



Peterborough District Hospital Site Supplementary Planning Document

Adopted - June 2010
(v. PEP Ctte 8 June 2010)



**Growing the right way for
a bigger, better Peterborough**

Foreword

Welcome to this important document which will help determine the future of the Peterborough District Hospital Site.

This is the adopted version of the Supplementary Planning Document (SPD) for the Hospital Site, following Cabinet approval on 14 June 2010. An earlier draft SPD was subject to public consultation in April / May 2010.

Who Prepared this Document?

This document has been prepared by Peterborough City Council (the local planning authority), with assistance from King Sturge who are acting on behalf of the Hospital Trust. Throughout this document, when the words 'we' or 'us' are used, we are referring to the City Council.

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- You can email us at planningpolicy@peterborough.gov.uk – please ensure you make it clear you are referring to the Hospital Site SPD.
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OPPORTUNITIES AND CONSTRAINTS PLAN

A pull-out plan, which sets out in graphical form some of the opportunities and constraints for the site, forms part of the adopted SPD and is available separately.

1 DOCUMENT BACKGROUND

1.1 INTRODUCTION

Peterborough City Council is seeking comprehensive regeneration of an area to the west of the city centre encompassing the Peterborough District Hospital (PDH) site and land in several other ownerships. This area is also known as 'Hospital Opportunity Area' and the Council's ambition is to see a mixed-use development outstanding in urban design terms and incorporating residential, community, local retail and ancillary uses. Plans confirming the extent of the area subject to this SPD and the differing land ownerships can be found via Appendix 1 (ownership plan) and the separately available Opportunities and Constraints Plan.

All District Hospital functions currently on-site are to be relocated to the new Peterborough City Hospital on the Edith Cavell site by the end of 2011 and consequently, this SPD has been produced to assist in bringing the area forward for comprehensive redevelopment and also to reduce the risk of the gradual degradation of the site.

1.2 DOCUMENT STATUS AND PROCEDURE

Supplementary Planning Documents (SPDs) can cover a range of issues, both thematic and site specific, which may expand policy or provide further detail to an existing Development Plan Document. SPDs may take the form of design guides, area development briefs, master plans or issue-based documents. Once adopted by the Council, they are of significant weight when the Council is determining future planning applications for the site.

1.3 CONSULTATION

Consultation took place on a draft of this Hospital Site SPD between 9 April – 6 May 2010.

All the representations received were thoroughly considered. A statement setting out a summary of the main issues raised and how these issues have been addressed in this final version of the SPD is available in a separate document.

1.4 SPD OBJECTIVES

The primary objective of the SPD is to supplement existing saved Peterborough Local Plan policy CC13 regarding the Hospital Opportunity Area (or any subsequent superseding policy) and to guide future physical, social and environmental regeneration of the site.

Local Plan policy CC13 states:-

"Within the Hospital Opportunity Area as shown on the Proposals Map, planning permission will be granted for the comprehensive redevelopment or re-use of the site. The area would be suitable for an educational/university facility and/or mixed use development including housing, hotels, offices and other small-scale employment uses, as well as small-scale leisure uses and shops to meet local needs and community facilities. It is envisaged that housing will be the predominant use on the western part of the Opportunity Area, while the eastern part may include a greater range of uses, reflecting its more central location adjacent to the railway station. Proposals for any development which would prejudice the comprehensive redevelopment of the Opportunity Area will not be permitted."

1.5 MONITORING AND REVIEW

This SPD will be monitored, reviewed and updated to ensure that it remains relevant and in accordance with Development Plan policy. It forms part of the Local Development Framework, and

will be monitored via the Annual Monitoring Report which the Council prepares each year covering a wide range of planning matters.

2 SPD AREA

2.1 SITE HISTORY

The origins of the site begin in medieval times when part of the site was used as a medieval leper hospital, initially constructed in the early 12th century. The leper hospital was still in place in the 16th century, where records show that that eight poor men living in the hospital of St. Leonard were entitled to certain financial sums.

A new town Gaol and Sessions House were developed in this locality in 1842/3, for the Liberty of Peterborough Magistrates. This consisted of courtrooms and offices in a front block (the Sessions House) with a cell block and exercise yards behind. It was first used for the Spring Quarter Sessions in 1844.

The building known as The Gables was originally constructed in 1893 as a private dwelling, subsequently being converted to hospital use in 1924.

The origins of the hospital use of the site lie in the foundation of the Peterborough Union Workhouse in what were then an entirely rural location just beyond the western edge of the city in 1836-7. These buildings, the last elements of which were demolished in the 1970s, stood to the west of the Peterborough District War Memorial Hospital, proposals for which were first mooted in January 1919 and for which a public appeal accumulated the sum of £90,000. The site included the house and grounds of Thorpe Lawn, a substantial Victorian building on the corner of Thorpe Road and Midland Road demolished to make way for the hospital.

