

CABINET

MONDAY 7 NOVEMBER 2016

10.00 AM

Bourges/Viersen Room - Town Hall

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MINUTES OF CABINET MEETING HELD 26 SEPTEMBER 2016

PRESENT:

Cabinet Members: Councillor Holdich (Chair), Councillor Eley, Councillor Fitzgerald, Councillor Hiller, Councillor Lamb, Councillor Seaton, Councillor Smith and Councillor Walsh

Cabinet Advisors: Councillor Casey and Councillor Stokes

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Goodwin.

2. DECLARATIONS OF INTEREST

Councillor Eley declared a pecuniary interest in item 5. As a director of the company he would not speak on this matter.

3. MINUTES OF THE CABINET MEETINGS HELD ON 25 JULY 2016

The minutes of the meeting held on 25 July 2016 were agreed as a true and accurate record.

4. PETITIONS PRESENTED TO CABINET

Councillor Holdich presented a petition regarding the Travellers Site within his Ward.

Councillor Smith presented a petition regarding the adoption of Charlotte Way which includes the removal of shrubbery and pillars at the entrance to the estate.

Councillor Holdich advised that the petitions would be presented to the relevant officers for response.

STRATEGIC DECISIONS

5. AMENDMENT OF EXISTING LOAN ARRANGEMENTS TO EMPOWER COMMUNITY MANAGEMENT LLP

Cabinet received a report which followed a request from the Cabinet Member for Resources.

The purpose of the report was to authorise the provision of additional capital finance to ECS Peterborough 1 LLP to which the Council already provided finance. This followed the decision by Council on 13 July 2016 to increase the Invest to Save budget.

The Cabinet Member for Resources introduced the item and advised that Empower delivered free solar panels to households across Peterborough and also generated an income for the Council for undertaking similar work elsewhere. The proposed loan would be required to implement the next stage of the project to purchase additional solar panels and to extend their provision, thereby generating further income for the Council.

Cabinet debated the report and in summary, key points raised and responses to questions included:

- The proposals were similar to the Axiom loan in principle, however for a different purpose.
- The security of the loan was discussed. It was stated that funding was managed by an independent regulated manager. If there was be a default on the loan, the Council had the right to step in and sell the solar panels, which would generate additional income.
- Empower had meetings planned with the executives of other local authorities to deliver the scheme further afield.
- The scheme linked into the Poverty Strategy
- It had recently been announced that the savings achieved through the scheme amounted to £1million, which in turn had led to an improvement in lifestyles and additional investment in business within the city.

Cabinet considered the report and **RESOLVED** to:

1. Approved the amendment of the terms of the Strategic Partnership with Empower Community Management LLP;
2. Approved the amendment of the financing agreement with ECS Peterborough 1 LLP;
3. Approved the due diligence on the purchase of the existing operational solar PV installation;
4. Approved Council entering into such further agreements with ECS Peterborough 1 LLP and any other body necessary to facilitate the arrangements set out in this report; and
5. Delegated to the Corporate Director; Resources and Director of Governance the ability to finalise any individual matters including the amendment as necessary of any existing contractual documents.

REASONS FOR THE DECISION

The decision would:

1. Generate a surplus income which would contribute to the Renewable Energy Savings targets in the MTFS.
2. Support the Council's aspirations to be the UK's Environment Capital by promoting and facilitating use of sustainable energy sources.

ALTERNATIVE OPTIONS CONSIDERED

The Council had a discretion as to whether to advance any additional funding to ECS Peterborough 1 LLP and could determine not to make such further advance. However the Council would lose the opportunity to enhance the refinancing package offered by ECS Peterborough 1 LLP and lose the opportunity to receive the additional interest income from the increased loan until the re-financing takes place.

6. CONTRACT AWARD FOR NEW PERMANENCY SERVICES

Cabinet received a report which followed a request from the Cabinet Member for Children's Services.

The purpose of the report was to seek Cabinet Approval to proceed with a contract award for a new Permanency Service.

The Cabinet Member for Children's Services introduced the report and advised that The Adolescent and Children's Trust (TACT) were the proposed providers for the service. Their appointment for the delivery of the Permanency Service within Peterborough would come to a total value of £126,150,000 from 1 April 2017 until 31 March 2027, with a further option for the Council to extend for a 10 year period. Three bids were received and TACT were the clear winner, who shared the Council's ethos of "Children First".

Cabinet debated the report and in summary, key points raised and responses to questions included:

- It was emphasised that TACT had significant experience in the provision of care and would introduce a 24 hour support approach which the Council would struggle to achieve by itself.
- Close working with Vivacity had been included in the service specification.
- The proposals centered around having confidence that the providers could recruit the levels of foster carers required.

