by-case basis. Visitor parking requirements will vary between institutions and should be dealt with on an individual application basis.

Use	Car/Van	Cycle
	<b>Minimum*</b>	<b>Minimum*</b>
<b>C3</b> – Dwelling houses One bedroom	One space per dwelling (plus spaces for visitors at the rate of one space for every four dwellings (unallocated))	One secure covered space per dwelling. None if garage or secure area is provided within curtilage of dwelling
Two+ bedroom	Two spaces per dwelling (plus spaces for visitors at the rate of one space for every six dwellings (unallocated))	
Four+ bedroom	Two spaces per dwelling (plus spaces for visitors at the rate of one space for every four dwellings (unallocated))	



Use	Car/Van	Cycle
Flats in City Centre**	One space for every two dwellings (plus spaces for visitors at a rate of one space for every six dwellings (unallocated))	on a case- by-case basis
Retirement developments (e.g. warden assisted independent living accommodation)	One space per dwelling	
C4 – Houses in multiple occupation	One space per bedroom	

#### Informative notes:

\*For C3 or C4 development, the standards are listed as 'minimum' and will be applied in most instances, especially for major development (10 or more dwellings). However, in some instances the standards will be inappropriate, for example where this would harm the established character of the area. In such instances applicants should discuss with the council what an appropriate provision of parking should be.

For C3 and C4 developments, car parking spaces for occupants should normally be provided on-plot, except in the case of flats or for specific urban design reasons where the most appropriate design solution would require a communal car park or garage court.

\*\*For flatted development in the City Centre boundary applications must be supported by a parking management plan. This is because the standard if for 0.5 spaces per dwellings and to prevent on street parking and the development becoming cluttered with cars.

Where the number of dwellings in each category are below the threshold, the total number of dwellings will be used to calculate the number of unallocated spaces required by taking an average requirement.

Where a garage is proposed to count as one of the required parking spaces, the garage would need to be of at least 20 sq m of internal floorspace. Alternatively, garage size can be reduced to 18 sq m of internal floorspace and still qualify as a parking space provided a shed or other covered area of 1m by 3m space is available for parking a cycle(s).

Annexes which create extra bedrooms will require additional parking unless existing provision is demonstrated to be adequate.

Visitor/unallocated vehicle parking can, subject to appropriate design, be located on or near the road frontage.

Use	Car/van	Cycle
D uses	Maximum	Minimum

## Parking Standards

Use	Car/van	Cycle
D1 - Medical centres	One space per full time equivalent staff + two per consulting room + drop off/pick up facilities	One stand per eight staff plus one stand per two consulting rooms for visitors
Crèche, child care	One space per full time equivalent staff + drop off/pick up facilities	One stand per eight staff plus One stand per 15 child places
Day care centre	One space per full time equivalent staff + drop off/pick up facilities	One stand per eight staff plus one stand per 20 clients
Education – primary/secondary	One space per full-time member of staff + drop off/pick up facilities	One stand per eight staff plus one stand per six pupils

### Informative notes:

A lower provision may be appropriate for educational establishments in an urban location where there is good access to alternative forms of transport to allow sustainable travel.

Parking/drop off arrangements for special schools must be taken into consideration as generally extra staff are required and most pupils/students arrive by taxi or car.

Coach parking and facilities must be considered for all D1 uses.

## Open Space, Sport and Recreation Standards

### Part A: Open Space Standards

Open Space Type	Quantity Standard	Accessibility Standard	Quality Standard
<p><b>Neighbourhood Parks</b></p> <p>A Landscaped setting which may include a variety of natural features, or formal planted areas, typically over 2ha in size. Parks should provide for a range of recreational activities that may include outdoor sports facilities and playing fields, children's play for different age groups and informal recreational pursuits including sitting out and walking.</p>	1.36ha per 1,000 population	560m straight line distance	All spaces should meet Green Flag standard wherever possible
<p><b>Country Parks</b></p> <p>A large landscaped setting which may include a variety of natural features, or formal planted areas, typically over 50ha in size. Country Parks should provide a wide range of recreational activities including outdoor sports facilities and playing fields, children's play for different age groups and informal recreational pursuits including sitting out and walking. Nature trails, cycle routes, formal picnic areas, interpretation facilities refreshment and toilets are also likely to be found in Country Parks.</p>	No standard – provision should be opportunity led and requested on a case by case basis	5.25km straight line distance	All spaces should meet Green Flag standard wherever possible
<p><b>Children's Play</b></p> <p>Open space dedicated to children's play. Includes formal play provision which should conform to National Playing Field Association standards in terms of LAPSs, LEAPs and NEAPs, as well as informal play space.</p>	0.04ha per 1,000 population - equipped/ designated play areas (LAP, LEAP and NEAP)	LAP – 200m straight line distance (where possible) LEAP – 450m straight line distance NEAP – 800m straight line distance	Children's play provision should provide a range of facilities associated with the type of facility
<p><b>Natural Greenspace</b></p> <p>Natural and semi natural open space, including woodland, scrub,</p>	0.42ha of Local Nature Reserve per	300m to natural greenspace of at least 2ha (although a minimum of	Areas of natural and semi-natural greenspace should be of adequate

## Open Space, Sport and Recreation Standards

Open Space Type	Quantity Standard	Accessibility Standard	Quality Standard
grassland, heath or moor, wetlands (e.g. marsh or fen) open and running water wastelands, wetlands, where the public have legal or permissive access.	1,000 population	0.25ha will be appropriate within existing urban areas) 2km to natural greenspace of at least 20ha 5km to natural greenspace of at least 100ha 10km to natural greenspace of at least 500ha	quality and support local biodiversity
<p><b>Allotments</b></p> <p>Open Spaces where the primary use is allotment gardening or community farming.</p>	0.29ha per 1,000 population	560m straight line distance	Allotment sites should be of adequate quality and support the needs of the local community. Allotment sites which under perform in terms of their value to the local community should be improved

### Part B: Playing Pitch Standards

As a guide, the expected quantity standard for playing pitches is X ha per 1,000 population.

The type of pitch to be provided, such as football or hockey, will be negotiated on a case by case basis, taking account of current local provision and community aspirations. See the council's website for the 'Playing Pitch New Development Calculator', which can be used to help estimate the demand for pitches that may be generated from a new development.

### Part C: Converting Standards per Person

In order to convert the standard per person into standards per dwelling (and subsequently, standard per development scheme), the following formulas apply:

1 bed dwellings = assumes 1.2 people average occupancy

2 bed dwellings = assumes 1.9 people average occupancy

3 bed dwellings = assumes 2.9 people average occupancy

4+ bed dwellings = assumes 3.1 people average occupancy

Thus, a development scheme of 10 x 1bed dwellings, 100 x 2bed dwellings and 100 x 3 bed dwellings, would have a total assumed population of:

$$(10 \times 1.2) + (100 \times 1.9) + (100 \times 2.9) = 492 \text{ population}$$

This figure of 492 population can then be used to calculate the area required to meet the above standards.

## Open Space, Sport and Recreation Standards

Source: Cambridgeshire County Council's Research Group, based on census data and development monitoring data. These figures are also used in the 2017 Developer Contributions SPD.

## Open Space, Sport and Recreation Standards

## Bin Storage and Collection

### Waste Storage Capacity

The following table illustrates recommended external storage capacities for various types of residential development based on alternate weekly collections. Where reference is made to a '1 room unit', '2 room unit', etc all 'living' rooms (i.e. lounge, dining room, bedrooms) are counted. The kitchen and bathroom are excluded.

For flats/apartments, capacity is unlikely to be provided on an individual residence basis. Capacity calculated for each unit should be combined giving a total. This should then be converted to the required number of communal bins (where calculations result in a fraction, figures should be rounded up or down as appropriate).

For example: A developer has constructed a low-rise (4 floor) development without communal gardens of 16 flats – 8 are 2 room units and 8 are 3 room units. The developer has also sought guidance from the council with regards to the split into recycling, composting and residual waste. Based on consultation with the council the waste capacity was determined as: (8 x 340 litres) + (8 x 440 litres) = 6240 litres total capacity in terms of external storage containers this may equate to: 3 x 1100 litre bins for residual waste; 4 x 660 litre bins for dry recyclables; 1 x 360 litre bin for compostables.

**Table 5**

Residential Development Type	Aggregated Capacity Provision Guidance Notes
Single House	775 litres
Low-rise (to 4 floors) with communal gardens	For each 1 room unit 320 litres For each 2 room unit 420 litres For each 3 room unit 520 litres For each 4 room unit 620 litres For each 5 room unit 720 litres
Low-rise (to 4 floors) without communal gardens	For each 2 room unit 340 litres For each 3 room unit 440 litres For each 4 room unit 540 litres For each 5 room unit 640 litres
High-rise (above 4 floors)	For each 1 room unit 240 litres For each 2 room unit 340 litres For each 3 room unit 440 litres For each 4 room unit 540 litres For each 5 room unit 640 litres

### Guidance Notes:

## Bin Storage and Collection

Capacities detailed are maximum capacity 'footprints'. Developers should ensure that sufficient space is provided for the appropriate external storage containers.

The Waste Collection Authority must be consulted on capacity split (e.g between recycling, residual and compostable waste) and the types of external storage containers that the developer will be required to provide.

Developers should agree the amount of space required and the type of containers with the Waste Collection Authority prior to the submission of the planning application.

It should be noted that capacity 'footprints' and splits are provided as guidance only.

### Waste Storage Points

Waste is typically taken from its point of generation to a storage point outside the building. From here it is moved to a point of collection. In developments of flats and apartments waste is typically taken from the point of generation straight to the point of collection.

The design of proposed developments should consider the siting and layout of residential and commercial waste storage points at an early stage. It is important to emphasise that appropriate siting and landscaping should reduce the visual impact of the waste storage point, to help enhance the overall quality and experience of the streets/development.

In all cases, collection points should be convenient for the user to access and for service crews to access without presenting a risk to health and safety. For developments of flats and apartments the developer should make adequate arrangements for the management and maintenance of all communal waste transit and storage infrastructure. The developer should demonstrate these arrangements to the satisfaction of the council.

### Residential Storage Points

For single houses waste containers should:

- Be housed within a designated area or structure as appropriate;
- Be easily accessible to the occupier;
- Not have to be moved through a building to the collection point;
- Be located in a shaded position and away from windows; and
- Be located in a well ventilated area

In terms of distances and gradients, the following should be observed:

- Resident should not have to move waste more than 30m to any designated storage area within the boundaries of the property. This applies to houses and flats;
- Any designated storage area within the boundaries of the property should not be more than 25m distance from the collection;
- Where properties do not share waste containers, residents should take their waste storage containers to the collection point for the purpose of emptying, which is either within the curtilage of the property or the kerbside.
- Where properties either sharing waste containers or where the containers are stored in a communal facility, the storage and collection point are to be the same the location.
- For containers with two wheels the distance between the collection point and the collection vehicle must not exceed 25m (see top illustration within Figure 5.2);
- The passage of a 2 wheeled container should avoid steps, but where it is not possible should avoid transfer over more than 3 steps;



## Bin Storage and Collection

- The passage of a 4 wheeled container must never be over steps, dropped kerbs must be provided where a collection lorry is on the highway. Paths must be 2 metres wide; and
- In all cases surfaces should be smooth and solid and gradients should not exceed 1:12

For flats/apartments, temporary storage of waste is unlikely to occur immediately outside each flat/apartment. Waste is normally transferred straight to the collection point of collection which comprises a communal storage facility.

A number of transit options are typically available and are illustrated in the table below:

**Table 6**

Option	Description
Resident Transit	In low-rise blocks (up to 4 floors) it is typical for residents to transfer their waste to communal compounds, within which are located a number of bins to receive their waste. Residents should not have to transfer waste more than 30m (excluding vertical distance). Best practice is to install bins allowing the segregation of material types from residual waste.
Chutes	In high-rise blocks (above 4 floors) waste chutes are a potential option for installation for the deposit of waste and to enable recycling. The chute system that conveys the waste (by gravity) to a point of storage. This may be a compactor, a skip or large bin.
Facilities Residents Management Complete Collection Service	Resident deposit their waste, in bags, outside their door from where it is collected by a waste collection team.  Service lifts should be installed.

Where it is necessary for collection crews to move bins from the communal storage facility to tip into the collection vehicle, they should not have to move large containers (4 wheels) more than 10m. Option choice, and therefore the waste transit method open to residents should be addressed against:

1. User convenience and efficiency;
2. Health, safety and security; and
3. Risk of environmental harm.

The challenge posed by flats and apartments particularly those of a high-rise nature are further addressed under Waste Management Provision for flats and apartments.

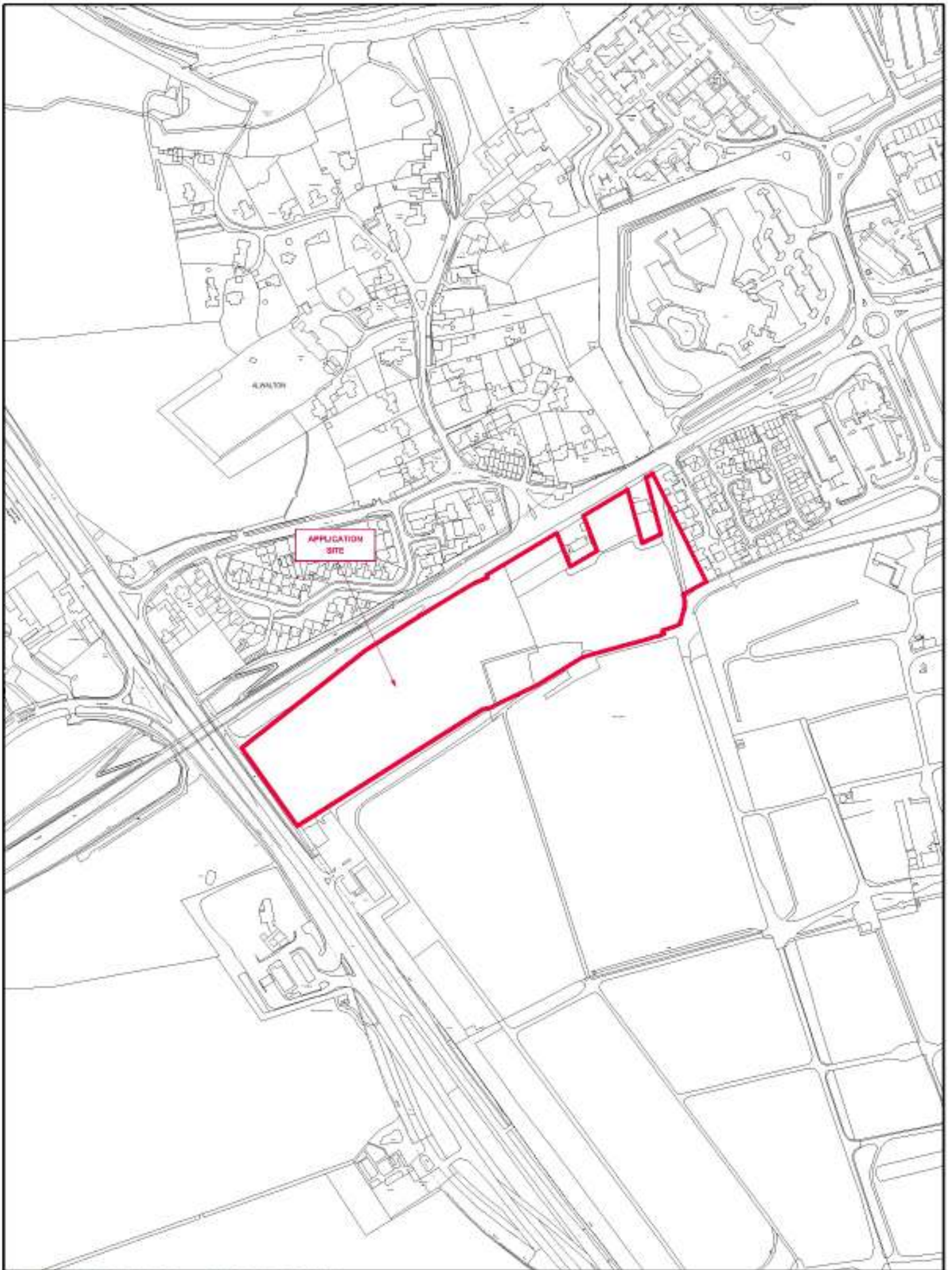
Waste storage requirements to commercial premises need to reflect these stringent demands and should allow additional space and infrastructure for the separate storage of these waste types.

## Bin Storage and Collection

# Policies Map

## Policies Map

if the Local Plan as to be consulted upon (Nov 2017) and as to be submitted for examination (February 2018) is adopted without amendment, then this Policies Map (and associated Inset Maps) will replace in its entirety the current adopted Policies Maps for Peterborough City Council. This notice meets our statutory requirements under regulations 19 and 22 of The Town and Country Planning (Local Planning) (England) Regulations 2012.



**LOCATION PLAN 15/01106/OUT**

Land South Of Oundle Road At East Of England Showground, Oundle Road

Scale NTS

Date 6/9/2017

Name AA Department Planning Services



**PETERBOROUGH**



CITY COUNCIL

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**Planning and EP Committee**

<b>Application Ref:</b>	15/01106/OUT
<b>Proposal:</b>	Up to 130 dwellings with all matters reserved except for access
<b>Site:</b>	Land South Of Oundle Road At East Of England Showground, Oundle Road, Alwalton, Peterborough
<b>Applicant:</b>	East Of England Agricultural Society And Milton (Peterborough)
<b>Agent:</b>	Savills (UK) Ltd
<b>Referred By:</b>	Director of Growth and Regeneration
<b>Reason:</b>	Major application of wider concern
<b>Site visit:</b>	04.08.2015
<b>Case officer:</b>	Miss V Hurrell
<b>Telephone No.</b>	01733 453480
<b>E-Mail:</b>	victoria.hurrell@peterborough.gov.uk
<b>Recommendation:</b>	To Be Confirmed

**1 Background**

The application site which is some 5.66 hectares in size is located on the western edge of Peterborough some 5 miles from the city centre, within the urban area boundary. The site wraps around two existing properties including No 5/7 Oundle Road which is a Listed Building.

To the east is the recent development of Arena Drive whilst to the south is the Peterborough Showground. To the west is the A1. To the north of the site is the A605 Oundle Road, beyond which is the village of Alwalton through which a section of the A605 runs, before connecting with the A1.

Peterborough City Council is the highway body responsible for the section of Oundle Road in front of the site and for the junction into the village. Cambridgeshire County Council are responsible for Oundle Road where it crosses over the A1 to the west and for the roads within the village of Alwalton. Highways England are responsible for the A1.

The application site is allocated for residential development (up to 210 units) in the adopted Site Allocations DPD and in the emerging new Local Plan. The site is also included within the Council's 5 year land supply.

This application which seeks outline planning permission for up to 130 units and a new access off Oundle Road, along with alteration and signalisation of the junction into the village of Alwalton.

Members resolved to approve this application at Planning and Environmental Protection Committee on 26 April 2016 subject to conditions and the completion of a S106 Agreement.

## **2 Referral Back to Committee**

When this application was originally submitted and presented to Members it included a provision for 30% affordable housing (with a 70/30 split in favour of rented accommodation) in compliance with policy CS8 of the adopted Core Strategy.

Following the resolution to grant the outline permission the applicant submitted a viability appraisal. This set out that the development could only afford to provide 4% affordable housing. Following initial discussions with the applicant a revised affordable housing provision of 10%, with a 50/50 split between rented and shared equality housing has been proposed.