The memorial stone for the hospital was laid at a ceremony in July 1925 at which the architect Wallace Marchmont, the principal benefactor Alderman J.H. Bunting and the contractor R.S. Jellings were all present. Jellings died shortly afterwards and (most unusually for the time) his wife took on the responsibility of overseeing the project.

Most of the work was complete by June 1928, although the Children's Wing was not finished until a year later. Marchmont, who was responsible for the design of several other hospitals, including the Watford Peace Memorial Hospital (1923-5) in Hertfordshire, chose a plain neo-Georgian style for the hospital buildings but his proposals for Peterborough (originally prepared in 1920) did not meet with universal acclaim, *The Builder* (September 1920) declaring them to be 'most unsuitable for the site' although 'undoubtedly the best plan submitted'. Perhaps unsurprisingly, Marchmont's 1928 competition design for what is now The Queen Elizabeth Hospital in Birmingham was unsuccessful, the commission being awarded to the much better known partnership of Lanchester & Lodge.

Numerous extensions and alterations were made to the hospital in the 1930s and '40s and various existing buildings were also brought into the hospital site. These included The Gables, originally constructed as a private house in 1894, which was converted into a 27-bed maternity unit in 1946-7 and further extended in the 1950s and 1980s. The building is now used as a Psychiatric Day Centre.

In 1948 the Memorial Hospital was transferred to the newly created National Health Service, the majority of the existing main Peterborough District Hospital directly behind the Memorial Hospital being built in phases from 1960 to 1968 in a process that involved the demolition of part of the original Memorial Hospital and several other buildings. Many further buildings and extensive areas of car parking across the site have been constructed in every decade since the 1970s. The main entrance block of the Memorial Hospital and its adjoining ranges (now known as The Memorial Wing) are currently mainly in use as offices for the hospital.

The Memorial Wing is now listed in the adopted Local Plan as a “Building of Townscape Merit” and as such, its retention should be factored into any redevelopment proposals.

Adjacent to the site are a number of buildings of historic interest, including Listed Buildings such as Westwood House (1860), the Lathe House (1880) and the Crescent Waggon Repair Shop (1870), all of which are relevant to the history of the site and its future redevelopment.

2.2 SITE DESCRIPTION

The Peterborough District Hospital site occupies an area of circa 10 ha (25 acres). It can be split into 4 distinct site areas / land parcels and these are all located beyond the edge of Peterborough City Centre 1 km away. To the north, west and south the site adjoins well established residential suburbs.

Immediately adjacent to Site 1 to the east and not covered by this SPD is an area known as Station Quarter. This contains a number of commercial properties, ancillary operational and non operational railway sidings, sheds, the Peterborough Railway Station, a hotel and supporting car parks. Beyond this lies the Queensgate Shopping Centre and the core retail area of the City.

Site 1, is bounded by Kent Road to the north, Midland Road to the east, Aldermans Drive to the west and Thorpe Road to the south. The site is 3.63 hectares in size. This site contains the main District Hospital building which rises to 8 storeys and is supported by surrounding surface car parking. To the north, the building directly abuts a terrace of Victorian houses where it also shares a frontage to Kent Road. Attached to this building is the Memorial Wing which fronts Midland Road. Beyond and to the south is the grade II listed Sessions House. The main hospital building was constructed during the 1960's and is considered to be of little historical or architectural merit.

To the east of Site 1 is the Grade II* Listed former railway engine shed and lathe house located within Station Quarter.

Site 2 is to the north of Holdich Street from where vehicular and pedestrian access is also provided. It contains a number of connected buildings used for medical staff accommodation. The buildings are all of a poor visual quality, rising to 3 storeys. A pedestrian footpath also links through to Midland Road. The site is surrounded on four sides by 2 storey high terraced housing and is 0.615 hectares in size.

Site 3 is located immediately to the west of the main Hospital building. It is the smallest of the land parcels being 0.233 hectares in area. It enjoys a frontage to both Thorpe Road and Aldermans Drive. It currently accommodates several two storey houses which are used as residential accommodation for on-call doctors. To the west of this site are buildings occupied by a local GP practice, which is a building of Local Importance.

Site 4 is the largest site in the ownership of the Foundation Trust in this location. It is irregular in shape and is 5.248 hectares in area. It is located to the west of Site 1 and accommodates a number of buildings used for a variety of linked activities associated with the main District Hospital. To the east, the site abuts various private houses and commercial buildings. In the north east corner, a vehicular access also exists off Aldermans Drive. Within this sector of Site 4 is also the Lucille Van Geest building, operated by the Mental Healthcare Trust. To the north, beyond the Trust ownership, is Greenwood House and a sports ground connected to the Peterborough High School.

To the south, the site wraps itself around the recently constructed Primary Care Trust City Care Centre and a jointly shared vehicular access off Thorpe Road. The City Council owned Vawser Lodge also fronts Thorpe Road and lies to the south west of the City Care Centre. Immediately to the west of Vawser Lodge, the subject site contains a number of ancillary buildings also fronting Thorpe Road which includes the Gables and the main School of Nursing. This area also contains a number of mature trees, some of which are subject to a Tree Preservation Order. Beyond and to the west is the Peterborough High School.