Cabinet considered the report and **RESOLVED** to:

1. Agree to award a contract to The Adolescent and Children's Trust [known as 'TACT'] for the delivery of the Permanency Service within Peterborough for a total value of £126,150,000 from 1 April 2017 until 31 March 2027 with a further option for the Council to extend for a 10 year period.
2. Authorise the Corporate Director: People and Communities to (i) extend the contract for a further 10 year period at a cost of up to £125,000,000, adjusted for inflation as necessary, should the Council exercise the option to extend, and (ii) approve any variations to the contract, subject to consultation with the Director of Governance.
3. Authorise the Director of Governance to enter into any other legal documentation necessary to document the contractual and other legal arrangements between the parties.

REASONS FOR THE DECISION

Although there were financial savings attached to the proposed contract, the approach to developing the proposed Permanency Service has been built on improving outcomes for vulnerable children and young people in Peterborough, as outlined in the report. To summarise, improved outcomes would be achieved as a result of:

- Increased placement choice for children and young people needing care or who were in care through an increased number of 'in-house' foster placements;
- Better placement matching between children in care and foster carers whom the Council knows well and who were local to Peterborough;
- Increased placement stability as a result of improved levels of support and training for foster carers;
- Increased capacity within the Family Group Conferencing Service, increasing the likelihood that children were able to remain with families on a sustainable basis or, where this fails, to remain within their extended family, benefiting from legal permanency as offered by a Child Arrangement or Special Guardianship Order;
- Reduced risk of the breakdown of placements under the above orders coming to unplanned ends as a result of the development of improved support services that were in line with adoption support;
- The development of innovative programmes to help to support children and young people returning home to their families after a period in care, reducing the likelihood of a return to care, and all the associated negative consequences to relationships and long term outcome;
- The continued strong performance in relation to adoption and adoption support as outlined in the service specification;

- The capacity of a new charitable provider to draw in other charitable organisations and funding streams to support children, young people and their families in Peterborough.

ALTERNATIVE OPTIONS CONSIDERED

The following options were considered and rejected:

Option 1 - Continuation of current services. This option was rejected for the following reasons:

- a) The Council had a responsibility to use public resources responsibly and faced significant budget pressures. Doing nothing would imply acceptance of reliance on as many as 100 relatively high cost placements for children and young people, leading to the need to make savings elsewhere in children's services.
- b) A tender exercise would generate competition within the market, potentially leading to innovation and the potential to invest in additional services for children and young people, as outlined elsewhere in this report.

Option 2 – Cease to provide placement services. This option was rejected as Peterborough City Council has a statutory duty to deliver these services.

7. REGIONAL AND NATIONAL APPROACHES TO MEETING NEEDS OF UNACCOMPANIED ASYLUM SEEKING YOUNG PEOPLE

Cabinet received a report which followed a request from the Cabinet Member for Children's Services.

The purpose of the report was to seek approval for the Council to participate in regional and national schemes that ensure the responsibility for supporting unaccompanied asylum seeking children and young people was managed as equitably as possible between local authorities.

The Cabinet Member for Children's Services introduced the report and advised that Peterborough experience a higher than average number of unaccompanied asylum seeking young people due to its extensive travel links. The proposal before Cabinet would ensure that distribution between local authorities struck the correct balance.

Cabinet debated the report and in summary, key points raised and responses to questions included:

- Members felt that the scheme would ensure that all communities nationwide contributed equitably and that the task of caring for such young people would be more fairly distributed.
- Peterborough had received 30 – 40 young people over the last 18 months, Kent over 1,000, whilst Norfolk and Suffolk had only two.
- There were currently 31 young people in care, the majority were from Afghanistan and Syria aged 16-18 years and 70% were males. Most had travelled to the country to learn the language and to do well as possible.
- The young people stay would in care until the Home Office reached a decision regarding their status. Beyond the age of 18 the local authority ceased to receive financial support from the government.
- The costs involved were estimated to be between £800,000 to £1million.

Cabinet considered the report and **RESOLVED** to:

1. Agree that Peterborough City Council play a full part in national arrangements under the Government's National Transfer Scheme that is intended to ensure

- that unaccompanied asylum seeking children and young people account for no more than 0.07% of the child population of any one local authority; and
2. Agree that Peterborough City Council also play a full part in supporting arrangements across the eastern region to support the transfer of unaccompanied minors between regional authorities by agreement and where transfer would be in the interests of the child or young person concerned.

REASONS FOR THE DECISION

Participating in the National Transfer Scheme would ensure that Peterborough continued to fully play its part in contributing to the support needs of vulnerable unaccompanied minors and former minors and any vulnerable children identified under the provisions of the Immigration Act 2016.

Importantly, however, this contribution would be made in a planned and predictable way that ensured that this support was provided within a framework that is equitable across the country.

Participating in the regional scheme agreed by Directors of Children's Services would enable the Council to help children and young people placed outside of the City to be better supported in the longer term by, for example, supporting case responsibility to transfer to the local authority within which they were placed, by agreement.