This revised offer is currently being considered by Officers, particularly given the context of this being an allocated housing site and one which forms part of our five year land supply.

The original report to Committee is appended to this report for information but it is stressed that the only matter which Members are being asked to consider is the level of affordable housing provision now being offered ie 10%.

## **3 Recommendation**

The revised affordable housing offer of 10% is being reviewed and assessed by Officers who are taking 3<sup>rd</sup> party advice.

In light of this Officers are currently unable to put forward a recommendation to Members. Officers will set out a recommendation to Members in either the Update Report or verbally at Committee, pending receipt of the 3<sup>rd</sup> party advice.



## Appendix 1

<b>Application Ref:</b>	15/01106/OUT
<b>Proposal:</b>	Up to 130 dwellings with all matters reserved except for access
<b>Site:</b>	Land South Of Oundle Road At East Of England Showground, Oundle Road, Alwalton, Peterborough
<b>Applicant:</b>	East Of England Agricultural Society And Milton (Peterborough)
<b>Agent:</b>	Savills (UK) Ltd
<b>Referred By:</b>	Director of Growth and Regeneration
<b>Reason:</b>	Major application of wider concern
<b>Site visit:</b>	04.08.2015
<b>Case officer:</b>	Miss V Hurrell
<b>Telephone No.</b>	01733 453480
<b>E-Mail:</b>	victoria.hurrell@peterborough.gov.uk
<b>Recommendation:</b>	<b>GRANT</b> subject to (1) relevant conditions and authority being delegated to Officers to make any necessary or appropriate adjustments to these conditions including the imposition of new conditions and (2) the completion of a S106 Agreement

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

#### **The Site and Surroundings**

The application site which is some 5.66 hectares in size is located on the western edge of Peterborough some 5 miles from the city centre, within the urban area boundary. The site wraps around two existing properties including No 5/7 Oundle Road which is a Listed Building.

To the east is the recent development of Arena Drive whilst to the south is the Peterborough Showground. To the west is the A1. To the north of the site is the A605 Oundle Road, beyond which is the village of Alwalton through which a section of the A605 runs, before connecting with the A1.

Peterborough City Council is the highway body responsible for the section of Oundle Road in front of the site and for the junction into the village. Cambridgeshire County Council are responsible for Oundle Road where it crosses over the A1 to the west and for the roads within the village of Alwalton. Highways England are responsible for the A1.

Much of the village of Alwalton is designated as a Conservation Area including the area to the east of the A605. The village also has a number of Listed Buildings. The village of Alwalton falls under the administrative area of Huntingdonshire District Council.

There are a number of existing trees within the application site primarily along the northern boundary (adjacent to 5/7 Oundle Road), the eastern boundary with Arena Drive and the southern boundary with the Showground. The land is currently in agricultural use and slopes east to west, down to the A1.

The application site is allocated for residential development (up to 210 units) in the adopted Site Allocations DPD.

## **The Proposal**

This application seeks outline planning permission for up to 130 units and a new site access off Oundle Road. All other matters are reserved for detailed consideration at a later date.

The proposal would result in the need to alter and signalise the junction into the village of Alwalton.

## **2 Planning History**

<b>Reference</b>	<b>Proposal</b>	<b>Decision</b>	<b>Date</b>
12/00006/SCREEN	Screening opinion for an Environmental Impact Assessment for proposed residential development	Comments	03/07/2012

## **3 Planning Policy**

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

### **Planning (Listed Building and Conservation Areas) Act 1990**

#### **Section 66 - General duty as respects listed buildings in exercise of planning functions**

The Local Planning Authority has a statutory duty to have special regard to the desirability of preserving the building or its setting, or any features of special architectural or historic interest which it possesses.

#### **Section 72 - General duty as respects conservation areas in exercise of planning functions.**

The Local Planning Authority has a statutory duty to have special regard to the desirability of preserving the Conservation Area or its setting, or any features of special architectural or historic interest which it possesses.

### **National Planning Policy Framework (2012)**

#### **Section 4 - Assessment of Transport Implications**

Development which generates a significant amount of traffic should be supported by a Transport Statement/Transport Assessment. It should be located to minimise the need to travel/to maximise the opportunities for sustainable travel and be supported by a Travel Plan. Large scale developments should include a mix of uses. A safe and suitable access should be provided and the transport network improved to mitigate the impact of the development.

#### **Section 7 - Good Design**

Development should add to the overall quality of the area; establish a strong sense of place; optimise the site potential; create and sustain an appropriate mix of uses; support local facilities and transport networks; respond to local character and history while not discouraging appropriate innovation; create safe and accessible environments which are visually attractive as a result of good architecture and appropriate landscaping. Planning permission should be refused for development of poor design.

#### **Section 10 - Development and Flood Risk**

New development should be planned to avoid increased vulnerability to the impacts of climate change. Inappropriate development in areas of flood risk should be avoided by directing it away from areas at higher risk. Where development is necessary it shall be made safe without increasing flood risk elsewhere. Applications should be supported as appropriate by a site-specific Flood Risk Assessment, a Sequential Test and, if required, the Exception Test.

#### **Section 11 - Noise**

New development giving rise to unacceptable adverse noise impacts should be resisted; development should mitigate and reduce to a minimum other adverse impacts on health and quality of life arising. Development often creates some noise and existing businesses wanting to expand should not be unreasonably restricted because of changes in nearby land uses.

### **Section 12 - Conservation of Heritage Assets**

Account should be taken of the desirability of sustaining/enhancing heritage assets; the positive contribution that they can make to sustainable communities including economic viability; and the desirability of new development making a positive contribution to local character and distinctiveness. When considering the impact of a new development great weight should be given to the asset's conservation.

Planning permission should be refused for development which would lead to substantial harm to or total loss of significance unless this is necessary to achieve public benefits that outweigh the harm/loss. In such cases all reasonable steps should be taken to ensure the new development will proceed after the harm/ loss has occurred.

### **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.

#### **CS02 - Spatial Strategy for the Location of Residential Development**

Provision will be made for an additional 25 500 dwellings from April 2009 to March 2026 in strategic areas/allocations.

#### **CS08 - Meeting Housing Needs**

Promotes a mix of housing the provision of 30% affordable on sites of 15 or more dwellings (70% social rented and 30% intermediate housing), 20% life time homes and 2% wheelchair housing.

#### **CS10 - Environment Capital**

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

#### **CS13 - Development Contributions to Infrastructure Provision**

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

#### **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.

#### **CS17 - The Historic Environment**

Development should protect, conserve and enhance the historic environment including non-scheduled nationally important features and buildings of local importance.

#### **CS21 - Biodiversity and Geological Conservation**

Development should conserve and enhance biodiversity/ geological interests unless no alternative sites are available and there are demonstrable reasons for the development.

#### **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 Site Allocations DPD (2012)**

### **SA03 - Urban Area**

Identifies sites within the Urban Area that are allocated primarily for residential use

### **SA08 - Prestige Homes**

Identifies sites which will be expected to deliver a reasonable proportion of prestige homes in accordance with Core Strategy policy CS8.

### **Peterborough Planning Policies DPD (2012)**

#### **PP03 - Impacts of New Development**

Permission will not be granted for development which would result in an unacceptable loss of privacy, public and/or private green space or natural daylight; be overbearing or cause noise or other disturbance, odour or other pollution; fail to minimise opportunities for crime and disorder.

#### **PP04 - Amenity Provision in New Residential Development**

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

#### **PP12 - The Transport Implications of Development**

Permission will only be granted if appropriate provision has been made for safe access by all user groups and there would not be any unacceptable impact on the transportation network including highway safety.

#### **PP13 - Parking Standards**

Permission will only be granted if appropriate parking provision for all modes of transport is made in accordance with standards.

#### **PP14 - Open Space Standards**

Residential development (within Use Classes C3 and C4) will be required to provide open space in accordance with the minimum standards. The type of on-site provision will depend on the nature and location of the development and the needs of the local area.

#### **PP16 - The Landscaping and Biodiversity Implications of Development**

Permission will only be granted for development which makes provision for the retention of trees and natural features which contribute significantly to the local landscape or biodiversity.

#### **PP17 - Heritage Assets**

Development which would affect a heritage asset will be required to preserve and enhance the significance of the asset or its setting. Development which would have detrimental impact will be refused unless there are overriding public benefits.

### **Peterborough Local Plan 2016 to 2036 (Preliminary Draft)**

This document sets out the planning policies against which development will be assessed. It will bring together all the current Development Plan Documents into a single document. Consultation on this document runs from 15 January to 25 February 2016.

At this preliminary stage the policies cannot be afforded any weight with the exception of the calculation relating to the five year land supply as this is based upon the updated Housing Needs Assessment and sites which have planning permission or which are subject to a current application. Individual policies are not therefore referred to further in this report.

### **Community Infrastructure Levy (CIL) Regulations 2010**

### **Paragraphs 203-205 of the National Planning Policy Framework: Planning Conditions and Obligations:**

Requests for planning obligations whether CIL is in place or not, are only lawful where they meet the following tests:-

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

In addition obligations should be:

- (i) relevant to planning;
- (ii) reasonable in all other respects.

Planning permissions may not be bought or sold. Unacceptable development cannot be permitted because of benefits/inducements offered by a developer which are not necessary to make the development acceptable in planning terms. Neither can obligations be used purely as a means of securing for the local community a share in the profits of development.

## **4 Consultations/Representations**

### **Internal**

#### **PCC Conservation Officer (11.01.2016)**

From a heritage perspective there are a number of heritage assets potentially affected by the development. The development would lie to the east, south and west of 5/7 Oundle Road. The proposed building footprints with the open space immediately to the south of the listed building and tree belt would not intrude significantly on the immediate setting of the listed building. The precise form, detail and layout of the buildings can be developed together with landscape enhancement to ensure the setting of the buildings is not diminished.

The existing wide and sprawling junction of Oundle Road and the A605 would benefit from remodelling to reduce the urban main road character to one appropriate for a village entrance. The proposed signalised junction will result in visual intrusion although the reason for the signals is noted. The impact upon the Alwalton Conservation Area is for colleagues Huntingdon to comment on. That said, the introduction of the grass verge replanting of the existing areas of asphalt is to the benefit of the street scene and the entrance of the conservation area.

The long linear central avenue within the site does not give any intimacy and with the fall in the land to the west the traffic to the A1 would be the focal point. The principle of an active frontage to Oundle Road with principle building elevations is supported.

#### **Archaeological Officer (27.07.15)**

No objections. The agreed archaeological investigations have been completed and reported in the submitted information. No further work is deemed necessary.

#### **Education & Children's Dept - Planning & Development**

No comments received

#### **PCC Pollution Team (18.09.15)**

No objections. The noise report identifies that mitigation is required for the development. Measures are specified to demonstrate that an acceptable scheme can be achieved. To provide adequate noise insulation alternative methods of providing ventilation and control of summertime temperatures must be considered such as 'whole house' systems. Acoustic trickle vents will not provide adequate ventilation for these purposes. Consideration should also be given to the design of the internal layouts to situate less noise sensitive rooms on facades facing the noise source. Where gardens are exposed to road noise a 1.8m high acoustic barrier or screen should be erected to minimise noise levels. A detailed scheme will need to be submitted for agreement at the design stage.

Recommend a condition in respect of unsuspected contamination.

#### **PCC Transport & Engineering Services (05.04.2016)**

No objections to the application in light of the further clarification which has been provided in respect of the modelling information and assessment of the stage 1 safety audit and associated tracking plans. The requirement from Highways England to signalise the junction into the village of Alwalton is noted. Have no objections to the position of the site access or its relationship to the adjacent bus stops. Whilst the comments on using Joseph Odam Way are noted, the application has to be considered on the basis of the current proposal and this is acceptable in highway terms.

**PCC Senior Recreation Officer**

No comments received

**PCC Travel Choice (07.08.15)**

A Travel Plan should be secured via a condition.

**PCC Strategic Housing (11.08.15)**

No objections. The development should provide 30% affordable housing in line with policy to be secured through a S106 Agreement along with the range and mix. This will be confirmed at the detailed design stage.

**Childcare Market Facilitation Manager (T Laws)**

No comments received

**Lead Local Drainage Authority (27.11.15)**

No objections to the granting of outline planning permission having reviewed the amended drainage strategy. Recommends a condition requiring the submission and approval of a detailed scheme of surface water drainage, prior to the commencement of development.

**Waste Management**

No comments received

**PCC Wildlife Officer (04.08.15)**

No objections to the granting of outline planning permission subject to conditions and recommendations being fully incorporated into the detailed design of the scheme.

**PCC Tree Officer (19.08.15)**

It is noted that the information submitted is raw data and has not been assessed against a site layout. Notes that a number of existing trees and hedgerow would be lost. With regard to the trees around No 5 Oundle Road there is likely to be significant tree loss. It is acknowledged that the majority of these trees will be scrub and low quality specimens. However, this loss needs to be quantified and if required individual trees need to be surveyed rather than assuming large groups. Furthermore at reserved matters stage it may be beneficial to look at trees in the rear gardens on a plot by plot basis. It is noted that the hedgerow on the southwest boundary is to remain. The illustrative master plan indicated infill planting further east. However, group B to the east of the southern boundary already casts a long shade pattern to prevent future conflict through shading it is suggested that instead of gardens backing onto this area either a buffer strip or open space is allocated.

**External**

**Orton Waterville Parish Council (18.08.15)**

The Parish Council understands that the site is already approved for housing development and that it cannot therefore make comments or raise objections to the principle of development. However, it does have concerns about the proposed access arrangements. The Parish Council is strongly opposed to the proposal to access the site via Oundle Road. Not only is it a bad design it will cause disruption and delays onto Oundle Road, may be dangerous and is also unnecessary. To the east and south of the site there is already an access road along and off Joseph Odam Way which could easily be extended to serve this development. It seems obvious that future extensions of the development are envisaged which will make access onto Oundle Road even more

unacceptable.

**Alwalton Parish Council (10.08.15)**

Object to the application. The development is not within the village of Alwalton as suggested. There are a number of inaccuracies in the submission.

The current traffic flow in which the filtering of traffic from the A1 south through the village and traffic from the A605 (both Elton and the A1 north) takes place is generally very successful. However, the major 'pinch point' is the roundabout at the entrance to Lynch Wood, Minerva and Marriot Hotel and Joseph Odam Way which cannot handle the current volume of traffic at peak periods causing queues back to the Alwalton junction and beyond. No amount of work on the Alwalton junction will alleviate this problem. Therefore, emphasis should be placed on improving the traffic flow through this roundabout, especially with the relocation of Thomas Cook.

The proposed traffic lights at the junction will cause standing traffic through the village, particularly in the morning peak, making it impossible for residents to exit the village and resulting in more traffic fumes. Slow moving traffic, as presently happens, allows filtering that is beneficial to residents. The Parish Council feel strongly that the City Council should look very closely at the implications of increased traffic on the A605 and to/from the A1 through the village of Alwalton as a result of this development. The negative impact of this development would be enormously reduced if access were provided through Joseph Odam Way. The current road system serving both the Showground and existing housing have sufficient space at the side of them to allow another access road. Large lorries bringing hard core to this proposed development site are already using this access.

This proposed development which is in Peterborough will irrevocably alter the nature of the historic Huntingdonshire village of Alwalton and especially the Conservation Area for the sake of 130 houses. The 600 houses proposed at Roxhill which are an additional allocation are better located

**Highways England (07.04.2016)**

No objections subject to an imposition of a condition requiring that the signalised junction be implemented before the occupation of the first dwelling and a condition requiring the monitoring of the signals/ additional signalisation of the left turn merge lane if this is subsequently identified as being required. Following earlier response the applicant has now provided further detail in respect of the land drainage. Since the existing ditch adjacent to the A1 southbound carriageway is now known to be a carrier drain and flows to the watercourse to the south Highways England is content to remove C2 of its previous response (dated 25/08/2015).

**Police Architectural Liaison Officer (PALO) (04.08.15)**

No objections to the granting of outline planning permission. General comments on layout principles. Would want to be consulted further at the detailed design stage.

**Cambridgeshire Fire & Rescue Service**

No comments received

**Environment Agency (11.08.15)**

No objections subject to the imposition of a condition requiring the submission and approval of a scheme of foul drainage.

**Natural England - Consultation Service (20.08.15)**

No objections. Natural England is satisfied that the proposal would not adversely harm the interest features for which Castor Flood Meadows SSSI has been notified. The SSSI does not therefore represent a constraint in determining this application. Natural England has not assessed the application in terms of impacts upon protected species. Its standing advice should be referred to.

**Cambridgeshire County Council (11.08.2016)**

No objections. The County is able to remove its holding objection in light of the further analysis

which has been carried out and the conditions requested by Peterborough City Council Highways Authority and Highways England.

**Huntingdon District Council (28.08.15)**

Concerned that the site is outside of the built up area and thereby inconsistent with settlement policies. Also concerned that Alwalton, which is a small historic rural settlement in Huntingdonshire District, will be consumed by Peterborough if this development proceeds. This will change the perception of the village which is also a Conservation Area and its character.

**Anglian Water Services Ltd (12.08.15)**

No objections subject to a condition requiring the submission and approval of a foul drainage strategy. Surface water drainage/flood risk is outside its remit.

**Local Residents/Interested Parties**

Consultations: 224. Note- 118 consultation letters were originally sent out. Due to the concerns being raised and the level of interest in the application in the village of Alwalton more individual notification letters have been sent out. The consultation period expires on 22 April so any further representations received will be set out to members in the Update Report.

Total number of responses: 31

Total number of objections: 31 (note some objectors have submitted more than one representation)

Total number in support: 0

29 letters of neighbour objection have been received in relation to the application. These raise the following issues:-

**Principle of Development**

- There are many sites which could be rejuvenated and housing located there.
- There is already a shortage of local facilities and too many existing houses.
- Concerned that the number of dwellings could rise.
- There is already excessive development in what was a very pleasant part of the English countryside which is now blighted with a great, ugly grey, prison like office block which is undergoing further development.
- No development of this kind should be permitted until all of the brownfield sites have been exhausted.
- There are better locations and land already with permission not being developed. Perhaps compulsory purchase should be used to progress these site with permission. In addition, the new Local Plan will provide better placed sites with better road infrastructure.
- There are sufficient other housing sites in the vicinity of the site.
- 130 dwellings is too many and would result in over development of the site.
- With the amount of suggested changes to the roads and associated costs, it is obvious that this proposed development is part of a much larger scheme which will cause even more problems for Alwalton.

**Highways**

- The number of homes planned and the entrance/exit onto Oundle Road would be a safety hazard. At present there are issues of speeding in both Chesterton and Alwalton which will be exacerbated by this development.
- Sitting the entrance and exist at the side of the development where there is a roundabout would at least prevent increased pressure and though it may mean a re-design of the site would at least mitigate against future problems. The nearness of the A1 slip road appears to cause a speeding problem even with 50mph signs.
- If the new home owners wish to visit the shop/post office it would be necessary/beneficial to have a road safety crossing from the site to Alwalton to prevent accidents.