2.3 OWNERSHIP PARCELS

There are a number of land parcels within the Hospital Quarter which will be included within the SPD area boundary. These land parcels include the Council owned Vawser Lodge and the Mental Health Trust owned Lucille Van Geest building. Please refer to Appendix 1.

2.4 WIDER LOCATION

Generally, to the south of Thorpe Road, and to the west of Peterborough High School the established housing is of lower density with detached dwellings set within larger plots. In addition, there are also a number of recently completed apartment buildings located along Thorpe Road. Thorpe Road has a predominantly mature tree lined residential character and it is one of the main arterial routes into the City Centre. The character of existing development to the north of the SPD site area is predominantly one of a well established residential area with a strong community feel. Housing is mostly in the form of terraced housing of varying sizes, some with large, elongated back gardens. On street parking predominates, which in itself can be an issue.

3 PLANNING POLICY

3.1 REGIONAL CONTEXT

The Regional Spatial Strategy (RSS) for the East of England, the "East of England Plan", was published in May 2008 providing a broad development framework for the region in which Peterborough is located.

The East of England Plan requires Peterborough to provide for a minimum of 25,000 dwellings between April 2001 and March 2021, plus an average of 1,420 net additional dwellings per year during the early years after 2021 to ensure continuous delivery of housing beyond this date.

The strategy is to encourage growth and regeneration to strengthen Peterborough's role as a major regional centre and as a focus for the northern part of the London-Stansted-Cambridge-Peterborough Growth Area.

3.2 LOCAL CONTEXT

The adopted development plan for Peterborough is the Local Plan (first replacement) 2005. Specifically, Policy CC13 is of relevance (see paragraph 1.4 earlier). A number of other policies in the Local Plan are, of course, also relevant.

4 PRELIMINARY FRAMEWORK

This section highlights the key issues raised by an opportunities and constraints analysis of the site.

4.1 OPPORTUNITIES

- The location of the site on the edge of the city centre presents an opportunity for a high profile scheme, demonstrating excellence in design, sustainable development and the potential for improvements to local public realm. Regeneration should act as a catalyst for the wider regeneration of the local area.
- The existing mature vegetation on the site and the amenity value it offers to streetscene.
- Although the site includes the eight storey hospital building this is out of scale with the predominantly two/three storey surrounding residential context. The existing building should

not be seen as a precedent for replacement or further development of this scale, although there may be an opportunity to achieve three and four storey development on parts of the site, including higher density on the eastern part of the site, closest to Station Quarter.

- Vawser Lodge is a significant area of land which, if included as part of a comprehensive redevelopment, could enhance the overall value of the site from an urban design perspective, and provide an opportunity to rationalise site access from Thorpe Road.
- There is an opportunity to realise wholesale mixed use redevelopment of the site with improvements to various street frontages. There is also an opportunity to provide a range and type of housing opportunities. Where appropriate, proposals should look to 'green' the site and to soften the landscape in order to improve the quality of life for future and existing residents.
- To create a permeable new development with new east west links and an opportunity for direct connectivity, particularly for pedestrians and cyclists, into Station Quarter/Railway station and surrounding residential suburbs.
- To improve the setting of nearby Listed buildings, namely the Sessions House, Westwood House, the Engine Repair Shed and Lathe House, and to retain the core historical Memorial Hospital Wing building and enhance its setting as a focal point building.
- To use the Memorial Wing for mixed community and business/residential purposes.
- To rationalise and improve vehicular access points into the site from Thorpe Road and other locations.
- To ensure that a comprehensive approach to the development of Hospital Quarter, Station Quarter and other nearby opportunity sites takes place.

4.2 CONSTRAINTS

- Thorpe Road is the principal frontage for the site and is lined by a variety of mature trees, some of which benefit from tree preservation orders. These provide an important green edge to the site.
- The Grade II Listed Sessions House is set back from Thorpe Road, creating a break along the Thorpe Road frontage.
- Thorpe Road experiences considerable traffic use at certain times as one of the City's principal access routes. This is exacerbated by the number of existing vehicle access points along both its northern and southern frontages, at the junction with Midland Road and there is limited pedestrian accessibility across the nearby railway bridge.
- The Memorial Hospital building has considerable local interest. Later extensions have devalued its historical character and proposals should seek to give the original building a clear identity and focal point setting.
- The new City Care Centre is a dominant building and uninterrupted access is required from Thorpe Road.
- The Lucille Van Geest (LVG) day centre is located in Site 4, and any redevelopment proposals will need to either relocate this building or ensure access is safeguarded.

4.3 OVERARCHING VISION

An overarching vision for the Hospital Opportunity area has been developed complementing the city wide vision which will be set out through the emerging LDF Core Strategy and the Peterborough City Centre Area Action Plan (CCAAP).