ALTERNATIVE OPTIONS CONSIDERED

The following options were considered and rejected:

Option 1 – Not to participate in either the National Transfer Scheme or regional arrangements. This option was rejected because:

- a) Non-participation in the National Transfer Scheme would result in the Council continuing to be required to meet the needs of unaccompanied minors being apprehended within Peterborough as at present. Current arrangements led to an unpredictable and variable resource pressure as numbers arriving fluctuate throughout the year;
- b) Non-participation in the National Transfer Scheme would risk the Council being perceived as being unwilling to accept its fair share of responsibility for supporting unaccompanied minors, although clearly not actually the case given its history;
- c) Non-engagement in the regional scheme would mean that the Council may not be able to secure the agreement of other regional local authorities to accept case and financial responsibility for children and young people its had placed outside of Peterborough, affecting the ability of those young people to access long term and consistent support in an area that had become familiar to them.

8. CHILD POVERTY STRATEGY

Cabinet received a report which followed consideration of the draft Child Poverty Strategy by the Creating Opportunities and Tackling Inequalities Scrutiny Committee on 12 September 2016.

The purpose of the report was to seek consideration and approval of the draft Child Poverty strategy in order to meet the council statutory obligations under the Child Poverty Act 2010.

The Cabinet Member for Children's Services introduced the report and advised that the Strategy outlined the current position regarding both children and their families in terms of tackling housing, financial management, education, health, employment and skills, and trying to break the cycle of deprivation. All portfolios were involved. The Strategy

would be overseen by Safer Peterborough Delivery Board with six monthly reviews, which would result in a change of direction if required.

The Cabinet Member for Children's Services further advised that the wording of the recommendation should be amended to remove the word 'draft' from the document title.

Cabinet debated the report and in summary, key points raised and responses to questions included:

- Child poverty had a knock on effect in many ways and areas of the city, affecting the health of both children and their families.
- Areas such as educational needs, homelessness and children in care were affected. Additional costs in relation to associated benefit payment would also need to be considered
- Using officers from existing boards, the newly formed Health and Wellbeing Board and Safer Peterborough Partnership Programme Board would ensure delivery of a comprehensive cross-area policy with key strands to target specific issues.

Cabinet considered the report and **RESOLVED** to approve the Child Poverty Strategy.

REASONS FOR THE DECISION

The draft strategy fulfilled the Council's statutory obligations under the Child Poverty Act 2010.

ALTERNATIVE OPTIONS CONSIDERED

Do not approve the strategy. This option was not recommended as the Council would not be able to meet its statutory requirements.

9. MEDIUM TERM FINANCIAL STRATEGY AND BUDGETARY CONTROL REPORT – JULY 2016

Cabinet received a report which followed discussions by the Corporate Management Team, Cabinet Policy Forum, and the cross-party Budget Working Group.

The purpose of the report was to provide a quarterly update of the Budgetary Control position and to set out the proposed process and timetable for the 2017/18 budget process including dates for the 'budget conversation' with the public.

The Cabinet Member for Resources introduced the report and advised that the report considered two elements, the current financial situation and that of the coming year. Proposed savings totalled £24 million in the current year, although further pressure from housing the homeless meant the Council was facing an overspend on the current period. As such all other options were being considered to make savings elsewhere. A recent audit had reported a no issues with last year's accounts or the Council's ability to combat the financial challenges ahead.

Cabinet considered the report and **RESOLVED** to note:

1. The financial pressures in the current financial year and the continuing work by CMT to deliver a balanced budget;
2. The forecast budget gap for the financial year 2017/18 and onwards, and the key assumptions currently included in the MTFS forecast; and
3. The proposed report to Council on October 12 that recommends updates to the Budget and Policy Framework to reflect the Council's approach to a two-phase budget process.

REASONS FOR THE DECISION

The Cabinet was responsible for initiating Budget Proposals within the Council's Budget and Policy Framework Procedure Rules. The proposed approach and timetable for the 2017/18 budget-setting process contained within the report varied from that contained within the Procedure Rules and Cabinet was being asked to put forward this alternative, two-stage process, for Council approval. The two stage process was used last year and was successful in enabling the Council to set a lawful and balanced budget. Another benefit of the two stage approach was that the early agreement of Phase 1 budget proposals in the December before the start of the new financial year gave departments more time to implement these proposals, some of which may require long lead in times to achieve successful implementation.

ALTERNATIVE OPTIONS CONSIDERED

No alternative option was considered as the Cabinet was responsible under the Constitution for initiating Budget Proposals and the Council was statutorily obliged to set a lawful and balanced budget by 11 March annually.

10. EFFICIENT STRATEGY 2016/17 – 2019/20

Cabinet received a report which followed a referral from the Section 151 Finance Officer.

The purpose of the report was for Cabinet to consider the proposed 2016/17 – 2019/20 Efficiency Strategy which will enable the Council to become eligible for a Four-Year Funding Settlement from Government.

The Cabinet Member for Resources introduced the report and advised that the £24 million savings referred to previously were achieved without any reduction in services. Submitting an Efficiency Strategy to assist in financial planning in these challenging times would also contribute to achieving a greater level of certainty over future grant levels, as per recent Government guidelines.