- Object to the development on the ground of increased traffic. Oundle Road running along Alwalton village is already bumper to bumper in the morning with traffic coming into the business parks. Cars also queue through the village and onto Oundle Road when they come in via the A1 including large lorries. Traffic intensifies again when there is a show on at the Showground. During the building out of this development both roads would be gridlocked by construction traffic and incidents/accidents are a certainty. 130 houses with two cars per house would add 300 cars on this road every day.
- The proposed access onto the A605 is very badly sited and likely to cause chaos between 8 and 9am and should be re-sited to the south, some distance from Alwalton village
- Object to the installation of traffic lights at the junction to the village.
- Traffic lights were erected at the second roundabout after the Showground and proved disastrous and removed. At present the traffic feeds in well from Oundle Road and the A1. Traffic lights will grid lock the road completely. The flow of traffic through Alwalton village should not be adversely affected by this proposal.
- The council should make the developer aware that the remodelling of the junction is incredibly unpopular with residents. The Council trying to sell it as an improvement but no one is buying that and there seems to be a general acceptance that the traffic issues will be significantly worse. Access via Joseph Odam Way would seem to resolve most of the issues and whilst we cannot force you (the Council) to do this, may we at least ask that you consider this option and if not explain to us why not.
- If this proposed development were to go ahead with access off the A605, common sense and experience says that most of the traffic in the morning would be turning right onto the A605 towards Peterborough. It is a fact that turning right is a dangerous manoeuvre and the cause of many serious accidents.
- If as suggested, there are traffic lights at the Alwalton village junction how would this work on the A605. Traffic would be either queuing at the red light and therefore not willing to let motorists in or dashing through the green light and again unwilling to let other cars into the queue. This would also be the case for traffic existing the A1 south and passing through Alwalton. Again, it will be the same for villagers in Alwalton leaving Church Street or Royce Road. Why should villagers of Alwalton encounter problems because of this proposed development.
- We wonder how many of the motorists passing through Alwalton or travelling along the A605 in the morning know about the proposed traffic lights which will only increase their journey times.
- If lights are needed anywhere, it is at the entrance to the proposed development site to allow motorists to exit safely.
- The proposed traffic lights will adversely impact on the properties on the south side of Oundle Road between Arena Drive and the Alwalton bus stop and in particular will be dangerous for the property immediately opposite the proposed lights. For these reasons alone the proposed remodelling of the junction should not be allowed to proceed.
- Access into the site should be via the south west corner of the Showground onto Joseph Odam Way. The A605 is a busy road and the access involves right turns in both directions across two lanes of fast moving traffic which would clearly be dangerous.
- The existing traffic queues as a result of the Lynchwood development. The potential to improve access into Lynchwood should be considered first before any decisions are taken about the signalisation of the Alwalton junction. Works here would have a far greater benefit.
- Public transport is limited and as there is to be social housing on site possibly this can be improved to the benefit of all.
- In the morning exiting Arena Drive by car onto Oundle Road can take up to 20 minutes due to the volume of traffic. Most of the rest of the time traffic is fairly light.
- Will the existing 50mph be retained on Oundle Road?
- It is intended to make the entrance/exit of the development on the Oundle Road approximately opposite the bus stop. Believe that this would not be reasonable on safety grounds. Despite the current 50mph limit traffic is often moving much faster.
- There are likely to be many additional visits to Alwalton by foot. To assist with this

engineering works should be done to the junction of Oundle Road with Alwalton to slow traffic, erect speed advisory signs and the speed limit of Oundle Road reduced. There should also be suitable bollards to prevent parking on verges.

- The development will clearly add to the volume of traffic entering and exiting onto/from the A1 via Alwalton and Chesterton. Doing so is already hazardous, especially at peak times, due to the lack of length/width of some of the slip roads. Please advise what plans there are to improve the safety of doing so. It seems that the traffic using these entrances/exits has increased substantially over the last 15 years and the introduction of more housing is only going to make this worse.
- Consider that the development would have an adverse impact upon the A1, especially in conjunction with application 15/01431/OUT for 600 houses. Would question the validity of the trip data and survey information. There are regular queues on the A1, especially between 7.30am and 9.30am and 4pm to 6.30pm.
- There are queues on the A1 every time there is a show. A journey to town that normally takes 15 minutes then takes an hour. Who is going to start paying for lost time and I am a consultant. Can someone send me the form to complete for loss of business due to being delayed unreasonably by poor traffic management and supervising the road system. The A1 and complete traffic coordination need to be investigated thoroughly and developments need to implement improvements before site such as this are developed not after. The development should be refused on the grounds of inadequate traffic management study and information presented with major infrastructure improvements. The southern slip of the A1 should be closed off as a condition if permission is granted in the interests of highway safety.
- The proposed measures are not acceptable and will not deal with the amount of traffic for 130 units. The best option is for the road between Alwalton and the next two roundabouts to the business park to be widened to allow two lanes on the approach to Peterborough. The business park single file traffic approach is already unacceptable and should be improved using developer's contributions and CIL contributions. Peterborough is growing but no one is asking the developers to upgrade the road system which is already up to capacity in areas such as the Oundle Road business park.
- Request that this with other large scale developments proposed at Hampton be considered as one when looking at the traffic impacts as the knock on effect from one area to another is very noticeable.
- Foresee major issues with emergency vehicle access.
- Pedestrian crossing on Oundle Road from these 130 houses are accidents waiting to happen. Any accidents will be the direct result of greed from these involved who will benefit financially from this deal.

#### Conservation

- Object to the application as the owners of a grade II listed building. To have dwellings all around the property will affect its setting and value. The main concern is the proximity of the new housing and the amount of trees shown for removal. Currently have palisade fencing either side of property through the woodland. Ask that this remain if the development goes ahead as it protects wildlife and prevents the woodland from becoming a play area or it being used as a cut through.
- Traffic lights would adversely impact upon the Alwalton Conservation Area. There are a number of properties in excess of 200 years old close to the entrance to the site which would be adversely affected but these are not referenced in the application.

#### Amenity

- Block B is shown as extending very close to our home and we are concerned about loss of privacy and enjoyment of light and seclusion. There is a triangle of green area with well-established trees adjacent to our property. At the meeting in Alwalton village we were told that this was an area of green belt and could not be built on.
- At present we enjoy natural light and most of the sun although this is sometimes obscured by the trees. This is better than a view of multiple houses. Reference is made to enhanced

- landscaping which would be welcomed.
- Residents of the proposed development will have to suffer the incredible noise pollution from the Showground. The blaring of 'air horns' during truck fest, the deafening noise of the screaming engines during motor rallies etc.
- Would not like to see any pedestrian/cycle access or other access to the front of Arena Drive as this would have potential security/litter issues. At present the gate is locked and secure.

#### Ecology/Trees

- Concerned that if planning permission is granted retained trees could be removed within 4 years. Don't want to live in fear of finding the trees removed. Ideally would want reassurance that the trees will not be cut down and that this land will not be built on in the future to keep the landscaping in tune with the village.
- Do not agree with several of the findings of the wildlife report. Bats are residing in bat boxes installed several years ago. There are red kite, squirrels and a family of badgers. Have a pond where newts were found.
- It is important that the existing tree belt adjacent to Oundle Road is maintained. In addition there are gaps along the road and these should be improved with additional planting.
- Are losing what little green areas we have around Peterborough. The trees planted around the new housing development recently built at the entrance to the Showground and lining Oundle Road were put there as a condition. These trees shield the view and reduce the noise coming from the Showground.

#### Air Quality

- Concerned about air pollution from queuing cars and construction traffic. Already suffer from fumes during commuting times.

#### Consultation/Application Submission

- There has been no prior consultation concerning traffic deployment re the ingress and egress for the 130 units.
- There are a number of inaccuracies within the planning submission relating to the location of the site and the description of existing properties in Alwalton. Believe there is confusion between Oundle Road Peterborough and Oundle Road Alwalton leading to confusion about where the traffic lights are going.
- Have not received written communication on the application, were advised by neighbours.
- Few people received letters most people have heard about the development through word of mouth.

#### Other Matters

- Have fire safety concerns for insurance purposes as property is thatch.
- Alwalton is a small conservation village but by increasing the homes to almost the same size will cause increased pressure on the few facilities it has.
- There are insufficient local facilities already.
- When we bought our house in 2013 the conveyancing solicitor advised that there was a flood risk nearby and we were sent a map which shows the area at risk is in the middle of the proposed development. Please can you confirm why this has now vanished or will it not just be moved.
- What buffer zone is to be provided?
- No consideration has been given to schools. The nearest are Orton Wistow and Matley which are now full to capacity.
- Funds should be secured to improve the capacity of the village hall and playing fields.
- The Alwalton sewerage system is currently struggling to cope.
- Have contacted Cambridgeshire County Council and Huntingdonshire District Council. They do not appear to be aware of the plans.
- Royal Mail is going to have a problem with the post codes.

A letter of objection has been received from Councillor Rita Matthews who is a District Councillor for Alwalton. She has commented as follows:-

The understanding I have is that while a small development is not objected to in principle, the number of homes planned and the entrance/exit to the site, being on the main Oundle Road would be a safety hazard. At present, there are a number of issues both with Alwalton and Chesterton, with the speed of traffic along the road which in turns causes issues with entering and exiting the villages. To add more traffic, possibly an increase of 200-300 more cars, in the busy period, could become an extra danger. Siting the entrance and exit of the development where the roundabout is would at least mitigate against problems in the future. The nearness of the A1 slip road appears to cause a speeding problem even with 50mph signs. If the new homeowners wish to visit the shop/post office it would be necessary/beneficial to have a road safety crossing from the site to Alwalton to prevent accidents.

Alwalton is a small conservation village but by increasing the homes to almost the same size will cause increased pressure on the few facilities that it has i.e. the small shop/post office, the playing field and park for walkers, the shop and the pub. This impact could possibly be mitigated by S106 monies which could be used in the village via Huntingdonshire District Council.

### **Public Meeting**

At the request of Alwalton Parish Council planning and highway officers attended a public meeting at Alwalton village hall on the evening of the 11 April 2016. The meeting was attended by approximately 60 people from the local area. Officers presented an over view of the scheme and then there was a question and answer session. The main comments/feedback from the meeting are summarised below:-

- With the exception of people living on Arena Drive residents were of the view that the site should be accessed off Joseph Odam Way and that the developer should be made to look at this as an option as a requirement of obtaining planning permission.
- The residents do not want the signalisation of the junction into the village of Alwalton. They were of the view that the requirements of Highways England were being prioritised over and above everything else to the detriment of all the residents who would have to see and live with the signalisation.
- Residents explained that at present the traffic filters through the village from the A1 onto the Oundle Road within Peterborough and that this will not happen with the lights. They were therefore of the view that the existing situation would be made worse and could not understand what benefits the lights would have. A number of residents commented that they will be a waste of money.
- Concerns were expressed that if a number of cars wish to turn right from Alwalton village at the lights then these will cause a bottle neck and block the flow of cars travelling existing left.
- Concerns were expressed about the potential increase in queues towards the village of Chesterton which would adversely impact upon residents there.
- It was suggested that the slip road off the A1 through the village of Alwalton should be closed so that all of the traffic has to access Lynchwood via Fletton Parkway.
- The Local Highway Authority advised at the meeting that it is investigating the possibility of putting a left turn lane in at the Lynchwood roundabout to help the flow of traffic. Residents were of the view that this should be fully investigated/implemented before consideration is given to the signalisation of the junction into the village of Alwalton. Works to this roundabout would be more beneficial and there would not be an adverse impact upon the village.
- It was mentioned that the Wistow roundabout has previously been signalised and that there lights were subsequently removed.
- It was queried whether the impact of additional businesses moving into Lynchwood has been considered as this will make the traffic queues worse.
- It was also queried whether the traffic impacts of the proposed 610 scheme off junction 17 has of the A1(M) has been taken into consideration.

- Concerns were expressed about the new access and the ability of vehicles to exit the site right towards Peterborough safely along with concerns about the number of additional vehicles using the adjacent stretch of Oundle Road as a result of the development.
- Some residents queried the point of the meeting if they scheme was not going to be changed as a result.
- A resident raised concerns about access for big lorries onto the A1 and whether this would still be feasible.
- Residents asked whether the existing night time weight limit through the village could be extended to the day time also.
- Residents commented that there is insufficient visibility to one of the uncontrolled crossing points through the village.
- Residents queried what is happening with the relocation of the bus stops.
- Concerns were raised about how construction traffic would access the site and whether the existing routes within the Showground could be used for this purpose.
- It was queried what impact events at the Showground have on traffic flows and how these are handled.

## **5 Assessment of the planning issues**

The main considerations are:-

- The Principle of Development
- Highway Impacts
- Impact on Listed Buildings/ Alwalton Conservation Area
- Amenity
- Ecological/Landscape Impacts
- Drainage
- Other Matters i.e. archaeology, contamination, air quality
- S106

### **1. The Principle of Development**

As indicated under Section 1 this is an outline application for up to 130 dwellings with only the principle of access being established at this stage.

As also indicated the site is allocated for residential development under policy SA3 of the adopted Site Allocations DPD (reference SA3.30 refers). This allocation establishes the principle of putting houses on this site.

The allocation is for approximately 210 dwellings. Whilst the number of houses proposed by this application would be below the allocated number, the figure in the Site Allocations DPD is indicative only and does not fully take into account all the site constraints. Having reviewed the technical reports and the illustrative layout the number of units proposed is considered to be suitable, rather than the higher number referred to in the policy.

Policy SA8 of the adopted Site Allocations DPD sets out that certain sites should include a 'reasonable proportion' of prestige homes. The policy does not state what a 'reasonable proportion' is nor does it provide a definition of 'prestige homes' but goes onto state that these can generally be regarded as being at the higher end of the market in terms of value, large and individually designed. Houses should be aimed at the senior/professional managerial market. This is an outline application so the final layout of the site is not set at this stage. However, there is considered to be scope, on the basis of the illustrative layout, to accommodate a number of prestige units and further justification for the approval of a housing number below that specified in policy SA3.

Policy CS8 of the adopted site allocations DPD requires the provision of 30% affordable housing on developments over 14 units along with the provision of 20% life time homes and 2% wheelchair housing. The application proposes 30% affordable housing in accordance with policy CS8 which

will be secured through a S106 Agreement. The provision of life time homes and wheelchair houses can be secured via a condition.

The principle of development is therefore considered to be acceptable in accordance with policy SA3 and SA8 of the adopted Site Allocations DPD and policy CS8 of the adopted Core Strategy.

### *Representations*

Officers from Huntingdonshire District Council have commented that they have policy concerns as the site is outside of the built up area and therefore inconsistent with settlement policies. They have also commented that if the development proceeds it will change the perception of the village of Alwalton. As indicated above, the site is within the urban area boundary and is allocated for development. The proposal is not, therefore, contrary to any settlement policies. Whilst the comment about a change in character of Alwalton village is noted, any potential impact was accepted in principle with the allocation of the site, which was carried out in accordance with due process including examination of the Site Allocations document by an independent Planning Inspector and the allocation is actually for more houses than proposed by this application.

A number of the neighbour representations received have queried the need to develop this site or have said it should not come forward until other allocated or brownfield sites have been developed. Other comments raise a concern that the site will 'overwhelm' the village of Alwalton. Whilst these comments are noted as already set out, the site is allocated for development and there is no policy within the Development Framework Plan which requires this site to be held back until other sites are developed. The application could not therefore be resisted on this basis. In terms of the relationship with the village of Alwalton and as set out above, the decision to build houses in this location next to the village has already been made with the adoption of the Site Allocations DPD and as indicated, the allocation is actually for a greater number of houses.

With regard to the comment about the review of the Local Plan, the application site is included within the Council's 5 year housing land supply calculations and as it is the subject of a current application there is no reason to de-allocate it.

Some concerns have been raised regarding the impact which this development will have in terms of pressures on existing services and that there are already insufficient facilities. Whilst these concerns are noted the site is allocated for development so the principle of locating development here is established. The application will make a payment toward local infrastructure under the Council's Infrastructure Levy charge (CIL) (see further below).

Objectors have commented that the level of infrastructure proposed indicates an intention to apply for further development or that the level of housing could rise. Whilst these concerns are noted any further application would have to be considered on its merits at the time of submission in the context of the relevant planning policy. The potential for future applications cannot be taken into account when determining this application. If a developer subsequently wanted to increase the number of houses (beyond 130) then a new planning application would be required and this would be assessed in the usual way.

In light of the allocated status of the site the principle of development is considered to be established and acceptable. It cannot be revisited through this application.

## **2. Highways Impacts**

As set out under Section 1 above Peterborough City Council is the highway body responsible for the section of Oundle Road to the north of the site and for the junction into the village of Alwalton. Cambridgeshire County Council are responsible for Oundle Road, beyond the site to the west and for the roads within the village of Alwalton. Highways England are responsible for the A1.

The application is supported by a Transport Assessment. Having reviewed this, the Local Highway Authority made a number of comments regarding the methodology used. These points have been clarified by the applicant and the Local Highway Authority is now satisfied with the technical

assessment which has been carried out. Highways England, and Cambridgeshire County Council have also not raised any issues with the modelling

As indicated under section 1 this outline application seeks to establish the principle of access into the site. Access is proposed via Oundle Road. In association with this it is also proposed to signalise the junction into the village of Alwalton. Concerns were raised with the applicant in respect of the initial design of this junction in terms of its impact upon the streetscene given its scale and removal of existing green areas and an amended scheme has been submitted along with a Stage 1 Safety Audit and Designers Response and details of the proposed signals in order to demonstrate that they would in principle work.

The Local Highway Authority has raised no objection in principle to access to the site being via Oundle Road. Neither has it raised any concerns about the design of the new junction into the site.

Several of the representations received in relation to the application including those from Alwalton Parish Council, Orton Longville Parish Council and the feedback from the majority of residents at the public meeting was that there should be no access from Oundle Road and that access to the site should be via Joseph Odam Way. Whilst these comments are noted, the application has to be determined on the basis of what is proposed and that is access from Oundle Road. If the proposed access is acceptable in highway terms then Local Planning and Highway Authorities cannot reasonably require that the developer look at significantly different alternative solutions even if there is objection to the proposal.

The applicant has been made aware of the comments from the objectors regarding the alternative access route. They have replied that access via Joseph Odam Way would require access to be taken outside of the allocated site. This access is also the main route into the Showground itself and it would not be desirable to have a shared access, particularly given the potential conflicts when there are functions or events on. In addition, the applicant has commented that the existing road is not constructed or built to adoptable standards. The road would have to be brought up to adoptable standards if it were to serve the proposed development.

The requirement for a signalised junction at the entrance to the village of Alwalton has been discussed in detail with the applicant and Highways England. Highways England has raised no objection to the scheme subject to a condition requiring that the signalisation of the junction be carried out before the occupation of the first house. It has also advised that a condition should be imposed requiring the monitoring of the left turn arm which will not be signalised and the future signalisation of this arm if it is subsequently required in the future (if a requirement for this is identified through the modelling).

Officers have reviewed the requirement for the signals and asked Highways England whether the scheme could proceed without them. Highways England confirmed that in its view a signalised junction is required in order to support the flow of traffic through the village of Alwalton and onto the A605 Oundle Road. Without the signalisation of the junction it advised that it would object to the application on highway safety grounds as there would be an adverse impact in terms of queuing onto the A1.

Whilst Highways England no longer has the same planning powers as it used to i.e. it used to be able to 'direct' local authorities to proceed in accordance with its advice, in light of the comments it has made about highway safety, Officers do not consider that they could reasonably put forward a recommendation for approval for a scheme which did not include the signalised junction.

If Members were to recommend approval of the application without a signalised junction then the Secretary of State would need to be informed and he would have the ability to 'call in' the application for his own determination.