The overarching vision for Peterborough contained within the emerging Core Strategy is:

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

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

The vision for the Hospital Quarter is to create a new mixed use residential neighbourhood that exploits its proximity to public transport links and the city centre. A sustainable, inclusive, high quality mixed use redevelopment will be created, incorporating a number of land uses which reduces the need to travel by motor vehicle. The development will:

- *Take advantage of the opportunities on the site*
- *Create a successful transition to adjacent suburbs*
- *Improving the quality of life for local residents.*
- *Creating a high quality residential neighbourhood.*
- *Improved public realm and open space.*
- *Harmonisation between existing surrounding suburbs, listed buildings, local landscape and be built to exemplar architecture.*
- *Establish a greatly improved townscape along Thorpe Road and Midland Road.*
- *A coordinated approach with Station Quarter.*

5 DEVELOPMENT PRINCIPLES

This SPD identifies a number of areas across the site. Whilst a coordinated and comprehensive approach to regeneration is required, the individual sites also provide their own development and design opportunities.

In order to encourage coordinated regeneration and the creation of a mixed use vibrant new community, key principles have been prepared which relate directly to the analysis of the area. It will be of paramount importance that new development proposals address these principles, as proposed schemes will be considered against them. In setting out these principles, particular emphasis is placed upon sustainability in order to ensure new development meets high environmental standards.

5.1 MIX OF USES

Local Plan policy CC13 states that *“The area would be suitable for an educational/university facility and/or mixed use development including housing, hotels, offices and other small-scale employment uses, as well as small-scale leisure uses and shops to meet local needs and community facilities.”* This SPD aims to move this suggested mix of uses forward, responding to the nature of the site, anticipated market conditions (current and future) and requirements of proposed future operators.

Elements of CC13 not being taken forward in this SPD:

The suggestion in policy CC13 of a **hotel** on the site is no longer to be actively promoted through this SPD. There appears no demand for a hotel, especially considering, within close proximity to the site, are the relatively newly opened Park Inn hotel on Wentworth Street and the newly refurbished Great Northern Hotel, adjacent to the main railway station.

The Council's most recent Employment Land Review (2008) concluded that the **office** supply pipeline is estimated at approximately 340,000 sq m gross of office floorspace in extant and unimplemented planning permissions and a further 100,000 sq m gross in the pre-application pipeline. It is, therefore, no longer being actively promoted by the Council that the hospital site should contribute office development (though small scale opportunities may be appropriate, especially in or near any other commercial elements or as part of any work-home units)

Uncertain elements of CC13:

Educational facilities is less clear cut. From the perspective of the city centre and surrounding neighbourhoods, including this site, there is a clear demonstrable need for additional educational provision (for all ages, including university students) to match (a) the considerable planned growth in residents in the area and (b) the ambition of the City Council to extend further and higher educational provision. The optimum location for these facilities has yet to be determined, however, and at the present time, there is no set requirement in this SPD to provide educational facilities directly on site, though developer contributions to education provision in accordance with the Council's Planning Obligation Implementation Strategy would be required as a minimum.

Elements of CC13 required to be taken forward (and expanded upon by this SPD):

It is envisaged that the redevelopment of the Hospital Quarter will provide for a predominantly residential led mixed use regeneration, vibrant public realm and high quality design. The mix of uses should include the following :

- **Residential Development** - For both general needs market housing and affordable housing. Residential development can be located across the whole SPD site area, mainly in a mix of family housing and apartments. It is envisaged that the site could accommodate some 350-550 residential dwellings or more, depending on townscape and viability issues.
- **Retail Provision** – Small-scale retail facilities, consisting of a local convenience shop, and perhaps other smaller commercial space or individual shops, of no larger than 500m² gross retail in total. Such facilities play an important role in providing for day-to-day needs and can act as a walk to community focus without reliance on the car. It will not be acceptable for new retailing to be recognised as a self contained destination or of a scale where it would compete with the city centre or undermine existing identified local centres. The Council will expect a high quality design incorporating upper floor uses over shop(s).
- **Community Facilities** – It is envisaged that through the retention of the core of the Memorial Wing, that this building will in part provide an element of community use on the ground floor.

5.2 SOCIAL SUSTAINABILITY

Housing Mix – Provision of new housing of varying sizes and tenures to meet identified need in order to encourage an integrated and mixed residential community. A varied mix of family and non-family housing alongside differing housing tenures which are tenure blind and pepper-potted to increase social inclusion.

Good Design – Incorporation of a high standard of design contributing to public safety and crime prevention. Future masterplanning of the Hospital Quarter to take account of the need for areas of open space to promote health and well being and encourage physical exercise. Strong design features should also aid in delivering sustainable modes of transport such as walking and cycling, which both encourage well being and also reduce the need to travel by private motor vehicle.