Cabinet considered the report and **RESOLVED** to approve the Peterborough City Council Efficiency Strategy for 2016/17 – 2019/20.

REASONS FOR THE DECISION

The approval of the Strategy was a Government requirement for eligibility for a 4 year funding settlement.

ALTERNATIVE OPTIONS CONSIDERED

The Council was not bound to accept a 4 year funding settlement. It had the option to receive one year funding settlements as per the current arrangements. However, the Government had said that it could not guarantee the same levels of funding for Councils who did not accept the offer.

MONITORING ITEMS

11. OUTCOME OF PETITIONS

Cabinet received a report which followed the presentation of petitions to Council at its meeting on 19 July 2016.

The report provided an update on the progress being made in response to petitions as follows:

1. Petition relating to Livermore Green Tree Pruning
2. Petition relating to Parking in Deaconscroft
3. Petition relating to Noise and Anti-Social Behaviour in Century Square

ALTERNATIVE OPTIONS CONSIDERED

No alternative options had been considered.

Cabinet considered the report and **RESOLVED** to note the actions taken in respect of petitions.

Chairman
10.00am – 11.05am

CABINET	AGENDA ITEM No. 5
7 NOVEMBER 2016	PUBLIC REPORT

Cabinet Member(s) responsible:	Councillor Peter Hiller, Cabinet Member for Growth, Planning, Housing and Economic Development.	
Contact Officer(s):	Anne Keogh, Housing and Strategic Planning Manager Caroline Hannon, Senior Housing Strategy and Enabling Officer	Tel. 863815 Tel. 863818

THE DRAFT PETERBOROUGH HOUSING STRATEGY 2016 TO 2021

RECOMMENDATIONS	
FROM Corporate Director of Growth and Regeneration	Deadline date: N/A
1. That Cabinet approves the draft Housing Strategy for public consultation.	

1. ORIGIN OF REPORT

- 1.1. This report is submitted to Cabinet following recent changes to Government's policy and procedures towards housing, and following the end of the current Peterborough Housing Strategy 2011 to 2015.

2. PURPOSE AND REASON FOR REPORT

- 2.1. The purpose of this report is to provide Cabinet with an overview of the draft Housing Strategy 2016-21 and seek approval for the document to begin a minimum of 4 weeks public consultation.
- 2.2. On adoption the Peterborough Housing Strategy will be a major policy item for the Council. The draft sets out the Council's priorities and commitments for the period 2016-2021 for a broad range of Housing matters, including rural housing issues. The draft Housing Strategy will be widely consulted on to ensure that all stakeholders and partners have an opportunity to influence the final report.
- 2.3. This report is for Cabinet to consider under its Terms of Reference No. 3.2.1.

3. TIMESCALE

Is this a Major Policy Item/Statutory Plan?	Yes	If Yes, date for relevant Cabinet Meeting	7 November 2016
Date for relevant Council meeting	N/A (consultation only)	Date of submission to Government Dept	N/A

4. KEY ISSUES

4.1 Style of the draft Strategy

- 4.1.1 The draft Strategy has been prepared as a document that is:

- Succinct, yet informative

- Written in an easy reading style that will make it accessible to a range of audiences
- Clear as to what the Council wants to achieve and what measures it will take to get there

4.2 Structure of the draft Strategy

4.2.1 The Strategy consists of four main parts:

- An introduction to the Strategy and an explanation as to how to submit comments on the draft during the consultation period (scheduled to commence towards the end of November, for a minimum of four weeks):
- An overview of the National and Local legislative and policy context and the opportunities and challenges they presents for housing in Peterborough
- A set of four priorities, each with their own set of specific measures that the council will implement to achieve them
- Key snapshot facts and figures and case studies relevant to identified priorities

4.3 The Housing Strategy Priorities

4.3.1 Priority one - **How we will support substantial and sustainable growth.** A range of key measures are identified to contribute to the delivery of growth in Peterborough. These include preparing a new Local Plan to ensure Peterborough is equipped to meet our growth needs, but also to ensure that growth is sustainable and responds to the demand for all types of housing including rural housing that is affordable to local residents. Supporting other important initiatives such as Peterborough's new housing Joint Venture with Cross Keys Homes which will deliver new housing of all types and tenures including affordable homes, and ring-fencing funding to support affordable housing providers to meet affordable housing needs in Peterborough, are also identified as key areas that can contribute to Peterborough's sustainable growth.

4.3.2 Priority two - **How we will increase the supply of homes that people can afford.** The key measures identified in this section are; ensuring a balanced mix of property types and tenures particularly recognising the likely reduction in the provision of new rented affordable homes as a result in changes to national policy and funding priorities; ensuring the sustainability of rural communities through affordable housing provision to address local need; supporting community led housing solutions in rural neighbourhoods such as rural exception sites; and ensuring that allocation policies and tenure policies for social housing promote mixed and sustainable communities in the light of Government's social housing and welfare reforms.