Following the response from Highways England the applicant was, however, asked to look further at the design of the junction in order to try and reduce its impacts. The amended design reduces

the scale of the junction overall, allows the retention of the existing grassed bank and trees on the east side (when looking from the application site) of the junction and create new areas of green verge. The amended junction design has been subject to an updated safety audit and tracking has also been carried out to ensure that large vehicles can turn.

No objections to the amended junction design have been received from Highways England or the Local Highway Authority. Cambridgeshire County Council has also now removed its holding objection to the scheme following the assessment which has been carried out. Neither has it raised any objections to the proposed changes to road markings etc within the village of Alwalton itself.

#### *Response to Representations*

A number of the representations received including those from Orton Waterville Parish Council, Alwalton Parish Council and the comments from the public meeting is that access should be provided via Joseph Odam Way and have been responded to above.

General concerns have been made about the overall increase in traffic which the development would result in. Whilst these concerns are noted, as set out above, the site is allocated for housing development. As such the principle of putting additional housing in this location is established. The traffic impacts of the development have been assessed in the Transport Assessment and found to be acceptable. The routing and timing of deliveries to the site will need to be considered as part of the Construction Management Plan which will be secured via a condition.

A number of the representations have commented on the design of the signalised junction, raising concerns about that impact that this will have upon traffic flows through the village. Residents are of the view that the traffic signalise will interfere with the current free flow of traffic through the village to the detriment of the people living there. They are also concerned that the flow of traffic from the A1 has been prioritised above all else.

As set out above the requirement for the signalised junction has been reviewed by Highway England which has confirmed that it requires the signalisation of the junction in order to ensure no highway safety issue on the A1. Notwithstanding the concerns raised Highways England is of the view that the signalisation of this junction will maintain the flow of traffic through the village. Whilst the concerns about the flow of traffic from the A1 being prioritised above all else are noted, the A1 is part of the strategic road network and does therefore carry the greatest weight in terms of considering the impacts of this application. One of the objections has commented that the new signalise arrangement would not be safe. However, the design has been subject to a Stage 1 Safety Audit and Designers Response. This has not raised any significant issues which would mean the signalisation could not be carried out. Further more detailed safety audits would be carried out through the technical assessment process before any signals were installed if planning permission is granted for the scheme.

Some objectors have commented that the location of the access into the site should be moved further west along the frontage of the site away from the junction and that this should be signalised. Some concerns have also been raised regarding the proximity of the site access to the bus stop. The Local Highway Authority has not raised any concerns about the access design and it does not consider the proximity of the junction to the bus stop to be unsafe. The suggested relocation of the site access further west would not negate the need to signalise the Oundle Road Alwalton village junction.

Concerns have been raised that the number of homes planned and the entrance/exit onto Oundle Road would be a safety hazard, particularly as at present there are issues of speeding in both Chesterton and Alwalton which will be exacerbated by this development. Whilst these concerns are noted no issues have been raised in principle by the Local Highway Authority. It will need to review the speed limits along this section of road if the development proceeds and has indicated that these will be reduced.

Alwalton Parish Council along with a number of the objectors and the feedback from the public



meeting, have commented that the major pinch point on the Oundle Road is the roundabout at the entrance to Lynch Wood, Minerva and the Marriot Hotel. It has suggested that emphasis should be placed upon improving the traffic flow through this roundabout especially with the relocation of Thomas Cook. Whilst these concerns are noted as indicated above the application has been the subject of a Transport Assessment. This does not raise any concerns regarding this roundabout as a result of the development. This development cannot be used to seek a solution to an existing problem unless it is demonstrated that it would make it substantially worse which is not the case here. The Local Highway Authority has not raised any issues in respect of this roundabout resulting from the development of this site.

Outside of the parameters of this application the Local Highway Authority has confirmed that it is exploring options to improve the flow of traffic at this location via the introduction of a left turn lane. Residents at the public meeting suggested that works to this roundabout should be done first and the requirement for the signals into the village reviewed. Whilst these comments are noted as the development itself does not give rise to the need to improve this junction it has to be investigated separately and the Local Planning Authority could not reasonably refuse to determine the application until such time as works had been carried out to this junction in light of the traffic modelling.

Similarly it has been suggested that the road between Alwalton and the next two roundabouts to the business park should be widened to allow two lanes on the approach to Peterborough. As set out above, this development cannot be used to resolve an existing problem and the Transport Assessment does not show a requirement for works in connection with this development. The improvement options which the Local Highway Authority will consider will in due course determine if this would be an appropriate option.

A number of the representations have raised concerns about increased traffic along Oundle Road as a result of the development, particularly when there are events on at the Showground. As an allocated site, however, this decision has already been taken in principle and as indicated the number of houses for which outline permission is sought is less than the allocation. The applicant cannot as part of this application be required to put in place measures to deal with an existing situation such as the level of traffic and any associated traffic congestion when there are events on at the Showground. The owners of the Showground put a number of measures in place when there are events on (the measures depend upon the scale) and it would not be reasonable to consider the application on the basis of such events as they do not reflect normal traffic flows. People cannot reasonable be compensated for loss of time due to journeys taking longer.

One of the representations has commented that public transport is limited and queries whether this could be improved to the benefit of all. This development is not of a size/scale whereby public transport provision could be specifically required. Financial contributions will be made under the Council's Community Infrastructure Levy (CIL) scheme. The existing bus stops will be replaced as part of the off site highway works. At the public meeting the location of the bus stops was also queried. However, having reviewed the scheme the Local Highway Authority considers these to be appropriately located.

Some of the representations raise concerns about the impact of development and another proposal for 610 houses on land to the south of junction 17, in terms of queues on the A1(M) and the amount of which will enter onto and exit from the A1, especially during peak times. As already set out Highway England has raised no objection to this development and it has not requested any off site highway works other than signalisation of the Alwalton village junction. The scheme as submitted is therefore considered acceptable. The impact of the other scheme has been considered separately under that application although it should be noted that Highways England have raised no objections to this development either.

It has been commented that if the new home owners wish to visit the shop/post office it would be necessary/beneficial to have a road safety crossing from the site to Alwalton to prevent accidents. The new signalised junction will include a pedestrianized crossing which will allow safe crossing of

the road.

At the public meeting it was suggested that the slip road off the A1 through the village of Alwalton should be closed so that all of the traffic has to access Lynchwood via Fletton Parkway. This has also been raised by one of the other objectors in light of the queues which currently occur on the A1. Queries were also raised at the public meeting in respect of the weight limit through the village and the location of one of the uncontrolled crossing points.

As set out above the Local Planning Authority has to determine the application as it stands. However an initial comment has been sought from Highways England regarding the closure of the slip road off the A1. It has advised that at the current time there is no reason why Highways England would want to close the slip roads. There have to date been no major accidents in the area which would cause Highways England to review this position. Closure of this slip road would also limit access to the area and potentially cause issues at other junctions further along the A1. Its aim is to keep traffic flowing on the strategic road network to ensure reliable journey times.

With regard to the weight limits through the village this is outside the scope of the current application and a matter for Cambridgeshire County Council to take a view on. The comment about the visibility from one of the uncontrolled crossing points is noted. This will be reviewed through the more detailed safety audit process and adjusted if appropriate.

It was commented at the public meeting that lights were put in briefly at the Orton Wistow roundabout and then removed. Officers are not aware of this but will make enquires in advance of Committee to clarify.

#### *Other Highway Matters*

The Local Highway Authority has advised that a new footpath/cycleway link should be provided on the south side of Oundle Road from the site access to the Joseph Odam Way roundabout in order to provide a good walking connection. Following discussion the applicant has agreed to provide this. The initial section of the footway is shown on the amended junction plan albeit that it needs to be widened to 3 meters to also be a cycleway. Implementation of the footpath/cycleway link can be secured by a condition.

One of the representations has commented that a footpath link along the south side of Oundle Road would not be desirable as it would result in an increased risk of crime and litter. This view is not agreed with, and there is no reason why this should be the case. The footpath/cycleway link will not pass through Arena Drive rather along the edge of it and will improve the sustainability of the site by improving walking and cycling links.

#### *Summary*

The traffic concerns in respect of this development are noted. However, the application has to be considered on the basis of what is proposed which is access from Oundle Road. The need to signalise the junction into the village of Alwalton has been reviewed but Highways England has advised that the signals are required in the interests of highway safety in order to prevent queuing back onto the A1. Without the signals it would object to the application. In light of this response the junction design has been amended in order to reduce its impact and improve its appearance.

Having considered all of the above and subject to conditions the highway impacts on the development are considered to be acceptable in accordance with policy PP12 of the adopted Planning Policies DPD.

### **3. Impact on Listed Buildings/Alwalton Conservation Area**

#### *Impact Upon No 5/7 Oundle Road*

This property which used to be two cottages dates from the 17 century and is grade II listed. The

development would sit to the east, south and west of the property. The cottages would have originally backed onto open farmland. The trees which surround it are a later addition. The proposed illustrative layout shows lower density development adjacent to the building along with an area of open space. Whilst it is acknowledged that the layout is illustrative and that the development will change the setting of this listed building, it is considered that an acceptable relationship can in principle be achieved. Any harm would be less than substantial and would be outweighed by the benefits of the development, chiefly the provision of housing to meet the identified housing needs in the area. The Council's Conservation Officer has raised no objection to the development on this basis. For the avoidance of doubt and to ensure that its setting is protected a condition requiring the detailed layout to broadly accord with the layout principles on the illustrative plan is recommended.

The impact of the changes to the junction including its signalisation, upon this listed building also has been considered. Whilst not signalised the existing junction is very big and the proposed scheme will reduce its overall scale which has a conservation benefit. The traffic lights would be positioned close to but not directly outside of this property. It is acknowledged that the lights will have some impact upon the setting of this listed building but traffic lights are not an unusual feature in the streetscene and as set out above are required by Highway England to make the scheme acceptable. It is considered that the harm which would result to this building is less than substantial and the harm is outweighed by the benefits of the scheme, chiefly the delivery of housing and the provision of a safe highway network.

The scheme is therefore considered to be in accordance with the provisions of section 66 of the Town and Country Planning (Listed Building and Conservation Area) Act 1990, the provisions of the National Planning Policy Framework, policy CS17 of the adopted Core Strategy and policy CS17 of the adopted Planning Policies DPD.

The occupier of this property has commented that the proposal will reduce his property value. Whilst this concern is noted, loss of property value is not a material planning consideration and cannot therefore be taken into consideration.

#### *Impact Upon the Alwalton Conservation Area/ on Listed Buildings*

As set under section 1, Alwalton village has a Conservation Area including the frontage to the entrance of the village. Within the Conservation Area are a number of listed buildings. Concerns were raised with the applicant in respect of the original junction design which looked very engineered and would have resulted in the loss of the existing bank and trees to the east of the junction entrance (when viewed from the application site). It was considered that there would be an adverse impact on the setting of the Conservation Area including adjacent listed buildings.

Following the concerns which were raised the applicant has adjusted the design of the junction to reduce its size. This allows for the retention of the existing bank and trees and a 'green' approach into the village with new verge being created. As set out above the signalisation of the junction of Alwalton village is required by Highways England to address its concerns about potential queuing back onto the A1(M) and this has to be balanced with the impact upon the Conservation Area including the listed buildings within it, as required by the National Planning Policy Framework. It is considered that the signalisation of the junction will have some impact upon the Conservation Area and the listed buildings but that with the amended junction design the level of harm would be less than substantial and that the degree of harm is outweighed by the benefits of the scheme as it will enable an allocated housing site to come forward and alleviate a highway safety issue on the A1. The impact of the development is therefore considered to be acceptable in accordance with sections 66 and 72 of the Town and Country Planning (Listed Building and Conservation Area) Act 1990, the provisions of the National Planning Policy Framework, policy CS17 of the adopted Core Strategy and policy CS17 of the adopted Planning Policies DPD.

#### **4. Amenity**

##### *Impact Upon Existing Residents*

Although the layout is illustrative at this stage it is considered that it does show that an acceptable relationship to the neighbouring properties can in principle be achieved. The relationship to No 5/7 Oundle Road has been considered in more detail above.

One of the neighbours has commented that block B is shown as extending close to their home and they are concerned about loss of privacy, enjoyment of light and seclusion. They have gone onto comment that they were told at the Alwalton meeting held by the developer that one of the green areas was green belt and could not be built on. It is not clear where block B is as there are no numbers on the illustrative plan which has been submitted. However, as set out above it is considered that a satisfactory relationship can in principle be achieved. Peterborough does not have any green belt and the site is allocated.

In order to protect the amenity of adjacent residents during the construction period a condition requiring the submission and approval of a Construction Management Plan is recommended.

In principle therefore it is considered that the development can accord with policy PP3 of the adopted Planning Policies DPD.

#### *Amenity of the New Development*

Having reviewed the illustrative layout it is considered that the site can be laid out in such a way as to provide the future occupiers with a satisfactory level of amenity in terms of factors such as daylight, sunlight and privacy. Rear access will be needed to all properties to ensure that there can store bins and bikes. Any flats will require designated bin and bike stores. This will be addressed at the detailed design stage.

The Council's Conservation Officer has commented that the illustrative layout seems to miss a focal point to the west and that the main view would be of the A1. This comment is noted and will be reviewed at the detailed design stage but in principle as referred to above, it is considered that an acceptable relationship can be achieved.

#### *Noise*

The application is accompanied by a Noise Assessment. This sets out that the main noise sources affecting the site are traffic noise from the A1 and noise from the adjacent Little Chief Restaurant. The illustrative layout shows open space adjacent to the A1 and housing from the road set back some 50 metres from it. Having assessed the noise sources the Noise Assessment sets out a range of mitigation measures including specific glazing specifications, ventilation requirements and boundary treatment details.

Having reviewed the Noise Assessment the Council's Environmental Health Section has raised no objections to the development of the site in principle although it has commented that 'whole house' ventilation systems are likely to be required rather than the specification referred to in the Noise Assessment. They have also commented that consideration should be given to the layout of the houses closest to the noise sources to place habitable rooms away from the noise source.

In principle, therefore, it is considered that a satisfactory noise environment can be secured for the future occupiers. As such planning permission can be granted. An updated Noise Assessment can be secured by condition as part of the reserved matters submission as the layout comes forward.

#### *Open Space*

The illustrative site layout shows approximately 5672 square metres of open space (4000 square metres adjacent to the A1 and 1672 square metres to the rear of 5/7 Oundle Road). Policy PP14 of the adopted Planning Policies DPD sets out a requirement for 1.2ha of open space. Whilst the amount of open space proposed is less than required by policy it is considered to be acceptable and it will be usable open space. Furthermore, the open space requirements of policy PP14 are very high and this development is already proposing significantly less dwellings than the allocation.

Given the location of the site it is considered that on site provision should be made for play. This

can be secured via a condition.

The development is therefore considered to accord with policy PP4 of the adopted Planning Policies DPD.

#### *Representations*

One of the representations received has commented on noise from the Showground and the impact that this will have upon neighbour amenity. Whilst these comments are noted the site is allocated for housing so the principle of residential development in this location is established. The relationship which would be created will be the same or very similar to the other adjacent properties which already exist and people will purchase the houses knowing that the Showground is located to the south of the site. No specific concerns in this respect have been raised by the Council's Environmental Health Officer.

### **5. Ecological/ Landscape Impacts**

#### *Landscape Impacts*

The application is accompanied by a tree survey albeit that this hasn't then been assessed against the site layout. The illustrative layout indicates the removal of a number of trees within the site including some of the tree belt around 5/7 Oundle Road with planting around the edge of the site being retained. The Council's Tree Officer has raised no objection to some tree loss in principle, including that around 5/7 Oundle Road given its condition. An Arboricultural Impact Assessment will need to be submitted at the detailed design stage to allow further assessment. This can be required by a condition.

The Council's Tree Officer has commented that the trees in group B cast a long shade pattern and that garden positions should therefore be reviewed. This comment is noted and will be part of the layout assessment at the detailed design stage.

#### *Neighbour Representations*

One of the neighbours has commented that they are concerned that although the trees are shown as retained they could be removed within four years and not replaced. Whilst this concern is noted this is no different from any other development site. There is, however, no reason to expect that trees will be removed around the edge of the site if they are shown as retained.

Another representation has commented that the existing tree belt along Oundle Road should be retained and enhanced. This will be a matter for the detailed site layout.

#### *Ecological Impacts*

Natural England has advised that it does not consider that there would be any adverse impact upon Castor Flood Meadows SSSI. It does not therefore consider the SSSI to be a constraint to development.

The application is accompanied by a Preliminary Ecological Appraisal. Having reviewed this the Council's Wildlife Officer notes that the site has some potential. Whilst a full reptile survey is not required a precautionary approach should be taken. A condition requiring the undertaking of a 'destructive search' during the active reptile season (March to September) is therefore recommended.

With regard to bats, the Wildlife Officer notes that no evidence of bats was found. It is recommended that lighting is designed to avoid disturbance, that bat roosting features be incorporated into the development and any works affecting trees as having bat roosting potential shall be undertaken under the supervision of an experienced bat worker in case bats have taken up residents in the meantime. Conditions to address these matters along with the provision of nesting boxes for birds is recommended.

With regard to hedgehogs the Ecological Appraisal concludes that potential nesting features

should be hand searched prior to site clearance and the clearance of such areas avoided on frosty days when hedgehogs hibernate. In addition gaps should be provided in any new fencing so the impenetrable barriers are avoided. These matters can be covered by conditions.

The Ecological Appraisal has identified a badger sett adjacent to the site. All trenches should, therefore, be covered at night or a means of escape provided. If at the detailed design stage development is proposed closer to the sett then additional measures will be required. These recommendations can be secured by conditions.

It is considered that the above can reasonably be addressed via conditions on the outline planning permission.

#### *Neighbour Representations*

One of the neighbours has commented that the existing fencing through the tree belt around No 5/7 Oundle Road should be retained to protect wildlife and also to prevent the tree belt being used as a cut through. Whilst this comment is noted, it is a detailed design matter to be considered at the next stage. The resident has also challenged the findings of the Ecological Report stating that there are bats in bat boxes, red kites, squirrels and a family of badgers within the site/wooded area. He also has a pond with newts in it.

These comments have been discussed with the Council's Wildlife Officer. He has advised that he has discussed the findings of the ecological report with the applicant's ecologist and is content with its findings. It should also be noted that newts are not a protected species.

Subject to conditions, it is considered that the development will accord with policy PP16 of the adopted Planning Policies DPD.

## **6. Drainage**

#### *Flood Risk/Surface Water Drainage*

The application is located in Flood Zone 1 and supported by a Drainage Strategy. The Council's Drainage Team initially raised concerns about the scheme as it did not comply with SuDS principles. Highways England also advised that it would not accept a connection from this site into its drainage network.

Following these responses the scheme has been amended and further discussion has taken place. Having reviewed the amended Drainage Strategy the Drainage Team has advised that it is now acceptable and has removed its objection. Highways England has also now confirmed that it has no objection to the Drainage Strategy or the connection as the drain adjacent to the A1 is a carrier drain.

#### *Foul Drainage*

With regard to foul drainage Anglian Water has commented that Flag Fen Water Recycling Centre does not have capacity to treat flows from the development. It is obliged to accept the foul flows from the site if planning permission is granted and will take the necessary steps to ensure that there is sufficient treatment capacity if planning permission is granted. It has requested the imposition of a condition requiring the submission and approval of a scheme of foul drainage. This is reasonable and will be appended.

The Environment Agency has raised no objection subject to the imposition of a condition regarding foul drainage.