Active Frontages – Provide active street frontages through the promotion of entrances and windows, especially along Thorpe Road and key routes through the site. This will reduce opportunities for graffiti and anti-social behaviour. The incorporation of active street frontages will

aid in enhancing the vitality of the Hospital Quarter, provide a vibrant street scene and reduce the somewhat sterile street frontages currently characterising the Hospital Quarter.

Affordable Housing – Provision of 30% affordable housing, subject to up to date local housing need, adopted planning policy and scheme financial viability.

5.3 ECONOMIC SUSTAINABILITY

Mixed Use – Provision for a variety of residential / limited retail / community facilities appropriate in scale and form so as to be compatible with local townscape.

Business Needs – Within the retained central core of the Memorial Wing building, the opportunity may arise to provide some start up business units alongside a community facility.

5.4 ENVIRONMENTAL SUSTAINABILITY

Environmental Standards – All the buildings on the site will be expected to be designed to achieve high environmental standards. Housing should be delivered to sustainability standards that accord with the emerging Core Strategy aim of making Peterborough the “*Environmental Capital of the UK*”. This will need to be achieved through the use of the Government’s Code for Sustainable Homes and a minimum level equal to Code 4 with further steps to be potentially defined via a forthcoming separate SPD on Environment Capital.

Commercial buildings should target Excellent under the Building Research Establishment’s Environmental Assessment Method (BREEAM).

Renewable Energy - The Hospital Opportunity Area falls within a possible Energy Action Zone as defined by the Peterborough Energy Study. In accordance with the Core Strategy it may be required therefore that a full study be carried out into the technical and economic feasibility of connecting to or establishing an area-wide energy network, possibly in association with the Station Quarter.

Ecology / Biodiversity - Very few features of ecological value are currently known to be present on site, though this should be investigated further at detailed planning application stage. Development should pay particular attention to furthering the aims of national, regional and local biodiversity policy and guidance. A small assemblage of common bat species have been recorded on site, with surveys scheduled to continue in 2010. The development proposals should be designed to benefit those bat species found on site and others known to be present around Peterborough. Other enhancements will be required help provide habitats for a range of species not currently present. Advice should be sought from the Biodiversity Action Plan which may identify particularly priority species that should be encouraged.

Disabled Access and Lifetime Homes – Disabled access will be required across the site and a minimum of 2% of the residential units provided as wheelchair accessible homes. In addition, a minimum of 20% of the new dwellings should meet lifetime homes standards. These requirements are in line with the emerging Core Strategy and the City Council’s Accommodation Strategy for Older People.

5.5 DESIGN PARAMETERS

The City Council requires innovative high quality design to be used to ensure a successful transition from the more intensively developed city centre and surrounding suburbs. Innovative design is also necessary to reintroduce a structured and appropriate new townscape in this important gateway location.

It is not appropriate to be overly prescriptive regarding design parameters. Rather, the expressed objectives should be taken as a starting point, recognising that local area renewal will be phased

over a number of years. Consequently, the parameters represent a base position and the City Council recognise that density and height might alter, reflecting market conditions.

5.6 LAYOUT & URBAN FORM

- **Site 1**

This is the site of the existing main hospital building which has frontages to Thorpe Road, Midland Road and Aldermans Drive. The Grade II Listed Sessions House occupies part of the frontage to Thorpe Road and the Memorial Hospital building faces onto Midland Road. The south eastern corner of the site contains a significant number of grade A and B trees and the parking to the existing hospital. The site may be appropriate for the location of the retail development, with buildings a minimum of two storeys in height with active upper floor uses. 3 to 4 storey apartment buildings could be arranged on the northern side of the area, possibly to form an urban square. Any development around the retained core Memorial Hospital should ensure that its setting is not compromised. The remainder of the site could be developed with residential accommodation predominantly 2 and 3 storey houses. Terraces along the main street frontages will reinforce the streetscape and appropriate landscape treatment will create a high quality residential environment on this site.

A clear, permeable route(s) through the site, which would attract cyclists and walkers from a wide area, should be incorporated in the layout of the site, which will subsequently link up to a similar route on the station quarter site to the east, and onwards to the proposed new station entrance to the west of the existing station area. This route could be fronted by the retail and commercial uses, so as to create an attractive and vibrant route, which acts as transition between residential areas to the west and the city centre to the east. This route would be clearly visible, and an attractive option, for all pedestrian and cyclists which currently use Thorpe Road / Crescent Bridge as their access to the City Centre.

The tree cover on the frontage of the site on the corner of Midland Road and Thorpe Road are currently being considered for protection via a Tree Preservation Order (TPO). These trees should aim to be protected as part of any forthcoming redevelopment proposals.

- **Site 2**

This site is located within the existing urban block to the north of site 1. The existing houses which surround the site are all 2 storeys with deep gardens on the east and western boundaries and fairly short gardens to the north. The site has an open frontage with Holdich Street to the south. Given this area is entirely residential, it is considered appropriate to develop the site with housing. A traditional form of 2 and 3 storey terraced housing respecting the existing pattern and grain of development would be appropriate.