4.3.3 Priority three - **How we will improve housing conditions to support health and wellbeing.** This priority focuses on utilising a range of preventative and proactive measures that will improve living conditions in Peterborough's existing homes. The key measures identified are tackling empty homes, addressing serious disrepair in the private sector through grants and through enforcement and providing aids and adaptations to enable frail elderly people and people with disabilities to remain safely in their homes. Maximising the energy efficiency of existing housing particularly in rural areas where there are a significant number of off-gas heated homes, is also identified as an important area for tackling indoor cold and fuel poverty.

4.3.4 Priority four - **How we will ensure that a range of supported and specialist accommodation is available.** The key measure identified to contribute to achieving this priority is ensuring the suitability of accommodation for households with specific housing needs both within the existing stock and within future stock by supporting the provision of a range of property types that will cater for different specialist needs. This involves partnership working with key stakeholders including Adult and Children's services, private sector housing and care providers, affordable housing registered providers and health.

5. CONSULTATION

- 5.1 The Housing Strategy and Enabling team (part of Sustainable Growth Strategy service area within the Growth and Regeneration Department) has coordinated the preparation of the Strategy in association with the relevant service areas within the council, which reflect the wide range of issues which the Strategy covers. Therefore officers across the council have been consulted with and involved in the development of areas of the Strategy that reflect their service areas.
- 5.2 Comments from the Scrutiny Commission for Rural Communities held on 6 September 2016 have helped to inform the development of the draft Strategy thus far. In addition, the Sustainable Growth and Environment Capital Scrutiny Committee considered the draft Strategy on 25 October, and made the following comments:
1. The Committee endorse the draft Peterborough Housing Strategy 2016 to 2021 and recommend it to Cabinet for approval.
 2. The Committee also recommend that Cabinet note the following concerns of the Committee:
 - a. Homelessness is a growing issue and that the Council should continue to make reducing this a priority.
 - b. There is a lack of affordable housing and the Council should deliver more affordable homes through initiatives such as the new housing company with Cross Keys.
 - c. There are a number of empty and derelict properties with planning permission and the Council should do everything within its power to address this.
- 5.4 Assuming the draft Housing Strategy is approved by Cabinet on 7 November 2016 for public consultation, a minimum of a four week consultation will take place on the attached document during November and December 2016. Issues raised during that consultation period will be fully considered, and changes made to the Strategy where appropriate, before submitting the final version of the Strategy to Cabinet and Full Council in the new year.

6. ANTICIPATED OUTCOMES

- 6.1 It is anticipated that Cabinet will seek to approve the attached document for the purposes of public consultation.

7. REASONS FOR RECOMMENDATIONS

- 7.1 The stated lifespan of the existing Peterborough Housing Strategy is from 2011 to 2015. Plans to renew the Strategy were delayed to await the outcome of the Housing and Planning Act 2016. The major anticipated announcements have now been made by Government, so the timing to publish our own local housing strategy is very timely.

8. ALTERNATIVE OPTIONS CONSIDERED

- 8.1 A 'do nothing' option (where no new Housing Strategy is developed and the existing Housing Strategy is not updated) was considered. However such an approach would mean that Peterborough would have an out of date Strategy which did not reflect the significant changes to national housing and welfare policy and how we as a council plan to respond to them. A refresh of the Strategy was necessary to ensure that we have a fit for purpose Housing Strategy.

9. IMPLICATIONS

- 9.1 **Financial:** Preparation of the Housing Strategy at this stage only involves staffing resource costs that are met within existing budgets. However, the Housing Strategy, once adopted, will commit the council to undertaking various activities in the future, each of which have

varying cost implications. These tasks however, will have been agreed with the applicable service areas, and therefore it is anticipated that the budgets will be in place in order to achieve the measures proposed. As such, there will be no new financial implications directly arising from the Strategy, other than those already accounted for in existing budgets.

9.2 **Legal Implications:** Local Authorities in England are no longer required to have a Housing Strategy (Deregulation Act 2015 amendments apply) however, it is an important strategy to deal with the housing needs of the growing population and an important part of the major policy framework. There are no Legal implications involved in the development of the draft Strategy. The bigger risk in not achieving what we set out in the Strategy is a reputational risk, rather than any legal risk.

9.3 **Environment Capital:** sections of the Strategy relate to environmental issues, such as tackling fuel poverty and bringing empty housing back into use. Overall, the Strategy can be regarded as having a positive impact on tackling environmental issues and our aspirations to create the UK's Environment Capital.