#### *Neighbour Representation*

One of the neighbours has made a comment about flood risk and the fact the plans they received during their house purchase showed it flooding. The site is allocated for development and would not have been if it were at significant risk of flooding. Surface water flooding potential can be addressed via the drainage scheme. As indicated above the Council's Drainage Team has raised

no concerns.

Another representation has commented that the sewerage system is struggling to cope. However as indicated no objections have been received from Anglian Water and the site is allocated for development.

Subject to conditions it is considered that the development will accord with policy CS22 of the adopted Core Strategy.

## **7. Other Matters**

### *a) Contamination*

Given that this is a greenfield site there should not be any significant contamination. A condition requiring the reporting of any unsuspected contamination is recommended.

### *b) Archaeology*

Archaeological investigation of the site has been carried out and the reports submitted. The Council's Archaeologist has therefore advised that no further assessment is required.

### *c) Fire*

Cambridgeshire Fire and Rescue Service has advised that adequate provision should be made for fire hydrants through the S106 or conditions. The provision of fire hydrants is dealt with other legislation and it is not therefore considered necessary to secure this as part of the planning process.

### *d) Air Quality*

The application is accompanied by an Air Quality Assessment. This assesses the impact of the development during both the construction and operational phases. It is considered that any impacts during the construction phase can be reasonably dealt with via the Construction Management Plan. With regard to the operational phase it concludes that development complies with national, regional and local policy and that air quality is not therefore a significant factor in the assessment of this scheme. Environmental Health has not commented to the contrary.

Concerns have been raised in some of the representations regarding traffic fumes but as set out above it is not considered that the impact would be significant and this site has been allocated for development.

### *e) Other Comments*

Comments have been made on the accuracy of the submission information. Whilst these are noted, many relate to how the site is described and the fact that it is in Peterborough not Alwalton, and they do not make the submission unacceptable or prevent determination of the application.

People have also commented that they were not consulted on the application. As indicated under section 4, additional neighbour letters have been sent out given the level of interest in this application. This is over and above the Council's statutory duty. The Council only need advertise the development in the paper and display a site notice. People also do not need to have received an individual letter to comment on the plans.

One objector has comments that Officers from Huntingdonshire District Council and Cambridgeshire County Council are not aware of the proposals. The responses received from both Authorities have been set out earlier in this report and commented upon.

One objector has made comments on postcodes. This is not a material planning consideration.

Comments have been made regarding the impact of the development on the ability of the occupiers of 5/7 Thorpe Road to get insurance. Whilst the concerns are noted it is not considered to be a matter upon which the planning application could be resisted and as indicated above a

condition will be imposed to require an offset between the new houses and 5/7 Oundle Road.

## **8. S106**

As indicated above the provision of affordable housing will be secured through a S106 Agreement. The S106 will also include the provision of Householder Information Packs and a mechanism for the open space to be offered for adoption by the Council.

The Council has now introduced a community infrastructure levy which the development will pay. This is to meet the infrastructure needs arising from it including for things such as school places. Additional provision over and above the CIL payment can only be required if the development gives rise to specific requirements. With the exception of affordable housing this development cannot reasonably be considered to do so given its size.

One of the letters of presentation has commented that no consideration has been given to schools. This development is too small to require on site provision and the need for school places will be addressed through the CIL payment.

One of the letters of representation has commented that funds should be secured to improve the capacity of the village hall and playing fields. As indicated above, the developer will make a contribution under CIL. Additional funding could not reasonably be secured for this development given its size and scale.

Subject to the provision of affordable housing and a payment under CIL it is considered that the development will accord with policy CS13 of the adopted Core Strategy.

## **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 application site is allocated for development in the adopted Site Allocations DPD. The principle of locating housing on this site is therefore established. Subject to conditions and completion of a S106 Agreement the development will accord with policy CS8 of the adopted Core Strategy.

Notwithstanding the concerns that have been raised the new access into the site is considered to be acceptable in principle subject to the associated signalisation of the junction into Alwalton village. Subject to conditions therefore, the development is considered to comply with policy PP12 of the adopted Planning Policies DPD.

Subject to a condition to create a buffer around it, it is considered that an acceptable relationship can be secured with 5-7 Oundle Road which is a listed building and that any harm caused will be less than substantial. It is considered that the signalisation of the junction into Alwalton village will have some impact upon the Alwalton Conservation Area which includes a number of listed buildings but with the amended junction design this will be less than substantial. The harm to the heritage assets is outweighed by the benefits of the scheme namely the provision of housing and a safe highway network. The proposal is therefore considered to be acceptable in the context of the provisions of the National Planning Policy Framework, sections 66 and 72 of the Planning (Listed Building and Conservation Areas) Act, policy CS17 of the adopted Core Strategy and policy PP17 of the adopted Planning Policies DPD.

In principle it is considered that the site can be developed without any unacceptable adverse impact upon neighbour amenity and that it can afford the new occupiers a satisfactory level of amenity. The proposal therefore accords with policies PP3 and PP4 of the adopted Planning Policies DPD.

Subject to conditions the site can be adequately drained. The development therefore accords with



policy CS22 of the adopted Core Strategy DPD.

The application would have not any significant ecological impacts subject to conditions. The layout can also be designed to accommodate existing on site trees. The proposal therefore accords with policy PP16 of the adopted Planning Policies DPD.

Affordable housing provision will be secured through the S106 Agreement and the development will also pay CIL. The proposal therefore accords with policy CS13 of the adopted Core Strategy.

## **7 Recommendation**

The case officer recommends that Outline Planning Permission is **GRANTED** subject to:-

- (1) relevant conditions and authority being delegated to Officers to make any necessary or appropriate adjustments to these conditions including the imposition of new conditions and
- (2) the completion of a S106 Agreement

C1 Application for approval of reserved matters namely appearance, landscaping, layout and scale (hereinafter called 'the reserved matters') shall be obtained from the Local Planning Authority in writing before any development commenced and the development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the development meets the policy standards required by the development plan and any other material considerations including national and local policy guidance.

C2 Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: In accordance with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

C3 The development hereby permitted shall be begun either before the expiration of five years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: In accordance with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

C4 Not more than 130 dwellings shall be built pursuant to this outline planning permission.

Reason: In order to ensure that the development complies with the provisions of the outline permission including the transport assessment.

C5 The plans and particulars submitted under condition 1 shall include details of the provision to be made for life time homes/ wheel chair housing. The development shall thereafter be carried out in accordance with the approved details.

Reason: In order to meet housing needs in accordance with policy CS8 of the adopted Core Strategy.

C6 The plans and particulars to be submitted for reserved matters approval under condition 1 shall include an update Noise Impact Assessment based upon the reserved matters layout and include details of proposed mitigation measures. The development shall thereafter be carried out in accordance with the approved mitigation measures which should be installed prior to the first use of the dwelling to which they relate.

Reason: In order to ensure adequate amenity for the future occupiers in accordance with policy PP4 of the adopted Planning Policies DPD.

C7 Prior to the commencement of development a scheme of bird and bat boxes including their location and specification shall be submitted to and approved in writing by the Local Planning

Authority. The bird and bat boxes shall thereafter be installed in accordance with the approved details prior to the first occupation of the dwelling to which they relate or first use of the open space as appropriate. They shall thereafter be retained.

Reason: In order to promote the biodiversity enhance of the site in accordance with policy PP16 of the adopted Planning Policies DPD.

C8 Notwithstanding the submitted information a 'destructive search' for reptiles shall be undertaken prior to the commencement of development during the active reptile season (March to September). The extent of the survey shall first be agreed in writing by the Local Planning Authority and the results including any appropriate mitigation measures shall thereafter be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: In order to ensure the appropriate protection of reptiles on site in accordance with policy PP16 of the adopted Planning Policies DPD. This is a pre-commencement condition because the site needs to be searched for reptiles which are a protected species before development can start.

C9 If development has not commenced on site within two years from the date of this permission then a revised ecological survey should be carried out. The scope of this survey and the methodology should first be submitted to and approved in writing by the Local Planning Authority. The results of the survey and any appropriate mitigation measures including a timetable for their implementation shall thereafter be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details including the mitigation measures.

Reason: In order to ensure that species are protected on site in accordance with policy PP16 of the adopted Planning Policies DPD. This is a pre-commencement condition because the site needs to be searched for protected species before development can start.

C10 Any potential hedgehog nesting features should be hand searched prior to the commencement of works on site including site clearance and the clearance of such areas avoided on frosty days in accordance with the approved Ecological Assessment. Boundary treatment proposals to be submitted under Condition 1 as part of the reserved matters should reflect the conclusions of the report in terms of avoiding impenetrable barriers.

Reason: In order to ensure the appropriate protection of reptiles on site in accordance with policy PP16 of the adopted Planning Policies DPD. This is a pre-commencement condition because the site needs to be searched for reptiles which are a protected species before development can start.

C11 The development should be carried out in accordance with the recommendations in the Ecological Report in respect of badgers. All trenches should be covered at night during the construction period or a means of escape provided.

Reason: In order to ensure the appropriate protection of badgers on site in accordance with policy PP16 of the adopted Planning Policies DPD.

C12 The plans and particulars to be submitted under condition 1 shall include details of open space provision which shall broadly accord with the amount of open space shown on the illustrative layout plan reference CAUD 334914 and include a play area. Prior to the first occupation of first dwelling on site details of the proposed play equipment shall be submitted to and approved in writing by the Local Planning Authority along with a timetable for the delivery of the open space(s) including the play area. The open space and play area shall thereafter be carried out in accordance with the approved details and be ready for use in accordance with the approved timetable. The open space and play area shall thereafter be retained and maintained and be available for public use.

Reason: In order to ensure sufficient open space and provision of play equipment in accordance with policy PP14 of the adopted Planning Policies DPD.

C13 The development hereby approved shall be carried out in accordance with the approved Flood Risk Assessment as amended. The plans to be submitted under condition 1 shall confirm how the development complies with the approved Assessment and include details of all on site attenuation features. The development shall thereafter be carried out in accordance with the approved details prior to first occupation of any dwelling to which they relate.

Reason: In order to ensure that the site can be adequately drained in accordance with policy CS21 of the adopted Core Strategy.

C14 Prior to the commencement of development (other than ecological investigation and surveys) a detailed surface water strategy including details of the design, implementation, maintenance and management of the sustainable drainage shall be submitted to and approved in writing by the Local Planning Authority. Those details shall include:

- a) Information about the design storm period and intensity, discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance, the methods employed to delay and control the surface water discharged from the site and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters;
- b) Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
- c) Flood water exceedance routes, both on and off site;
- d) A timetable for its implementation, and
- e) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.
- f) Demonstration that it meets the governments national standards

The development shall thereafter be constructed in accordance with the approved details before the dwelling to which they relate are first occupied.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system in accordance with policy CS22 of the adopted Core Strategy. This is a pre-commencement condition as the drainage strategy needs to be agreed from the outset.

C15 Prior to the commencement of development (excluding site clearance works) a detailed scheme of foul drainage including details of any phasing or off site connections/infrastructure improvements shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details before the dwelling to which it relates is first occupied.

Reason: In order to ensure that the site can be adequately drained in accordance with policy CS21 of the adopted Core Strategy. This is a pre-commencement condition as the foul drainage needs to be agreed at the outset of the development.

C16 The hard landscaping scheme to be submitted as plans and particulars under condition 1 shall include the following details

- Hard surface materials
- Boundary treatments
- Refuse areas
- Cycle parking provision for any flatted schemes

The development shall thereafter be carried out in accordance with the approved details prior to the first occupation of the area or building to which they relate or in accordance with any alternative timeframe as maybe agreed in writing by the Local Planning Authority.

Reason: In the interests of the visual and residential amenity in accordance with policy CS16 of the adopted Core Strategy and policies PP2 and PP3 of the adopted Planning Policies DPD

C17 The soft landscaping scheme for front gardens, shared communal open spaces (not private rear gardens) etc shall be submitted as plans and particulars under condition 1 shall include the following details

- Planting plans including retained trees, species, numbers, size and density of planting
- An implementation programme (phased developments)

The development shall thereafter be carried out in accordance with the approved details no later than first available planting/seeding season following first occupation or in accordance with any alternative timeframe as maybe agreed in writing by the Local Planning Authority apart from the open space which shall be laid out in accordance with the requirement of condition 12.

Any trees, shrubs or hedges forming part of the approved landscaping scheme (except those contained in enclosed rear gardens to individual dwellings) that die are removed, become diseased or unfit for purpose [in the opinion of the LPA] within five years of the implementation of the landscaping scheme shall be replaced during the next available planting season by the Developers, or their successors in title with an equivalent size, number and species being replaced. Any replacement trees, shrubs or hedgerows dying within five years of planting shall themselves be replaced with an equivalent size, number and species.

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policies CS20 & CS21 of the adopted Peterborough Core Strategy DPD and TD1 of the Trees & Woodlands Strategy 2012.

C18 The plans and particulars to be submitted under condition 1 shall include a Landscape Management Plan. The management plan shall thereafter be implemented in accordance with a timetable contained therein.

- The Plan shall include the following details:
- Long term design objectives
- Management responsibilities
- Maintenance schedules

The development in each zone or part thereof shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policies CS20 & CS21 of the adopted Peterborough Core Strategy DPD and TD1 of the Trees & Woodlands Strategy 2012.

C19 The plans and particulars to be submitted under condition 1 shall include an Arboricultural Impact Assessment and Tree Protection Scheme. The development shall thereafter take place in accordance with the approved details and Tree Protection Measures. The tree protection measures shall be erected prior to the commencement of development or site works and therefore after retained until development within that area is completed.

Reason: In order to protect retained trees and hedges in accordance with policy PP16 of the adopted Planning Policies DPD.

C20 If during any phase or sub-phase of development unsuspected land contamination is found to be present at the site of that phase or sub-phase then no further development (unless otherwise agreed to in writing with the Local Planning Authority) shall be carried out on that phase or sub-

phase until the developer has submitted to, and obtained written approval from the Local Planning Authority, a Method Statement. The Method Statement must detail how this unsuspected contamination shall be dealt with, within an agreed timetable, and the development of that phase shall thereafter be carried out in accordance with the approved Method Statement unless otherwise agreed to in writing with the Local Planning Authority.

Reason: To ensure that the development complies with approved details in the interests of protection of Human Health and Controlled Waters, in accordance with the National Planning Policy Framework and policy PP20 of the adopted Planning Policies DPD.

C21 The plans and particulars to be submitted under condition 1 shall include details of existing and proposed levels. The plans shall include details of all finished floor levels, levels for associated garages and gardens, details of any earthworks, retaining features and confirmation that level access can be achieved. The development shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of visual and residential amenity in accordance with policy CS16 of the adopted Core Strategy and policy PP4 of the adopted Planning Policies DPD.

C22 Prior to the commencement of development (other than ecological investigation or survey) a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include but not be limited to the following:-

- A. A scheme for the monitoring, reporting and control of construction noise and vibration including hours of working and scope for remedial action.
- B. A scheme for the control dust and scope for remedial action in the event that dust is identified as an issue or any complaints are received.
- C. A scheme of chassis and wheel cleaning for construction vehicles and cleaning of affected public highways.
- D. A contingency plan including if necessary the temporary cessation of all construction operations to be implemented in the event that the approved vehicle cleaning scheme fails to be effective for any reason
- E. Haul routes to the site including the point of access and hours of delivery.
- F. Measures to ensure that vehicles can access the site upon arrival to ensure that there is no queuing on the public highway.
- G. Details of site compounds and storage area.
- H. Details of contractors parking.
- I. Detail of the site enclosure or part thereof.
- J. Confirmation that tree protection measures are in place.
- K. Confirmation that the demolition will be carried out in accordance with the ecological assessment.
- L. A scheme for dealing with complaints.
- M. Details of any temporary lighting

The development shall thereafter be carried out in accordance with the approved Construction Management Plan.

Reason: In the interests of residential amenity, highways safety and to protect the ecological interest within the site/retained trees in accordance with policies PP3, PP12 and PP16 of the adopted Planning Policies DPD. This is a pre-commencement condition as the construction management plan needs to be in place from the outset of the development.

C23 The plans and particulars to be submitted under condition 1 shall include details of a buffer area around 5/7 Oundle Road to be kept free from development. This shall be based upon the principles shown on the illustrative layout plan reference CAUD 334914 and shall not include

development any closer to this property than indicated. The development shall thereafter be carried out in accordance with the approved details.

Reason: In order to preserve the settling of this listed building in accordance with section 66 of the Town and Country Planning (Listed Building and Conservation Area) Act 1990, the provisions of the National Planning Policy Framework, policy CS17 of the adopted Core Strategy and policy CS17 of the adopted Planning Policies DPD.

C24 No dwelling or other building within a phase or sub-phase shall be occupied until all highways linking that dwelling/building to the public highway network have been provided to a minimum of base course level.

Reason: In the interest of highway safety, in accordance with Policy PP12 of the adopted Planning Policies PDP

C25 The new site access including the relocated bus stops and shelters shall be constructed and be ready for use in accordance with the details shown on drawing number 0752-SK-006 Rev I Proposed Site Access and Off Site Improvements prior to the first occupation of any dwelling.

Reason: In order to ensure that the site can be properly accessed in accordance with the approved details and policy PP12 of the adopted Planning Policies DPD.

C26 Prior to their installation details of the new bus stops shall be submitted to and approved in writing by the Local Planning Authority. They shall thereafter be installed in accordance with the approved details before the first use of the new bus laybys.

Reason: In order to ensure that the site can be properly accessed in accordance with the approved details and policy PP12 of the adopted Planning Policies DPD.

C27 No dwelling shall be occupied until a signalised junction at the A605 and Oundle Road (east of the A1) has been constructed, open to traffic and has been certified as such by Peterborough City Council. The junction shall be based upon the details shown on drawing number 0752-SK-006 Rev I Proposed Site Access and Off site improvements.

Reason: In order to ensure that the A1 trunk road continues to perform its function as part of the strategic road network in accordance with Section 10 of the Highways Act 1980 and for the reasonable requirements of road safety on the road.

C28 Notwithstanding the submitted information prior to their installation details of any proposed lighting columns for the new site access and signalised junction shall be submitted to and approved in writing by the Local Planning Authority. The columns shall thereafter be installed in accordance with the approved details before the new access or signals are brought into use.

Reason: In the interests of highway safety/visual amenity in accordance with policy CS16 of the adopted Core Strategy.

C29 The signalisation junction into the village of Alwalton shall be monitored in accordance with a scheme including the time period of the monitoring and frequency to be approved in writing by the Local Planning Authority prior to the first use of the signals. The results of the monitoring shall thereafter be submitted to the Local Planning Authority for approval. If in the view of the Local Planning Authority the monitoring shall a that the junction arrangement does not offer satisfactory control or there is a highway safety issue then an amended junction scheme detailing full signalisation of the junction along with a timetable for implementation, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to ensure that the A1 trunk road continues to perform its function as part of the strategic road network in accordance with Section 10 of the Highways Act 1980 and for the reasonable requirements of road safety on the road.

C30 Notwithstanding the submitted information no development above foundation level shall take place until details of a three metre wide footway/cycleway along the south side of Oundle Road from the site access to Joseph Odam Way has been submitted to and approved in writing by the

Local Planning Authority. The footway/cycleway shall thereafter be constructed in accordance with the approved details prior to the first occupation of any dwelling.

Reason: In order to enhance the sustainability of the site in accordance with policy Cs14 of the adopted Core Strategy and policy PP12 of the adopted Planning Policies DPD.