- **Site 3**

This is the smallest of the sites in the proposed development area and currently incorporates a two storey building which is located at the corner junction of Thorpe Road and Aldermans Drive. The existing form of development along Aldermans Drive is predominantly semi detached housing and it would be appropriate to continue this along the street towards Thorpe Road. The corner building has some positive townscape merit and the Council would encourage its retention and re-use.

- **Site 4**

This is the most challenging of all of the sites and has a significant number of constraints to respond to. The newly opened City Care Centre and the office building on Thorpe Road carve a large slice out of the site and introduce a variety of boundary conditions which need to be addressed. In addition to this, the existing Peterborough High School shares the western and northern boundary to the site and will need to be considered in a sensitive manner.

The site contains The Gables, a Building of Local Townscape Merit. It is located at the end of a tree lined access road (where trees benefit from TPO's) off Thorpe Road. The Council would encourage the retention and re-use of the building unless it can be very clearly demonstrated, to the Council's satisfaction, that it is neither practical nor economically feasible to do so. The Lucille Van Geest building to the northern half of the site and Vawser Lodge are also constraints which are key to the successful redevelopment of the site. On the assumption these can be resolved, and LVG can be relocated into a position within the masterplan, it is envisaged that this site should be developed with mainly 2 and 3 storey houses. The primary access will be from Thorpe Road and a residential movement network should link up to a secondary access point off Aldermans Drive. The character of the residential development could be more relaxed than that of site 1 with a more fragmented form of development in some areas. A central green space could be incorporated within the heart of the site for amenity space.

Within Vawser Lodge and along the tree lined boulevard to the western edge of the site are a number of category A and B trees. These should be retained wherever feasible and a landscaping scheme to show replacement vegetation submitted as part of any planning application.

- **Off-site issues**

In addition to the on site issues within the four parcels of land described above (Sites 1-4), it will be important for proposals to consider, respect and enhance where possible the setting, use or otherwise of adjacent: land; buildings; historic features (such as listed buildings); landscape features; businesses; home owners; design features and general urban form and function.

5.7 SCALE AND DENSITY

The density and scale of development should be informed by the character and built form of the site context including adjacent listed buildings, although not unduly constrained by that context. Careful attention should be paid to the scale, position and orientation of new development to ensure that it respects the amenity and privacy of nearby housing and the City Care Centre.

Higher densities will not be appropriate in some locations across the site and a good mix of housing should be achieved including family homes with gardens. The following minimum density targets should be respected:

Site 1: Minimum density target – 60 dwellings per hectare (dph) = around 220 dwellings

Site 2: Minimum density target – 50 dph = around 30 dwellings

Site 3: Minimum density target – 50 dph. The total number of dwellings on this site depends on the treatment of the corner building.

Site 4: Minimum density target – 35 dph = around 185 dwellings

5.8 HIGHWAYS/TRANSPORT

The site is in a sustainable location close to the city centre. A transport strategy should focus on establishing sustainable modes of travel. A comprehensive Transport Assessment will be required to define the impact of the development and mitigation measures required to accommodate new development.

For the purposes of modelling only, and not as a guide to development expectations on the site, preliminary modelling demonstrates that approximately 500 residential units on the site with 1500^m² commercial space would have no negative impact on trip generation compared to the present use of the site.

The impact of the development should be based on the net change in trip generation, resulting from the removal of journeys generated by the existing hospital and the introduction of the

proposed development. This assignment pattern will differ from those experienced previously. The key parameters being:

- To establish safe and convenient access and routes through the site for all pedestrians and vehicular traffic.
- The area of off site highway impact to be defined as Thorpe Road, between (and including) its junctions with Longthorpe Parkway and Crescent Roundabout. Mitigation measures will be required to address any adverse impact generated by the development.
- The Peterborough Transportation Model will form the basis of traffic modelling presented in the Transport Assessment.
- Safe and convenient access and routes shall be provided for pedestrians, cyclists and people with mobility difficulties.
- Cycle parking shall be provided in accordance with Peterborough City Council Cycle Parking Guidelines.
- That development shall be supported by a Green Residential Travel Plan.
- Car parking shall be provided in accordance with the standards set out in Appendix V of the Local Plan
- Car parking for people with mobility difficulties shall be provided at 4% of the maximum car parking standards for all land uses, excluding residential development.
- The Council will encourage a co-ordinated, masterplanned approach with nearby opportunity sites e.g. Station Quarter, in the context of a forthcoming planning application, contributing to the following:
 - Proposed footway/cycleway across the east coast main line railway
 - Upgrading of Thorpe Road / Midland Road junction to form a signalised junction to serve all proposed developments.
 - Highway improvement works should be sensitively designed to respect the character of the Thorpe Road transport corridor and the setting of adjacent listed buildings.