10. **BACKGROUND DOCUMENTS**

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

10.1 None.

11. **APPENDICES**

Appendix 1 – The Draft Peterborough Housing Strategy 2016 to 2021



Peterborough Housing Strategy

2016 to 2021



Foreword

by Councillor Peter Hiller

Welcome to our new draft Peterborough Housing Strategy. Housing has certainly been a topical issue both nationally and locally in recent times, and it is a widely shared view amongst political parties, businesses, pressure groups and other leading voices that we are experiencing a national housing crisis. It is not just about increasing the supply of homes, but also about ensuring that people can access decent homes at a cost they can afford. Peterborough City Council recognises these national concerns, and is aware it needs to tackle its own housing challenges. This Strategy sets out our priorities for housing in Peterborough over the next five years. Our priorities are not that surprising:

- Supporting substantial and sustainable growth
- Increasing the supply of homes that people can afford
- Improving housing conditions
- Ensuring that a range of supported and specialist housing is available

There are common themes which also span across our headline local priorities: creating the UK's Environment Capital; improving the health and wellbeing of our residents; maximising access to a range of homes that meet the

demands and needs of our diverse communities; and supporting our rural communities in addressing their particular housing issues.

We do not underestimate the challenges ahead, and we will work creatively and collaboratively with our partners to achieve the targets we have set ourselves.

We are aware that we are in a period of significant ongoing change nationally, and through this strategy we try to reflect how we are responding to these changes within the financial constraints that we, like all local authorities, must operate.

We know that we will see further legislative and social changes during the lifespan of this strategy. We will regularly review the priorities we have set monitor our progress with achieving them, to ensure that this document continues to reflect how we as a Council is responding to new housing agenda issues that affect the residents of Peterborough.

This is a draft Strategy and your views on it are most welcome.

Councillor Peter Hiller
Cabinet Member for Growth, Planning,
Housing and Economic Development

Consultation preface

The Peterborough Housing Strategy is a major policy item for the city council. It sets out our priorities, commitments and programme for the period 2016 to 2021 for a wide range of housing matters, including:

- How we will Support Substantial and Sustainable Growth in Peterborough
- How we will Increase the supply of homes which people can afford
- How we will Improve housing conditions in Peterborough to support health and wellbeing
- How we will ensure that a range of supported and specialist accommodation is available in Peterborough

This document is available for public consultation between DATES TO BE ADDED. This consultation period provides an opportunity for you to provide us with your views on the draft document.

How to respond

We welcome your comments at this important stage. Any comments will help inform the final content of the strategy.

Consultation portal web link

You can make your comments on the draft Housing Strategy at: www.peterborough.gov.uk/housing/housing_strategy_team.aspx

Making comments

Whilst we prefer it if you submit comments online (see above) the email address for comments is: housing.strategy@peterborough.gov.uk

The postal address for comments is: **Housing Strategy Team, Peterborough City Council, Town Hall, Bridge Street, Peterborough, PE1 1HF**

How to make your comments effective

If you require further clarification on any points raised in the draft Housing Strategy, then please do not hesitate to contact the team via the contact details above, or via phone on **01733 863815**.



The National Context

It is widely reported that we face a national housing crisis, with not enough homes being built to meet ever growing demand. The housing sector is undergoing significant changes and faces a number of new challenges and opportunities. National planning, housing and welfare reforms are impacting on traditional operating practices for local authorities, developers and social housing providers. Peterborough's policy and strategy documents including this Housing Strategy, will need to reflect these changes and respond to the challenges and opportunities that they present.

Below is a summary of the key legislative changes relevant to the housing sector and how they will impact on our capacity to respond to housing needs and demand in Peterborough.

Starter Homes (Introduced in the Housing and Planning Act 2016)

Starter Homes are newbuild homes which are available for sale to first time buyers aged 23-39 at up to 80% of the open market value. They are a new form of affordable tenure and Local Authorities, subject to confirmation by government, will have a duty to promote the supply of Starter Homes. Further government regulation may require the provision of a specific number of Starter Homes on each new housing development.

Opportunity: the sale of new homes at 80% of open market value will make homeownership a more realistic possibility for some first time buyers.

Challenges: Not everyone is eligible or will be able to afford a Starter Home. Setting a minimum requirement for Starter Homes provision on all new sites is likely to reduce the deliverability of other affordable housing products such as affordable rented housing and shared ownership housing.

National Funding Programmes

The Homes and Communities Agency has a range of funding programmes aimed at enabling the development of new homes. These programmes include loan and grant initiatives and depending on the terms of the funding initiative, can be accessed by Registered Providers, Local Authorities, and

large and small scale commercial developers. To reflect government's shift in focus towards home ownership, much of the funding is aimed at supporting building new homes for purchase.

Opportunities: Funding is being made available to a wider range of housing providers with the aim of encouraging more bids to support delivering more homes.

Challenges: The focus on funding for home ownership tenures will result in a significant reduction in new homes offering rented tenures. This will reduce the housing options available to households unable to afford to buy. The reduction in the provision of affordable housing for rent is likely to impact on our capacity to meet the demand for affordable housing on the Housing Register.

Vacant buildings credit (introduced by Ministerial statement November 2014 with legal effect from May 2016)

This guidance indicates that where a vacant building is brought back into use, or is demolished to be replaced by a new building, the local authority should offer the developer a financial credit equivalent to the existing floorspace of the building when the local planning authority calculates the affordable housing contribution which will be sought.

Opportunity: this policy provides an incentive for brownfield development on sites containing vacant buildings and may lead to more housebuilding.