C31 Notwithstanding the submitted information, prior to the first occupation of any dwelling a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include SMART targets, a review mechanism and details of measures which will be implemented in the event that the targets are not hit. The Travel Plan shall therefore after be implemented in accordance with the approved details.

Reason: In order to ensure the number of car borne trips to and from the site in accordance with policy CS14 of the adopted Core Strategy.

C32 The development shall be constructed so that it achieves a Target Emission Rate of at least 10% better than building regulations at the time of building regulation approval being sought.

Reason: To be in accordance with Policy CS10 of the Peterborough Core Strategy DPD (2011)

C33 The development hereby approved shall be carried out in accordance with the following approved plans and documents

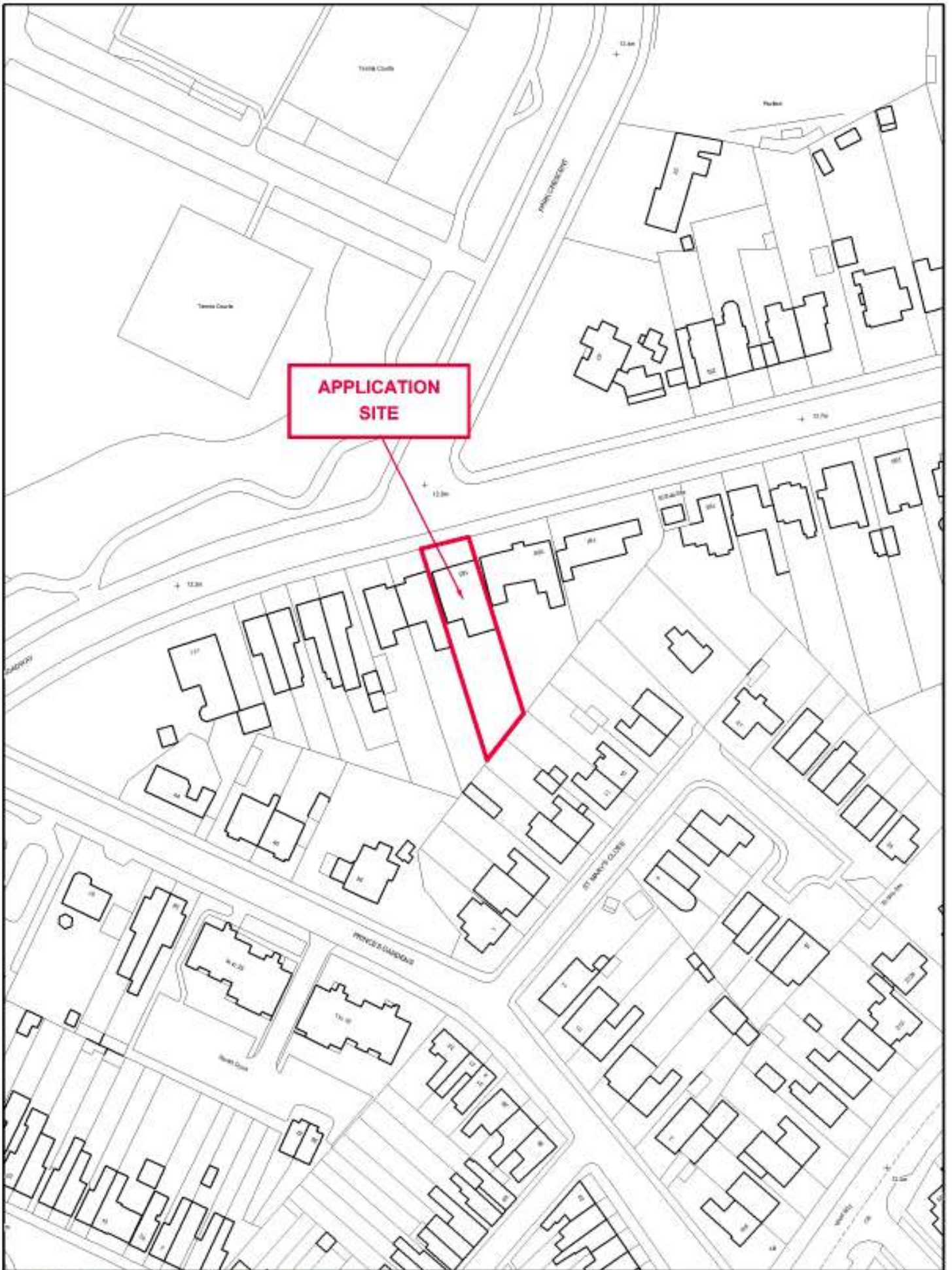
- Site Location Plan CAUD 334914
- Transport Assessment and Supporting following up analysis including the LINSIG junction analysis, Stage 1 Safety Audit and Designers Response (as amended)
- 0752-SK-006 Rev I Proposed Site Access and Off Site Improvements
- Archaeological Evaluation Report No 15/7 December 2014
- Flood Risk Assessment
- Air Quality Assessment July 2015
- Preliminary Ecological Appraisal July 2014

Reason: In order to ensure that the development complies with what has been applied for

Copies to Councillors: Stokes, Casey and Aitken

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**LOCATION PLAN 17/00992/HHFUL**

185 Broadway, Peterborough PE1 4DS

Scale NTS

Date 6/9/2017

Name AA Department Planning Services



**PETERBOROUGH**



CITY COUNCIL

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**Planning and EP Committee 19 September 2017**

**Application Ref:** 17/00992/HHFUL

**Proposal:** Erection of detached annex

**Site:** 185 Broadway, Peterborough, PE1 4DS,  
**Applicant:** Mr M Akram

**Agent:** Mr N P Branston  
Branston Assoc.

**Referred by:** The application should be heard by committee for a fuller discussion of the issues

**Reason:** Called in by Cllr Ferris.  
**Site visit:** 04.08.2017

**Case officer:** Mr D Jolley  
**Telephone No.** 01733 453414  
**E-Mail:** david.jolley@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 is an extended detached dwelling of brick and tile construction, located within the Broadway Conservation Area. The dwelling has an enclosed, paved front garden with space for three vehicles to park clear of the highway. The rear garden is full enclosed with a mix of fence and trees/mature shrubs.

**Proposal**

Permission is sought for the erection of a detached annexe to the rear of the garden.

N.B. The description has been changed back to the agent's original description of the proposal 'Erection of a detached annexe'.

The application type has been changed back to a householder application to reflect that an annexe, ancillary to the host dwelling, is proposed.

**2 Planning History**

Reference	Proposal	Decision	Date
03/01392/FUL	Two storey rear/side extension	Permitted	17/11/2003
13/00859/HHFUL	Proposed rear conservatory	Permitted	13/08/2013

**3 Planning Policy**

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

## **Planning (Listed Building and Conservation Areas) Act 1990**

### **Section 72 - General duty as respects conservation areas in exercise of planning functions.**

The Local Planning Authority has a statutory duty to have special regard to the desirability of preserving the Conservation Area or its setting, or any features of special architectural or historic interest which it possesses.

### **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.

#### **CS17 - The Historic Environment**

Development should protect, conserve and enhance the historic environment including non-scheduled nationally important features and buildings of local importance.

### **Peterborough Planning Policies DPD (2012)**

#### **PP02 - Design Quality**

Permission will only be granted for development which 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; and is designed for longevity.

#### **PP03 - Impacts of New Development**

Permission will not be granted for development which would result in an unacceptable loss of privacy, public and/or private green space or natural daylight; be overbearing or cause noise or other disturbance, odour or other pollution; fail to minimise opportunities for crime and disorder.

#### **PP17 - Heritage Assets**

Development which would affect a heritage asset will be required to preserve and enhance the significance of the asset or its setting. Development which would have detrimental impact will be refused unless there are overriding public benefits.

#### **PP13 - Parking Standards**

Permission will only be granted if appropriate parking provision for all modes of transport is made in accordance with standards.

## **4 Consultations/Representations**

### **Victoria Park Residents Association**

No comments received

### **PCC Conservation Officer (19.07.17)**

From a heritage perspective, the works can be supported.

### **PCC Archaeological Officer (17.07.17)**

The archaeological potential is deemed to be low. Given the small scale of the propose development, a programme of archaeological work would not be justified.

### **PCC Building Control Manager**

No comments received

### **PCC Peterborough Highways Services**

This is a separate dwelling and as such requires its own parking, being outside the city core area.

There is insufficient space to provide the parking on site for the dwelling therefore the local highway authority objects to the application because it fails the requirements of the adopted Peterborough City Council Planning Policies DPD, policy PP13 (Parking Standards).

It also does not meet the requirements of policy PP12 (The Transport Implications of Development) because without space to turn a vehicle on site there are highway safety implications for vehicles reversing onto or off Broadway which is a classified road.

To provide for residents of the new unit, the requisite independent access from the highway would need the existing access widening. The presence of neighbouring boundary walls would prevent the appropriate pedestrian visibility splays being available.

A further complication to this development is that it is opposite Park Crescent and this causes the local highway authority to resist the proposal further as it would introduce more conflict with turning vehicles using the junction.

In summary the policy and highway safety requirements are such that we must object to the application. There is little sense in recommending any conditions which might deal with visibility issues as the physical makeup of the site means that they would not be able to be delivered.

*N.B. These comments were made in relation to the original description and FUL application type. The LHA have been reconsulted on the change to the description and alteration of application type to HHFUL and their revised comments area awaited.*

#### **Cambridgeshire Fire & Rescue Service**

No comments received

#### **PCC Pollution Team**

No comments received

#### **Waste Management**

No comments received

#### **PCC Peterborough Highways Services**

No comments received

#### **PCC Tree Officer (30.08.17)**

No reply received.

#### **Local Residents/Interested Parties**

Initial consultations: 4

Total number of responses: 4

Total number of objections: 4

Total number in support: 0

4 objections have been received in relation to the proposal stating;

I was surprised that the property is having further accommodation added as the garage has already been converted to a dwelling. Is this a HMO? overcrowding?

The documents describe this as an extension to the existing property whereas in fact it is a stand alone bungalow being built right next to my border.

The property is close to my border and I am likely to suffer from any noise from the occupants (current and future) when relaxing in the garden as you never know what this dwelling will be used for in the future and who will live there after the current owners.

I see that a window will face in the direction of my property which I object to and seems unnecessary. If the existing hedge was damaged, died or was removed my privacy in the garden is severely affected.

I think there is a danger that the building works will be both noisy and could damage the current border hedge which the owner has in the past cut back to reveal large gaps losing my privacy. He did stop when asked.

I have discovered that this house has had more development than I mentioned with multiple bedrooms and bathrooms added more than doubling the original size. My view is that this is already at saturation and that the character and original plan for the area is now being adversely affected.

I fear that in future there will be a temptation by any owner of 185 Broadway to rent out the annexe as a separate dwelling with all the potential for noise and disruption that this would entail. If you were minded to grant planning approval, I would ask that you attach a condition stating that the annexe could only be used by the family of No. 185. However, even this would be difficult to police and my preference would be that planning permission be denied altogether.

The annexe will face the rear of our property, in particular our first floor rear bedroom window, leading to a loss of privacy. The proximity of the annexe to the surrounding boundary fences will be intrusive in what is a residential garden setting. The reduction in hedges along the boundaries, as set out in the arboricultural report, will lead to a loss of amenity for surrounding neighbours and an important habitat for garden wildlife.

So the current property has by my calculation a gross internal area of over 300 sq. m. which constitutes more than 100% increase in size of the original dwelling. The proposed residential annexe which is fully self-contained will add an additional 50 sq. m. and take the overall accommodation to at least 6 bedrooms.

Further additional floor area, whether attached or detached from the house would constitute an over-development of the plot.

Whilst the houses along this section of Broadway vary significantly in terms of size the pattern of development is characterised by houses relatively close to the road frontage and long back gardens, with mature landscape boundaries with modest, functional garden buildings such as sheds and greenhouses.

The Peterborough City Council Planning Policies DPD adopted 2012 at Policy PP2 Design Quality indicates planning permission will only be granted for development where the layout, design and appearance of the proposal meet certain criteria. Criteria C requires that: -

the development would not have a detrimental effect on the character of any immediately adjoining properties or the surrounding area.

The proposed annexe is located as close as 1m from the rear boundary with no. 11 St. Mary's Close and requires the severe reduction in width and mass of the mixed species Group A hedge along that boundary; we feel that this could lead to the hedge becoming thin in places and thereby failing to provide the privacy and screening that might reasonably be expected by adjoining residents. This proposal would lead to a harmful erosion of this character and, in this case, if allowed would establish a clear precedent which would make any future proposals to develop residential annexes in large back gardens in this area difficult for the Council to resist.

Because the previous integral garage was changed to an additional living room this has put pressure on car parking on the house frontage where there is no soft landscaping in place whatsoever.

Appendix A of the Local Plan of requires that houses of four or more bedrooms have two spaces per dwelling bracket plus spaces for visitors. Significantly the "informative notes" to Appendix 3 states that:- Annexes which creates extra bedrooms will require additional parking unless existing provision is demonstrated to be adequate.

We believe that the creation of an additional detached annexe would lead to increased pressure on car park provision (a 6 bedroomed property might easily generate a need for 4 car parking spaces) and currently there are 3 vehicles parked there. This current arrangement is already congested with the need for the occupier to open the entrance gates outwards over the adopted pavement (see appended recent photo); this is obviously unacceptable and indeed dangerous for pedestrians. Additional accommodation on site would only serve to exacerbate this unacceptable situation.

It is interesting to note the Arboricultural report prepared by Andrew Belson. Whilst tree NT2 Sycamore that is located in the corner of our garden has been assessed with a reduced RPZ, the new proposed annexe cuts into the RPA by 15%. For a tree that has been assessed as having a limited lifespan (10 years suggested by Andrew Belson) this would serve to reduce the health and potential life of the tree. Whilst the tree is only graded at C1 it does have meaningful amenity and wildlife value and would be a loss to both ourselves and the adjoining properties in St. Mary's Close.

We note from the submitted drawings (albeit that the Location Plan and Block Plan are not accurately drawn) that the new annexe will have its front wall facing the existing house approx. 17m away from the rear of the property. It will also be approx. the same distance from the rear wing of the adjacent house at 183 Broadway which has a south-facing first floor bedroom window. Whilst the new annexe will only be single storey this separation distance would be seen as inadequate if this was completely new development; it should therefore also be seen as unacceptable in an established residential area.

See the comments above on parking and Highways issues- this proposal could lead to pressure for additional frontage car parking and the removal of the front boundary wall which would be detrimental to the character of the Conservation Area.

We would therefore wish to register our strong objection to this Application and request that the application is refused on the basis that the proposal:-

- is not in character and keeping with the area
- has inadequate car parking
- will set an undesirable precedent
- increase potential pressure to remove a front boundary wall thereby having an adverse impact of the Conservation Area

## **5 Assessment of the planning issues**

The main considerations are;

- Principle of development
- The impact of the proposal on the character of the area
- The impact of the proposal on the amenity of the occupiers of neighbouring dwellings
- Parking and highways implications of the development
- Arboricultural implications

### **Principle of Development**

Under Schedule 2, Part 1, Class E of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) it is possible to erect an outbuilding without planning permission provided it meets set tolerances. For example providing that the outbuilding was less than 4m in height, situated more than 2m from any boundary, did not take up more than 50% of the curtilage of the dwelling and was deemed to be incidental to the enjoyment of the dwelling house, planning permission may not be required. It is important to highlight this fall back position that a physical structure could be erected without planning permission.

Letters of representation have advised that the proposal is out of character with the area and that it would set a precedent for future development, however given what can be undertaken without planning permission the principle of a detached outbuilding is accepted.

Planning permission is required in this instance as the proposal would be to create an annex for a family member. An annex can be either attached or detached from the host building. For the avoidance of doubt this is an application for an annex and not a separate, independent planning unit. If approved a condition will be appended to the permission requiring the building to remain as ancillary accommodation and not be sold, rented or leased as a separate planning unit.

### **The impact of the proposal on the character of the area**

The annexe would be located at the bottom of what is a relatively generous garden of approximately 300sqm. The annexe has a footprint of approximately 50sqm, following its construction 200sqm of useable rear amenity space will remain. This is considered to be an acceptable provision and does not constitute overdevelopment of the plot.

Although located in the Broadway Conservation Area, the Conservation Officer has raised no objection to the proposal as the building is not visible from the public realm. Any works required to the existing trees within the rear garden will not harm the character of the Conservation Area as these trees provide no public amenity and are not worthy of protection.

Further to the submission of the application, justification has been submitted demonstrating that the annex would be for a member of the family with complex health issues, and the structure has been revised to provide a bathroom, lounge and bedroom only. The building would be ancillary to the host building. The applicant was asked by the LPA if the annex could be constructed as an extension to the main property. The applicant has stated that this would not be practical due to the presence of a large conservatory to the rear of the dwelling. The LPA accept this position.

Neighbours have raised concern regarding the precedent that this proposal sets. As stated above a building of this scale could generally be constructed under permitted development and is not out of scale compared to the host dwelling. Each application is judged on its particular circumstance and the material considerations relevant to each proposal.

In light of the above the proposal would accord with Policy CS16 of the Peterborough Core Strategy DPD (2011) and PP2 of the Peterborough Policies DPD (2012).

### **The impact of the proposal on the amenity of the occupiers of neighbouring dwellings**

The structure is single storey and sited at least 1.0 metre from all boundaries it is considered that the building will not be overbearing to neighbours or cause unacceptable overshadowing of amenity space or primary habitable rooms.

A neighbour has stated that the separation between the front of the annex and the rearmost 1st floor window of the neighbouring dwelling is substandard at 17 metres and would not be allowed in new developments. However this building is ancillary to an existing dwelling and as such is not considered to be new residential development. The proposed building is single storey and as such there is flexibility in terms of acceptable separation, as the proposed annexe is unlikely to result in unacceptable overlooking into a 1st floor window or vice versa.



Some noise may emanate from the annex, but it is not expected that this will result in unacceptable disturbance and could be comparable to other buildings that could be constructed under permitted development allowances, such as workshops, home offices etc.

The proposal features the removal of trees and some of the surrounding boundary treatments are in poor condition. Therefore a condition will be appended to the permission to ensure that all boundaries are adequately fenced to provide amenity for both neighbours and the future occupants of the annexe.

A condition will be appended to the permission making the rear facing lounge window fixed shut, in order to help prevent unacceptable disturbance to neighbours located to the rear of the application site. As this window is at ground floor, and a new boundary treatment condition is proposed, it is not necessary to insist that this window be obscure glazed.

### **Parking and highways implications of the development**

The current representation from the Local Highway Authority is in relation to the original incarnation of this application which proposed that the building was to be a standalone dwelling and the application type FUL. The LHA have objected to a standalone dwelling but have been reconsulted on the basis of the revised description and application type.

The LPA are of the opinion that the three spaces to the front of the dwelling are adequate. This provision is in line with current parking policy which states a dwellings of two bedrooms or more must have at least 2 off street parking spaces, with an additional space provided for the annexe. Notwithstanding this, as the annexe is to provide accommodation for somebody already at the property, it is considered unlikely that the proposal would materially increase the intensity of the use of the site.

There is physical space to the front of the dwelling to park 4 cars and the property does not enjoy an on site turning area. Therefore it would not be considered sensible to refuse the application on a lack of parking as this may incentivise the applicant to remove the wall to make all 4 spaces available, this would be detrimental to the character of the Conservation Area.