Parking, both on-site and within the surrounding neighbourhoods, was a key issue raised at the consultation stage and the Council will expect very careful attention with regard to this issue at a detailed planning stage. Early discussion with the Council is encouraged in this respect, and may result in a wider parking related programme of works being appropriate rather than just an on-site solution.

5.9 AFFORDABLE HOUSING

The City Council's current policy requires a 30% provision of affordable housing across all qualifying sites in accordance with its adopted planning policies. The Council will encourage innovative forms of affordable housing provision provided that they comply with the definition of affordable housing in PPS3. The Council will also require an open book viability appraisal analysis to justify any alternative level of affordable housing if a proposed scheme proves unable to meet the Council's affordable housing policy.

5.10 PLANNING OBLIGATIONS

The starting point for negotiation of planning obligations will be the adopted PCC Planning Obligations Implementation Scheme (POIS) Supplementary Planning Document. This can be found on the Council's website. Three types of required infrastructure are defined in this Scheme

– Site Related, Neighbourhood and Strategic Infrastructure. The City Council expects all developments to self fund their own site related infrastructure and also in residential development provide affordable housing. New development is also required to contribute to the need for additional neighbourhood and strategic infrastructure proportionate to its scale and impact. The scheme identifies standard levels of contribution towards neighbourhood and strategic infrastructure for most common forms of development.

5.11 ENVIRONMENTAL ASSESSMENT

The City Council will expect planning applications to be supported by a screening request to determine whether a formal Environmental Assessment is required or not.

5.12 DEMOLITION PHASING

Initial investigations undertaken by the Hospital Trust suggest the site is constrained by limited hotspots of historical contamination. As such, applications will need to be supported by appropriate technical evidence on this issue.

Although permission is not required for the removal of buildings on site, the Council will expect to see a demolition phasing plan and contamination management plan to be submitted with planning applications, and this will be subject to planning condition to ensure that the amenity of local residents are not adversely affected. Further, the Council will require materials from existing buildings on the site to be recycled and re-used in the development where practicable.

6 APPLICATION STAGE

Phasing

The Planning Brief area has a complex pattern of land ownership and to ensure a coordinated approach to regeneration takes place, the City Council will expect development proposals to be supported by an appropriate masterplan.

Requirements of Development Proposals

In seeking to accord with the guidance contained in this Supplementary Planning Document and the relevant saved policies of the Local Plan, the following is a list of the *likely* planning and transport requirements arising from a development proposal on the Hospital Quarter site, some of which might best be covered by way of legal agreement between a developer and the Council:

Community Involvement – Any developer will be expected to undertake their own community consultation process prior to the submission of a planning application, building on the consultation already undertaken by the Hospital Trust.

Future Management – Peterborough City Council are committed to ensuring development of the Hospital Quarter is undertaken in a way that establishes a long term legacy for the local area. A planning application for the site needs to address how community infrastructure (such as public open space) will be provided, maintained and funded.

Affordable housing – under Policy H21 there is a requirement for 30% affordable housing across the subject area. A developer would need to qualify through the submission of viability evidence if a departure from the Council's policy is proposed. A breakdown of development finance figures will be required at the planning application stage and the Council will seek independent development viability advice.

A Nature Conservation / Biodiversity / Open Space / Green Infrastructure Report will be required setting out the measures to be undertaken to enhance or incorporate such new features. Such a report must demonstrate how effective aftercare will take place.

Public open space – proposals should demonstrate that the Council's standards on the provision of recreational and amenity open space have been fully addressed, although it is recognised that in order to also ensure best use is made of land, innovative solutions may be required, involving for example the enhancement of existing off site open space and facilities nearby. It should not be assumed that the Council will automatically adopt public open space and planning applications should be accompanied by long term management and maintenance proposals this would ensure compliance with Policies LT1 and LT2 of the Local Plan.

Sustainability Checklist – the Local Planning Authority will undertake an assessment of development proposals against the criteria outlined in the City Council's Sustainability Checklist.

Vegetation/ Landscaping Analysis – A full tree survey, categorising all trees within the site should be submitted. This should be accompanied by a tree mitigation statement demonstrating how the high quality vegetation on site will be protected. A full landscaping study should also be prepared.

Archaeological Desk based Assessment – Due to the potential for Roman, medieval and post medieval remains within the site, a desk based archaeological assessment should be submitted. Any further archaeological mitigation could follow planning consent secured by a PPG 16 planning condition.

Design Statement – A design and access statement must be submitted in support of development proposals in order to demonstrate how the proposal takes account of the design aspects outlined under Policies H16, DA1 and DA2. This should take account of any impact on listed buildings and include an appropriate visual impact assessment including photomontages in winter (leaves off trees) conditions.

Transport Assessment – In order to ensure that development proposals sustainably provide for and mitigate any impact on the local highway network, a Transport Assessment will be required.

Travel Plan – In order to seek to reduce travel by private car and to encourage sustainable transport initiatives, a travel plan will be required for both residential and non-residential uses as part of any forthcoming planning application.