Challenges: this policy will lead to a reduction in the number of affordable homes which can be delivered on sites. The reduction in the provision of affordable housing is likely to impact on our capacity to meet the demand for affordable housing on the Housing Register.

Office to Residential Accommodation Conversion

Since 2013 there has been a permitted development right which allows developers to create residential units from offices without the need for a planning application, and

without the requirement of affordable housing provision and other financial obligations. The temporary measures were due to expire on 30 May 2016 but have now been made permanent with effect from 6 April 2016. The permanent permitted development rights are subject to a new requirement for a noise assessment. This is intended to allow local planning authorities to consider noise mitigation from surrounding commercial uses.

Opportunity: Surplus to requirement office accommodation can be quickly converted into housing to help meet the current shortage of new homes.

Challenges: The newly converted homes may be in locations

authorities' self-build and custom build registers.

Neighbourhood Planning

Neighbourhood planning allows local residents and businesses to influence the development of their area by creating localised plans and policies which accord with the Local Plan. Drafting a Neighbourhood Plan is the responsibility of the community. However, local authorities have a responsibility to support communities who wish to engage in the neighbourhood planning process and have a responsibility to use the policies and orders produced.

Opportunity: Neighbourhood planning enables communities to play a much stronger role in shaping their area and



that lack the infrastructure and facilities associated with planned residential development.

The lack of planning obligations will impact on the number of affordable homes built and the funding available for infrastructure.

Self-Build and Custom Housebuilding

The Self-Build and Custom Housebuilding Act 2015 introduced new duties on local authorities to keep, and have regard to, registers of people seeking land for self-build and custom housebuilding. The Housing and Planning Act 2016 goes one step further and requires local authorities to grant sufficient suitable development permissions on serviced plots of land to meet the demand for self build and custom housebuilding in their area as evidenced by the register.

Opportunity: Individuals and groups wishing to build their own homes will have greater access to serviced plots to facilitate their projects.

Challenges: The duty on local authorities to grant sufficient permissions to meet demand evidenced on their register may be difficult to achieve, particularly when applicants can register a speculative interest on numerous different local

provides the opportunity to set out a positive vision for how they want their community to develop.

Challenges: Communities may have unrealistic expectations of what can be achieved through neighbourhood planning given that the neighbourhood plan cannot supercede the policies of the Local Plan.

Measures to tackle rogue landlords in the private rented sector (Introduced in the Housing and Planning Act 2016)

Local authorities will be able to apply for a banning order to prevent a landlord/letting agent operating for a minimum period of 12 months where they have committed certain housing offences (once regulations have determined what constitutes a banning order offence). Tenants or local authorities can apply for a rent repayment order where a landlord has committed certain offences. If successful the tenant may be repaid up to 12 months' rent. The Act also introduces a statutory requirement for a national database of rogue landlords/letting agents to be maintained by local authorities. Again regulations are awaited to determine what information should be included on the database.

Opportunity: increases the tools available to tackle poor housing management in the private rented sector and provides a means for local authorities to share data on rogue landlords through the national database.

Challenges: Largely relies on local authorities to take a proactive role so implementation may vary between areas depending on available resources.

Rents for High Income tenants (Introduced in the Housing and Planning Act 2016)

Local authorities must, and Registered Providers of Social Housing may on a voluntary basis, charge a higher level of rent to tenants who are deemed to have a high income. Traditionally, tenants of social landlords have been charged rents which are below market levels. However this change of policy requires tenants to declare their income to their landlord if they wish to benefit from a traditional lower rent charge.

Opportunity: Housing Associations in Peterborough who receive an increased income from the higher rent charges may have more income to invest in their current stock or in the provision of new affordable housing.

Challenges: The policy may create a disincentive for tenants to increase their income. Additionally people who are above the income threshold and who are charged a higher rent may struggle to manage financially.

Right to Buy for Registered Provider tenants (Introduced in the Housing and Planning Act 2016)

The Right to Buy programme which has been available to local authority tenants since 1980 is now available to tenants of Registered Providers. This will enable tenants to buy their home at significantly below market value, once they have been a tenant for a qualifying period of time. Following the sale, the landlord will receive compensation by way of a grant from Government which they must invest in the provision of new housing.

Opportunity: This policy will make homeownership a realistic possibility for many households who would otherwise be unable to purchase their own home.

Challenges: The sale of affordable homes could lead to a reduction in the number of homes which are available to new households in housing need. Although compensation for the loss of the home will be paid to landlords there may be strict criteria for spending the grant which could prevent the delivery of new homes. Additionally, there is no certainty that the homes which are sold will be replaced in the same location by a property which is the same size, type and tenure.

Fixed term tenancies (Introduced in the Housing and Planning Act 2016)

Since 2012 changes introduced by the Localism Act have meant that local authorities and Registered Providers have had the option to offer fixed term agreements for new tenancies. From April 2016 the Housing and Planning Act 2016 now requires that all new local authority tenancies must be granted for a fixed term of between two and ten years. Indefinite term secure tenancies cannot be granted to new local authority tenants. Although there is no local

authority stock in Peterborough, some local Registered Providers already exercise their existing rights to offer fixed term tenancies to their tenants and this practice may become more widespread to reflect the new requirements for local authorities.