It would not be reasonable to condition that the gate only open inwards as the gate is already in situ and the alteration is not required to make the proposal acceptable.

In light of the above it is considered that the current level of parking provision for the site is acceptable and accords with current adopted policy.

### **Arboricultural implications**

Supporting the application is an arboricultural report produced by Andrew Belson Arboricultural Consultant. The reports outlines the location and quality of the trees onsite and those of importance immediately adjacent to it. The report clearly outlines for removal a handful of low value cypress which would not merit a Tree Preservation Order.

The Tree Officer has stated that the only other tree potentially to be implicated by the proposal is an offsite Sycamore which has been previously pollarded and subsequently has an upright form. The Tree Officer agrees with the RPA modifications for this tree as outlined within the submitted report and has stated that whilst in his opinion the proximity and over all relationship between the tree and the proposed annexe is not ideal, the solution outlined in the report and depicted on the tree protection plan is feasible.

The Tree Office has requested a condition that the development be carried out in accordance with the Arboricultural assessment. This is a reasonable and necessary request and the condition will be appended to the permission.

## Other matters

A number of objections have been received in relation to the proposal, many have been addressed within the report. Outstanding objections shall now be discussed.

An objector has stated that the works to trees and hedges to facilitate the development could result in loss of the integrity of boundary treatments, leading to harm to the amenity of the occupiers of neighbours. As stated above a condition will be appended to the permission requiring submission of boundary treatment details in order to ensure that adequate boundary treatments are retained following the development.

An objector has highlighted the extensive developments to the existing dwelling and the conversion to the existing garage, suggesting that the site is already overdeveloped and queried whether the dwelling is a HMO. The plot is approximately 600sqm which is considered to be large in comparison to most curtilages within the urban area. Such a plot can accept a large family dwelling and the LPA do not consider that the plot will be overdeveloped following construction of the annexe. There is no record of an application to convert the dwelling to a HMO and this is not proposed under this development, as such this element of the proposal is not considered to be a material consideration in the determination of the application.

An objector has raised concern regarding an offsite Sycamore tree and the impact of the proposal would have on this tree. The encroachment into the root protection area of this tree has been assessed by the author of the Arboricultural Implications Assessment and LPA's tree officer as feasible and therefore it would not be reasonable to refuse the application on this basis.

An objector has stated that the plans are incorrectly drawn but has not detailed the discrepancies. The LPA consider the plans are submitted in good faith and do not appear obviously inaccurate.

## 6 Conclusions

Subject to the imposition of the attached conditions and taking into account the health needs of the proposed occupant, 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 proposal will not unacceptably harm the character of the Broadway Conservation Area, the amenity of the occupiers of neighbouring dwellings or highway safety; in accordance with policies PP2, PP3, PP13 and PP17 of the Peterborough Planning Policies (DPD) 2012, policies CS16 and CS17 of the Peterborough Core Strategy (DPD) 2011 and Section 72(1), of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

## 7 Recommendation

The Director of Growth and Regeneration 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 The development shall be carried out in accordance with drawing 17.010/1 B.

Reason: For the avoidance of doubt.

C 3 Prior to the commencement of above ground works, details of the materials to be used in the external surfaces of the annexe hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Development shall be in accordance with the approved details.

Reason: In order to preserve the special architectural and historic character of the Broadway Conservation Area in accordance with the provisions of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended), Policy CS17 of the Peterborough Core Strategy DPD (2011) and Policy PP17 of the Peterborough Planning Policies DPD (2012).

C 4 The proposed rear facing high level window serving the lounge shall be non opening and shall subsequently be retained as such.

Reason: In order to protect and safeguard the amenities of the adjoining occupiers, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).

C 5 The annexe hereby permitted shall not be occupied or used at any time other than for purposes ancillary to the residential use of the dwelling known as 185 Broadway and shall not be occupied, leased or rented as a separate dwelling.

Reason: The site is not adequate to support a separate dwelling and therefore this development is only acceptable as ancillary accommodation in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP4 of the Peterborough Planning Policies DPD (2012).

C 6 Following the works to the trees as set out in BS 5837 Arboricultural Implications Assessment and Method Statement produced by Andrew Belson Arboricultural Consultant dated 05 July 2017 and prior to the first occupation of the annexe hereby approved, details of all boundary treatments shall be submitted to and approved in writing by the Local Planning Authority. These shall be erected in accordance with the approved details and retained as such.

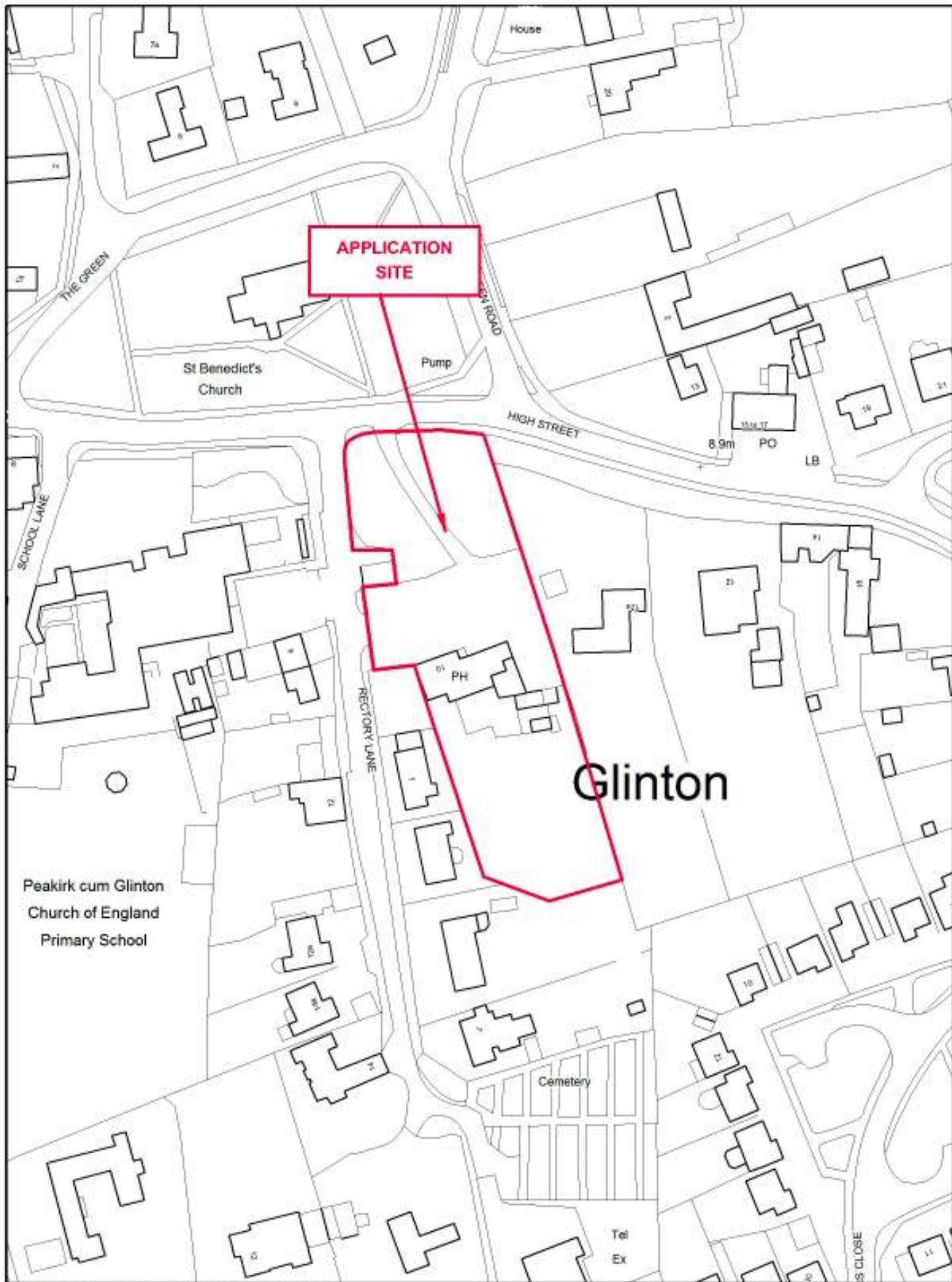
Reason: In order to protect and safeguard the amenities of the adjoining occupiers, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).

C 7 Prior and throughout the duration of the development, the applicants shall implement the recommendations, principles and methodologies as contained within the BS 5837 Arboricultural Implications Assessment and Method Statement produced by Andrew Belson Arboricultural Consultant dated 05 July 2017.

Tree protection fencing and ground protection shall be erected according to the specifications and locations illustrated on the Tree Protection Plan, within the associated report thereby creating a Construction exclusion Zone. Signs will be placed and retained on the tree protective fencing outlining its importance and emphasising that it is not to be moved, nor the area entered into until the end of development.

Reason: In order to protect and safeguard the amenities of the area, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012).

- C8 Notwithstanding the provisions of Part 1 Class E of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no alterations to the annexe shall be undertaken other than as those expressly authorised by this permission or those expressly authorised by any future planning permission.
- Reason: In order to protect the amenity of the area, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP2 of the Peterborough Planning Policies DPD (2012).



**LOCATION PLAN 17/01167/FUL**

The Blue Bell, 10 High Street, Ginton

Scale NTS

Date 6/9/2017

Name AA Department Planning Services



**PETERBOROUGH**



CITY COUNCIL

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**Planning and EP Committee 19 September 2017**

**Application Ref:** 17/01167/FUL

**Proposal:** A new alfresco dining area, to include loose and fixed seating with Jumbrella; Works to Willow tree and planting of replacement trees; New step and disappearing path to the grass field; New timber posts, festoon and wall lighting; New screens to partially enclose dining area ; New fencing and new planting; New green oak square arches down the garden

**Site:** The Blue Bell, 10 High Street, Glinton, Peterborough

**Applicant:** Mr Joe Grieves  
Greene King Pub Partners

**Agent:** Miss Emma Arnold  
Concept IDL Ltd

**Referred by:** Glinton Parish Council

**Reason:** The impacts of the proposal to the character and appearance of the Grade II Listed Building and the Glinton Conservation Area and to the amenity of surrounding neighbours.

**Site visit:** 19.07.2017

**Case officer:** Mr Jack Gandy

**Telephone No.** 01733 452595

**E-Mail:** jack.gandy@peterborough.gov.uk

**Recommendation:** **GRANT** subject to conditions.

**1 Description of the site and surroundings and Summary of the proposal****The Site and the Surrounding Area**

The application site comprises the Blue Bell Public House. The building is Grade II Listed and is also located within the Glinton Conservation Area. The pub has an existing patio area to the rear that measures approximately 17 metres in depth from the original rear elevation by 12 metres in width which is open to customers for outdoor dining. There is a garden to the west of the existing patio area which includes a willow tree and various vegetation. This area abuts against the rear boundary of No 1 Rectory Lane. There are two outbuildings which are used as a kitchen and indoor dining area. There is also a large garden area to the south of the patio area which is also provides a space for outdoor dining/drinking. The Public House is set back approximately 60 metres from High Street, which allows for the provision of an access, parking and green space to the front. Surrounding uses to the area include St Benedict's Church, a primary school, a village shop/post office and various residential properties.

**Proposal**

The works which are the subject of this application are located to the rear of the building. Permission is sought for the following:

- The extension of the existing patio area to create an expanded outdoor seating area with 79 seats. Of the 79 seats, 56 seats would be 'loose seating' which does not require planning permission. The 22 'fixed' seats, which require planning permission, would be located to the 2.2 metre high Jumbrella (x8 seats) and the proposed 1.2 metre high 'L-shaped' fixed seating area (x15 seats).

- Additionally, screens and square arches, to be constructed in green oak timber, are also proposed. These also require planning permission as a result of their proposed heights from ground level and exceed the provisions Class A of Part 2 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended).. The proposed screens would partially enclose a section of loose seating, located to the south of the indoor dining area with each screen to measure approximately 2.2 metres in height. Four square arches are also proposed adjacent to this area to provide a 'walkthrough from the outdoor dining area to the large gardens to the south. These are proposed to measure approximately 2.2 metres in height and would provide support to the proposed festoon lighting.
- Two sections of hard surfacing are proposed to be laid down. One section, to measure approximately 6 metres by 7.2 metres in area, would be laid over part of the existing small garden/shrub area. A further smaller section of hard surfacing, to measure approximately 4 metres by 4.4 metres, is proposed to be laid to the rear of the conservatory. The proposed hard surfacing requires planning permission due to being laid down within the curtilage of a Listed Building under an A4 use class ('Drinking Establishments'). This exceeds the tolerances under Class E of Part 7 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended).
- Erection of a 1.8 metre high fenced enclosure to separate the new patio area from the remaining shrub area, to provide a buffer area from the rear boundary of No 1 Rectory Lane. The fencing, to be acoustically designed, requires planning permission as this would be development of a means of enclosure within the curtilage of a Listed Building under Class A of Part 2 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended). The buffer area to be enclosed would measure 7.2 metres in depth by 7.3 metres in width.
- Finally, to accommodate the proposed layout changes, and based on its current conditions, the willow tree to the small garden area is proposed to be removed. New plants/vegetation are proposed across the patio area, including to the proposed seating, screens and enclosed area. This does not require planning permission, however, the proposed works have been considered in this proposal due to its relationship with the other works proposed.

An application for Listed Building Consent was submitted. However, it was considered that the proposed works do not require Listed Building Consent. Listed Building Consent is only required when a proposed development physically projects from the Listed Building itself. With no extension to the Blue Bell proposed under this application, Listed Building Consent is not required. As such, the agent was informed who then subsequently withdrew this application.

## **Background**

Prior to this application, a previous planning application (reference 17/00273/FUL) was submitted. The previous application proposed an increase in seating provision, but also proposed three outbuildings to the small garden area for sheltered seating with heat and lighting and a sheltered pergola area. The Local Planning Authority considered that the sheltered seating, with its heating and lighting attributes, would have encouraged customer use to the rear garden all year round. Along with their proposed location to the rear boundary of No 1 Rectory lane, it was considered by the Local Planning Authority that the previous proposal would have been unacceptably harmful to the amenity of surrounding neighbours as a result of the nuisances that would have occurred from these outbuildings. Additionally, this application was refused due to the inadequate information provided upon the works to the willow tree on site.

The scale of development proposed under this application is reduced compared to the previous proposal. The sheltered outbuildings and pergola from the previous application has been removed. The seating arrangements have altered, including the increase in loose seating and also an enclosed, buffer area is now proposed to the boundary of No 1 Rectory Lane, as discussed in Section 1 'Proposal'.



## **2 Planning History**

<b>Reference</b>	<b>Proposal</b>	<b>Decision</b>	<b>Date</b>
17/01168/LBC	A new alfresco dining area, to include loose and fixed seating with Jumbrella; Works to Willow tree and planting of replacement trees; New step and disappearing path to the grass field; New timber posts, festoon and wall lighting; New screens to partially enclose dining area ; New fencing and new planting; New green oak square arches down the garden	Withdrawn by Applicant	03/08/2017
17/01260/CTR	G2: 4 No. Lawsons Cypress - Crown lift to 1m clearance from roof of neighbouring chemist T3 Ash - Crown lifted to achieve 1-1.5m clearance above neighbours garage T11 Elder - Fell T23 Plum - Fell T24 Plum - Fell T30 Sycamore - Crown lift by 1-1.5m above the roof	Permitted	02/08/2017
17/00273/FUL	Construction of pergola, works to trees, erection of three shed structures, five square arches, timber posts with festoon lighting, addition of fixed seating, steps and disappearing path	Refused	06/06/2017
16/00528/FUL	Erection of garden room	Permitted	16/05/2016

## **3 Statutory Provisions and Planning Policy**

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

### **Planning (Listed Building and Conservation Areas) Act 1990**

#### **Section 66 - General duty as respects listed buildings in exercise of planning functions**

The Local Planning Authority has a statutory duty to have special regard to the desirability of preserving the building or its setting, or any features of special architectural or historic interest which it possesses.

#### **Section 72 - General duty as respects conservation areas in exercise of planning functions.**

The Local Planning Authority has a statutory duty to have special regard to the desirability of preserving the Conservation Area or its setting, or any features of special architectural or historic interest which it possesses.

### **National Planning Policy Framework (2012)**

#### **Section 11 - Noise**

New development giving rise to unacceptable adverse noise impacts should be resisted; development should mitigate and reduce to a minimum other adverse impacts on health and quality of life arising. Development often creates some noise and existing businesses wanting to expand should not be unreasonably restricted because of changes in nearby land uses.

#### **Section 12 - Conservation of Heritage Assets**

Account should be taken of the desirability of sustaining/enhancing heritage assets; the positive

contribution that they can make to sustainable communities including economic viability; and the desirability of new development making a positive contribution to local character and distinctiveness. When considering the impact of a new development great weight should be given to the asset's conservation.

Planning permission should be refused for development which would lead to substantial harm to or total loss of significance unless this is necessary to achieve public benefits that outweigh the harm/loss. In such cases all reasonable steps should be taken to ensure the new development will proceed after the harm/ loss has occurred.

#### **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.

##### **CS17 - The Historic Environment**

Development should protect, conserve and enhance the historic environment including non-scheduled nationally important features and buildings of local importance.

#### **Peterborough Planning Policies DPD (2012)**

##### **PP02 - Design Quality**

Permission will only be granted for development which 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; and is designed for longevity.

##### **PP03 - Impacts of New Development**

Permission will not be granted for development which would result in an unacceptable loss of privacy, public and/or private green space or natural daylight; be overbearing or cause noise or other disturbance, odour or other pollution; fail to minimise opportunities for crime and disorder.

##### **PP16 - The Landscaping and Biodiversity Implications of Development**

Permission will only be granted for development which makes provision for the retention of trees and natural features which contribute significantly to the local landscape or biodiversity.

##### **PP17 - Heritage Assets**

Development which would affect a heritage asset will be required to preserve and enhance the significance of the asset or its setting. Development which would have detrimental impact will be refused unless there are overriding public benefits.

#### **Peterborough Local Plan 2016 to 2036 (Preliminary Draft)**

This document sets out the planning policies against which development will be assessed. It will bring together all the current Development Plan Documents into a single document. Consultation on this document took place between December 2016 and 9 February 2017. The responses are currently being reviewed. At this preliminary stage only limited weight can be attached to the policies set out therein.

## **4 Consultations/Representations**

### **PCC Conservation Officer (03.07.17)**

From a heritage consideration the proposed works can be supported.

It is considered that the work will preserve the character, appearance and historic significance Grade II listed Public House and that of the Glinton Conservation Area in accordance with Sections 66(1) and 72(1), of the Town and Country Planning (Listed Buildings and Conservation Areas) Act

1990 (as amended) and is in accordance with Peterborough Core Strategy DPD (2011), Peterborough Planning Policies DPD (2012), Design and Development in Selected Villages SPD (Glinton village specific) (2011) and the National Planning Policy Framework (Heritage considerations).

**PCC Tree Officer (21.07.17)**

There is no arboricultural objection to the proposal further to landscaping and tree protection being firmed up as a condition of planning.

If the application is successful I recommend detailed conditions on the following:

- Details of a site specific Method Statement and Tree Protection Plan to be submitted to and approved by the Local Planning Authority; and
- Prior to the commencement of development, a landscaping scheme of the site to be submitted to and approved by the Local Planning Authority.