Environmental Impact Assessment – The City Council will expect a screening request to be submitted by developers as part of pre planning application submission discussions to establish whether an Environmental Impact Assessment will be required.

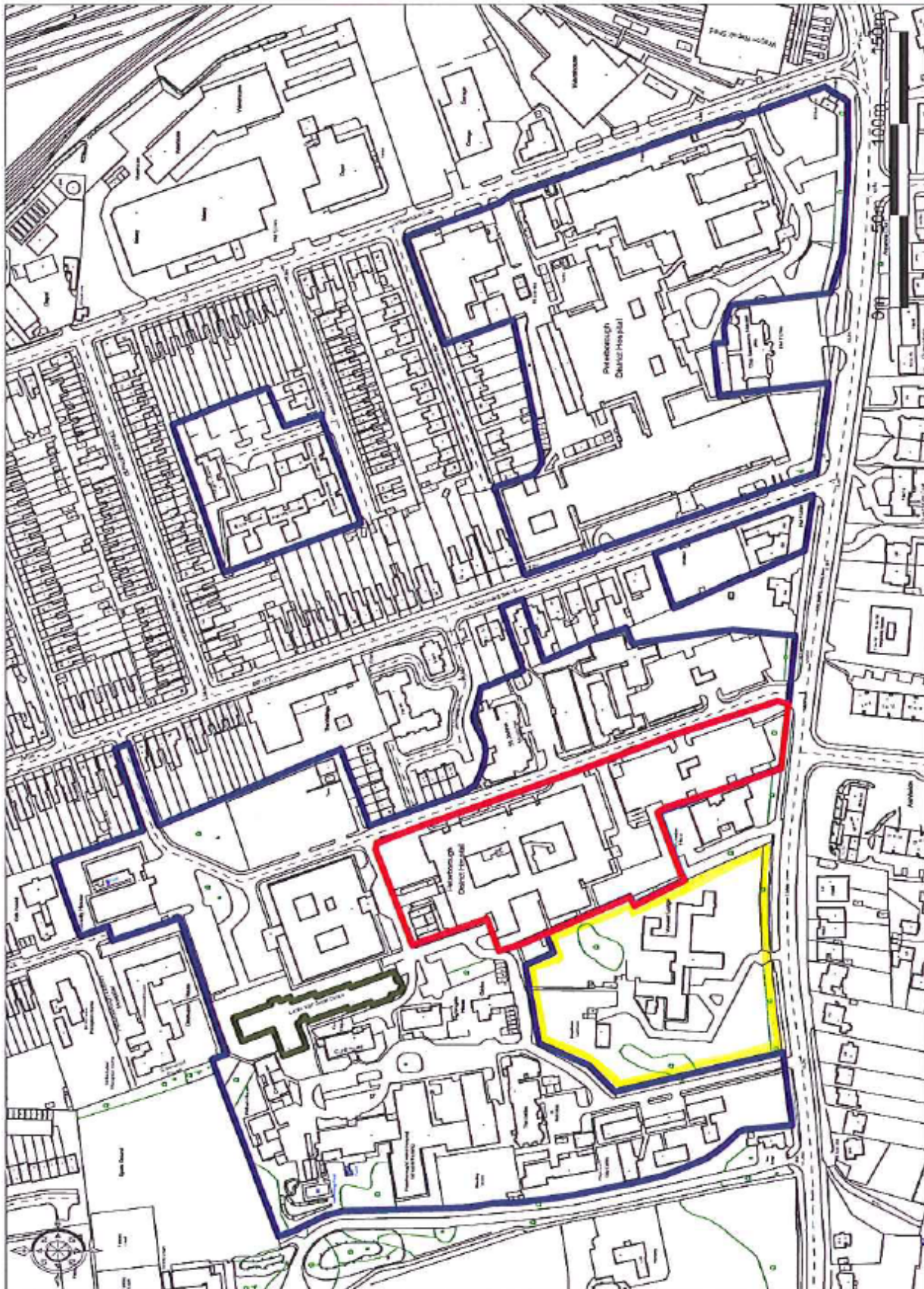
Waste Management – Development proposals should demonstrate how they fully accord with the policies of the Minerals and Waste Development Plans, including issues such as construction waste and post construction waste management. The submission of a RECAP Waste Management Design Guide Toolkit Assessment would prove useful in this regard.

7 CONTACTS & FURTHER INFORMATION





If you have a query regarding any aspect of the **Local Development Framework** please email: planningpolicy@peterborough.gov.uk or telephone: **01733 863872**.

For queries about **planning applications**, please contact Development Control (tel: 01733 453410). Details of Peterborough City Council Pre-application service can be found on our website at www.peterborough.gov.uk .

APPENDIX 1: OWNERSHIP PLAN



KEY

	City Care Centre Primary Trust
	City Council ownership
	Hospital Trust ownership
	Mental Health Trust