**PCC Pollution Team (17.08.17)**

This is a revised application following the refusal of 17/00273/FUL. It is noted that the revised plans include the removal of the 'shed structures' and the addition of an area that is not available to the public. However the proposed outdoor area is still less than 10m from the nearest residential property, and the outside area is surrounded by residential properties. The proposed plans will still result in an intensification in use of the outdoor area for outdoor dining and drinking, impacting on adjacent residential gardens and properties. However it is recognised that the removal of the 'shed area' will reduce the impact of the development on residents compared to the previous proposal.

When considering complaints of nuisance under the Environmental Protection Act 1990 it is important to note that planning decisions that alter the character of the area and therefore affect the acceptability of particular noise and use, could impact on whether certain activities would be judged as nuisances [Wheeler v JJ Saunders Ltd, 1996]. The designation via the planning regime of areas suitable for certain uses is an important contribution to the operation of the decision making process in the statutory nuisance regime. Consequently, if the proposal is granted planning permission and residents complain about noise emitted from this development, it is highly unlikely that any action would be possible under the statutory nuisance regime.

In conclusion, there are some mitigation measures included in the application, however these appear to be limited to the removal and replacement of the 'sheds' with trees and closure of the alfresco dining area at 23.00hrs. It is the view of this department that despite these measures the additional noise created by the use of the alfresco dining area will still have an impact on nearby residents.

**Glinton Parish Council (21.08.17)**

Parish Council object to the application and are unanimously opposed to the proposal. In particular, the Parish Council will support residents in their legitimate objections.

The proposal includes a fenced off strip adjacent to the nearest neighbour. This does not go far enough as the neighbour at No 3 Rectory lane is also affected. The proposals are likely to lead to a loss of amenity by neighbours and a potential increase in noise nuisance.

The Parish Council consider that a time limit of say 10.30 in evenings should be imposed on all external activities in order to minimise the potential and existing noise nuisances.

Similar objections were made to the proposed festoon lighting in that they had the potential to cause a loss of amenity to neighbours. As stated to applications containing similar proposals, they are felt to be inappropriate in the context of the Listed Building and the Conservation Area.

Existing late night operation into the early hours after midnight have already caused a nuisance to neighbours and these applications do nothing to address these issues. They contain the right mix to make these occasions more numerous.

However, if approved, the consent should contain a condition imposing restricted hours of operation related to external activities of any nature.

It is noted that the LBC application has been withdrawn on the advice of officers that it was not required, although the application refers to the use of a listed building and grounds in the heart of a conservation area.

Cllr Johnson calculated that approximately 78 seats were proposed in the garden area. Councillors felt that this would create a both noise and general nuisances. This would especially be the case in the summer evenings when customers would be most likely to be outside during licensing hours, possibly up to 11pm. Summer evenings also being when neighbours wished to enjoy the privacy and the peace of their gardens.

### **Local Residents/Interested Parties**

Initial consultations: 9

Total number of responses: 3

Total number of objections: 2 (Both Glington Parish Council)

Total number in support: 0

One representation has been received from a local resident, who neither supports or objects to the proposed development, but has raised the following:

The tables are to be removed from what was formerly designated as a "quiet area" adjacent to the properties in Rectory Lane, which will open up a larger grass play area. There has been previous damage to their boundary wall and conservatory caused by "heavy balls". Could the wall be shielded by continuing the existing border and including evergreen shrubs to give all year round visual, noise and damage protection?

## **5 Assessment of the planning issues**

The main considerations are:

- a) The "fall-back position".
- b) Design and impact upon the setting of the Listed Building and the surrounding Glington Conservation Area.
- c) Neighbour amenity.
- d) Impact to trees.

### **a) The "fall-back position".**

The "fall-back position" is a material planning consideration. This position indicates what could be achieved without the requirement of planning permission.

At present, there is existing outdoor furniture in the patio area to the rear and side of the conservatory located at the back of the pub and there are a number of picnic benches that are scattered across the rear most gardens. These do not require planning permission because they are not fixed to the ground and they can easily be moved. They do not fall within the meaning of development under Section 55 of the Town and Country Planning Act 1990 (as amended). Therefore, any effects of development within the fall-back position of this site could not be enforced by the Local Planning Authority due to no permissions being required.

There is no limit as to the amount of seating or tables that could be placed within the patio area or rear garden regardless of the outcome of this application

The "fall-back position" has been considered in each of the following sections.

## **b) Design and impact upon the setting of the Listed Building and the surrounding Glington Conservation Area.**

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that special regard be paid to ensuring that development preserves or enhances the character, appearance and fabric of Listed Buildings. Section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) requires special regard to be taken to preserving conservation areas and their surrounding settings. This is further emphasised within the National Planning Policy Framework (2012) which requires that significant weight be placed on the need to preserve heritage assets.

With regards to the duties under sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, the duties do not allow the local planning authority to treat the desirability of preserving the settings of listed buildings and the character and appearance of conservation areas as mere material considerations following the cases of *Barnwell Manor Wind Energy Ltd v East Northamptonshire District Council* [2014] EWCA Civ 137 and *R (The Forge Field Society & Messrs Barraud and Rees) v Sevenoaks DC and Others* [2014] EWHC 1895 (Admin). However, for the reasons which follow it is not considered that any harm arises to either the listed building or the conservation area and as such no presumption against the grant of planning permission arises.

As outlined in Section 1, it is not considered that Listed Building Consent is required for the proposed development. That being said, the impacts of the proposal to the character and appearance of the Listed Building as well as its setting have been assessed below.

The rear of the Blue Bell Public House has been extended previously following planning approval of the garden room (reference: 16/00528/FUL). The most significant elevations of the building in terms of its historic importance are located to the front of site. These are the most visible from the surrounding public realm. All elements of the proposal would be constructed to the rear of the site. These would not be readily visible to the surrounding public realm and therefore, it is considered that they would not affect the historic character of the site. Furthermore, given the previous, twentieth century extensions to the rear, the rear of the Public House has a reduced historic character. Against this proposal, and what furniture could be laid out under the "fall-back position", the Council's Conservation Officer has raised no objections to the proposal.

Excluding any tree works, which are discussed in Section C, the proposed works would not be readily visible from the surrounding public realm, due to the dwellinghouses surrounding the side and rear boundaries of the pub garden. As such, it is not considered that the proposal would be unacceptably harmful to the character and appearance of the Glington Conservation Area.

In light of the above, the proposal is considered to accord with Section 12 of the National Planning Policy Framework (2012), Sections 66 and 72 (1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended), Policies CS16 and CS17 and Policies PP2 and PP17 of the Peterborough Planning Policies DPD (2012).

## **c) Neighbour amenity.**

At present there is some use of the rear garden of the Public House. This is limited to the small patio area and a number of scattered benches across the large gardens to the south of the site. There is no outdoor heating provision and limited cover on the patio area. The benches have no cover and are completely open to the elements. The area adjacent Rectory Lane to the west is not used. As such existing activity takes place away from the boundaries with neighbouring properties and does not give rise to significant levels of noise or general disturbance.

The neighbours nearest to the proposed works are the occupiers of No 1 Rectory Lane. From the

rear elevation of their property, the residential garden measures approximately 4-5 metres in depth. This backs onto the boundary meeting the 'private yard' and the existing 'small garden area' of the Blue Bell.

The most prominent structures proposed include the fixed 'L-shaped' seating, the Jumbrella and the square arches. By their locations alone, these would not cause unacceptable overbearing or overshadowing impacts to neighbouring properties that surround the application site. However, due to the seating increase, the proposal would intensify the use of the rear garden along with the nuisance of noise. Paragraph 123 of the National Planning Policy Framework (2012) states that proposals should "avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development". The paragraph continues, stating that "decisions should aim to mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions".

The Council's Pollution Control team raise no objection to the proposal, but they state that the proposal will cause an impact to nearby residents, due to the distance of the proposed works to the rear of No 1 Rectory Lane. The 79 seats proposed would intensify the number of customers using the rear garden. Glington Parish Council state within their objection that the proposed 78 seats would cause both noise and general nuisances. However, 56 of the seats proposed would not be fixed to the ground and would be moveable. These would not require planning permission under the provisions of the fall-back position detailed in Section 5 a). Additionally, a lot more seating, than that what is currently proposed, could be placed and create greater noise nuisances to surrounding neighbours under the 'fall-back position'. Furthermore, it is considered that the proposed layout of seating is acceptable and an improvement to the previous refused application. The exclusion of the pergola and sheds that were part of the recently refused planning application, would mean that customers would not be using the rear garden all year round, thus the proposal is limited to warmer seasonal use.

None of the proposed seating would be located any closer to No 1 Rectory Lane, but there would be more of it due to the extension of the existing patio area that is approximately 7 metres from the boundary of No 1 Rectory Lane. The Council's Pollution Control team have advised on the use of acoustic fencing to this enclosed area. Acoustic fencing would help to limit to the noise nuisances that would emanate from the seating areas to No 1 Rectory Lane, most of which do not require planning permission. Since then, the agent has agreed to the use of acoustic fencing to this enclosed area, with amended plans detailing this. To further reduce noise nuisances to No 1 Rectory Lane, it is recommended a planning condition be attached to make this area off-limits to the public, other than for staff to maintain the Rowan Trees and vegetation within this area. This would help to limit the impact of noise from the proposal to No 1 Rectory Lane, as well as any potential noise increases in the future from additional seating placed under the provisions of 'the fall-back position'.

The rear boundary treatment to No 3 Rectory Lane is a buff brick wall. Given the separation distance between this boundary and the proposal, it is considered that the solid brick wall would adequately protect from noise from the proposed works to the rear of the Blue Bell.

Information relating to the application site's current premise license restrictions has been provided by the Council's Licensing Team. The information submitted within the Design and Access Statement would not contradict any of the restrictions currently imposed on the Blue Bell through its premise license. Glington Parish Council state their wish that 22.30hrs limit should be imposed on all external activities to limit potential and existing noise nuisances. The Council's Pollution Control team advise that the use of the outdoor dining area should cease either before dusk or 21.00hrs, whichever is earlier.

Given the use of the outside space at present, the potential use forming the fall-back position, and the restrictions currently imposed as a result of the premise license and what the premise license currently allows, it is considered that the hours proposed by the Pollution Control team would be unreasonable. Accordingly, this would fail one of the six key tests which planning conditions must

meet and therefore Officers do not consider this could be applied.

Notwithstanding this, it is considered that the proposal could result in increased noise and general disturbance above and beyond the fall-back position, which could result in the need to restrict the hours of use of the rear outside space beyond the current premise license (this allows the outside space to be used to midnight Sunday to Wednesday and 00:30hrs from Thursday to Saturday). As it is not possible to take action under statutory noise nuisance powers in respect of noise arising from people talking, it is the role of the planning system to ensure this impact is fully considered. Accordingly, it is considered appropriate to restrict the hours of use of the outside space to 21:00hrs as this will protect the amenities of neighbouring occupants. However, Officers are aware of the implications that this restriction could have upon the viability of the Public House which is also a material consideration (in terms of the potential loss of a key community facility). As such, it is proposed to allow the proposed outside space to be used for a temporary period, to 30 November 2018, up to 23:00hrs. This would allow the owners/operators of the Public House time to demonstrate that the proposed outside space can be operated without causing unacceptable harm to surrounding neighbour amenity. After this date, if the applicant wished for the hours to be permanently extended, a further planning application would be required, which would be subject to public consultation.

The Council's Pollution Control team have advised not to impose planning conditions on recorded and live music that are on the current premise license. They advise that if statutory noise nuisances arise from the outdoor dining area, the PCC Licensing department have "more fluidity" to tackle any unacceptable noise nuisances with the Council's Pollution Control team than through the Planning regime. Additionally, the Council's Pollution Control team state that including planning conditions based on the current premise license restrictions would result in a conflict between the Planning and Licensing enforcement routes. Such statutory nuisances could be dealt with under the Environmental Protection Act 1990 and through PCC Licensing's Enforcement procedures. Should a formal complaint on statutory nuisances be received by PCC Licensing, the applicant would need to demonstrate compliance with relevant codes of practice. This includes the 'Institute of Acoustic Control from Noise from Pubs and Clubs' and 'Noise Council Control of Noise from Concerts, along with any relevant case law relating to Statutory Nuisance.

The Pollution Control team state that there could be still be an impact on nearby residents, even with the measures proposed by the agent. However, the Local Planning Authority considers that the resulting impacts from the proposal's implementation, along with the mitigation methods proposed and what could occur under the 'fall-back position' would not exceed the requirements of Paragraph 123 of the National Planning Policy Framework.

In light of the above measures to protect the amenity of surrounding neighbours, it is considered that this would be to an acceptable standard, providing that the conditions are complied with. The proposal is considered to accord with Paragraph 123 of the National Planning Policy Framework (2012), Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).

#### **d) Impact to trees.**

The Council's Tree Officer has raised no objections. A recent s211 notice (notice of intention to carry out works to trees in a conservation area) to enable works to be carried out to trees on site has recently been approved under 17/01260/CTR. The large willow tree was excluded from the s211 notice due to its relationship and proximity with the works proposed under this planning application.

A large willow tree is located in the pub garden, abutting the existing hard surfacing, is identified for removal. The tree has reasonable public amenity (it can be seen from High Street) although structurally its life is limited due to a former large diameter stem failure resulting in a wound that undoubtedly will become a location of decay. On balance, the Council's Tree Officer raises no objection to the removal of this tree, regardless of the outcome of the planning application, given

that it has defects and is not worthy of a Tree Preservation Order.

Planting is proposed in the small, rear garden area to create a screen from the neighbours of No 1 Rectory Lane. Rowan Trees are proposed and there is no objection to this, given that they would not be overly prominent and that they wouldn't cause unacceptable levels of shadowing to No 1 Rectory Lane. The Council's Tree Officer has no objections for further screening within the enclosed area.

Whilst the Tree Officer has no objection to the proposed development, he has requested conditions which require the submission of a site specific Method Statement and/or Tree Protection Plan in accordance with British Standards, along with the submission of a landscaping scheme. These are considered reasonable to ensure a satisfactory appearance of the site within the Glinton Conservation Area, along with safeguarding the amenities of those that would be affected by on-site tree works.

Subject to conditions, it is considered that the proposal would not unacceptably impact upon the amenity of trees or vegetation on-site. The proposal is considered to accord with Policy PP16 of the Peterborough Planning Policies DPD (2012).

#### **Other matters**

1) Festoon Lighting – Such lighting does not fall under the meaning of 'development' under Section 55 of the Town and Country Planning Act 1990 (as amended) and therefore does not require planning permission.

2) Damage from balls – This is not a material planning consideration.

## **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 character and appearance of the Listed Building and its setting, as well as the surrounding Glinton Conservation Area, would not be unacceptably impacted upon by the proposed development. The proposal is considered to accord with Sections 66(1) and Section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 (amended), Policies CS16 and CS17 of the Peterborough Core Strategy DPD (2011) and Policies PP2 and PP17 of the Peterborough Planning Policies DPD (2012).
- The proposal would not unacceptably harm the amenity of surrounding neighbours, in accordance with Policy PP3 of the Peterborough Planning Policies DPD (2012).
- Trees to the application would not be unacceptably harmed by the proposed development, in accordance with Policy PP16 of the Peterborough Planning Policies DPD (2012)

## **7 Recommendation**

The case officer 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 The development, hereby approved, shall be carried out in accordance with the following approved plans and details:

- Proposed Elevations (Drg No 2177-04 Rev D).
- Tree Positions Plan (Drg No 2177-08 Rev B).



- Proposed Layout Plan (Drg No 2177-02 Rev K).
- Tree Protection Plan (Drg No 2177-09 Rev B).
- Proposed Block Plan (Drg No 2177-06 Rev E)
- Existing Elevations (Drg No 2177-03 Rev A).
- Existing Block Plan (Drg No 2177-05 Rev B).
- External Details (Drg No 2177-07 Rev B).
- Existing Layout Plan (Drg No 2177-01 Rev B).
- Tree Protection Plan Statement Rev A (Dated 9th June 2017).
- Heritage Statement Rev A.
- Design and Access Statement Rev A (Dated 2nd June 2017).
- Visual Tree Assessment (Dated 7th April 2017).

Reason: For the avoidance of doubt and in the interests of proper planning.

- C 3 The materials to be used on the fixed structures (L-shaped seating, the screens and Jumbrella); hereby permitted, shall accord with the information shown on 'Proposed Elevations' (Drg No 2177-Rev C) and 'External Details' (Drg No 2177-07 Rev B).

Reason: For the Local Planning Authority to ensure a satisfactory external appearance within the setting of the Grade II Listed Building and within the Ginton Conservation Area

- C 4 No work shall take on the application site (including soil stripping, preconstruction delivery of equipment or materials, the creation of site accesses, positioning of site huts) until a site specific Method Statement and/or Tree Protection Plan to BS5837:2012 *Trees in relation to design demolition and construction - Recommendations methodology* has been submitted to, and approved by, the Local Planning Authority that identifies (not exclusively) the following:

- Trees to be retained and those to be removed.
- Location and specification of protective tree measures in addition to appropriate ground protection within the Root Protection Areas of all retained trees within the application site including accesses;
- Details of all Root Protection Area infringement during the construction and landscaping phases with details on how the impact will be minimised.
- Details of facilitation pruning;
- Location for access, material storage, site office, mixing of cement, welfare facilities etc;
- Specification of landscaping prescriptions (including fencing/walls and changes in soil level) within the Root Protection Area of retained trees;

The scheme shall be implemented strictly in accordance with the agreed details/plans. The tree protection shall be erected according to the specification and locations shown on the agreed Tree Protection Plan. Prior to any works taking place, signs shall be placed on the tree protection emphasising that it is not to be moved, nor the area entered into until the end of development without written permission from the Local Planning Authority's Tree Officer. The protective fencing shall be retained until the works are complete.

Reason: In order to protect and safeguard the amenities of the area, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policies PP2 and PP14 of the Peterborough Planning Policies DPD (2012). This is a pre-commencement condition because the details to be approved are required to be carried out at the on-set of any groundworks/building works to ensure that retained trees are protected.

- C 5 Prior to the commencement of development a scheme for the landscaping of the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out as approved no later than the first planting season following the completion of development. The scheme shall include the following details:

- Proposed finished ground and building slab levels
- Planting plans including retained trees, species, numbers, size and density of planting
- An implementation programme

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with Policy CS21 of the Peterborough Core Strategy DPD (2011) and Policy PP14 of the Peterborough Planning Policies DPD (2012). The pre-commencement is required because the details to be approved are required to be carried out at the on-set of any groundworks/building works to ensure that retained trees are protected and local biodiversity is enhanced.

- C 6 For a temporary period up to the 30 November 2018, the development hereby permitted shall not be open for use by patrons of the Bluebell Public House or members of the public outside the hours of 09:00 and 23:00 on any day. Thereafter, the development hereby permitted shall not be open for use by patrons of the Bluebell Public House or members of the public outside the hours of 09:00 and 21:00 on any day.

Reason: To allow the extended hours to be tested to see whether issues that arise from the development hereby permitted would unacceptably harm the amenity of surrounding neighbours, in accordance with Policy PP3 of the Peterborough Planning Policies DPD (2012)

- C 7 Prior to the development's completion, the acoustic fencing; hereby permitted shall be constructed in accordance with details submitted on Drg No. 2177-04 Rev D "Proposed Elevations" and Drg No 2177-02 Rev K "Proposed Layout Plan".

Reason: In the interests of protecting the amenity of the occupiers of No 1 Rectory Lane from the impacts of noise from the proposal, in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011) and Policy PP3 of the Peterborough Planning Policies DPD (2012).