Opportunities: This policy is likely to reduce the incidence of households occupying accommodation when they could afford to secure market housing or when their existing home does not match their housing need. This is likely to free up and create greater turnover of social housing.

Challenges: Requiring tenants to move out of their homes could unsettle households and communities and result in households reapplying to the Housing Register for suitable alternative accommodation.

Reducing regulation of social housing (Introduced in the Housing and Planning Act 2016)

Legislation has been amended to make it easier for Registered Providers to dispose of land and properties. It is no longer necessary to require the consent of the Social Housing Regulator prior to disposing of assets. Additionally the requirement for RPs to allocate the funds only as directed by the Social Housing Regulator, has been abolished.

Opportunities: Registered Providers will be free to dispose of properties which due to their condition or location are expensive to manage freeing up their resources.

Challenges: This policy allows Registered Providers to dispose of stock in locations where the local authority may consider there is a significant demand for housing. This could also lead to a loss of specific dwelling type which it would be difficult to replace leading to a reduced housing offer within the social sector stock. Additionally, if Registered Providers dispose of dwellings into the private sector due to their poor condition this does not support the Council in their efforts to improve the overall housing stock in the city. It may lead to a cost implication for the council if the condition of the property is not subsequently maintained and enforcement action becomes necessary at some future date.

Rent reduction (Welfare Reform and Work Act 2016)

This policy requires Registered Providers to reduce social housing rents including social rents and affordable rents by 1% each year for four years from 1st April 2016. There are some exclusions to this policy for certain types of supported accommodation including a one year deferral for applying this policy to supported housing rents until April 2017.

Opportunities: Reduced rent charges make social housing even more affordable for tenants.

Challenges: This policy has had a significant negative impact on Registered Providers' revenue meaning that there may be fewer resources available to invest in the management and maintenance of existing stock and the provision of new affordable homes.

Housing Benefit capped at Local Housing Allowance rate for social housing tenants (introduced in the Comprehensive Spending Review – November 2015)

This policy will restrict Housing Benefit for social housing tenants to a maximum rate equivalent to the Local Housing Allowance

(LHA) rate from April 2018. The policy for general needs tenancies is applicable for all tenancies entered into from April 2016 onwards although the restriction in benefit will not apply until April 2018. The policy has been deferred for supported housing tenancies until April 2019 but will be applicable to all existing and new tenancies from this date. In response to concerns about the impact of this policy on supported housing provision, the government has said that an amount of funding will be devolved to local authorities to provide 'top up' funding to providers to reflect the higher than average cost of offering supported housing. The policy also limits the amount of Housing Benefit which can be paid to social housing tenants aged under 35 to a single room rate of benefit. This will mean that even if they are benefit dependent and in accommodation which has been deemed to be appropriate for their needs, they will not be able to have their full rent covered by Housing Benefit.

Opportunities: The policy may be an incentive for tenants to find work and reduce their reliance of Housing Benefit.

Challenges: As the LHA rate hasn't increased in line with market rates this policy is likely to mean that Registered Providers will have a significant reduction in rental income. Additionally, some more vulnerable people living in social housing who may experience difficulty finding employment, will have to make a contribution towards their rent from their own resources which may already be stretched. There is a high likelihood that the number of tenants with rent arrears will increase meaning a potential increase in evictions and homelessness. Supported housing is likely to be impacted by this policy with many providers expressing concern that the 'top up' funding to local authorities for supported housing will not be sufficient to support all schemes in the local authority area. In this event, a funding gap could lead to scheme closures with no suitable alternative accommodation available for tenants to move to and prevent new supported housing schemes from coming forward.

Universal Credit (Welfare Reform Act 2012)

Universal Credit is a single monthly benefit payment to individuals, couples and families who are out of work or on a low income. It provides financial support for housing, children and childcare, people who have a disability or health condition

and people who care for disabled people. It replaces a range of other benefits including Housing Benefit. In Peterborough it is currently only applicable to new, single claimants but in due course it will be fully rolled out across the city.

Opportunities: Universal Credit will give people the support to move into work or to earn more. It is expected to make it easier to transition into short-term or part-time work than the current welfare system.

Challenges: Whilst Housing Benefit can be paid directly to landlords, Universal Credit will be paid directly to tenants. This places a greater responsibility on tenants to ensure their rent is paid on time and could lead to additional incidence of rent arrears where tenants do not have the relevant skills to manage their income. Additionally, Universal Credit is not paid for the first seven days following each claim meaning that one weeks rent will always go unpaid at the commencement of any Universal Credit claim.

Benefit Cap (Welfare Reform Act 2012)

The benefit cap limits the total amount of benefits which each household (exemptions apply) can receive if they are working age and are entitled to benefit to support them to pay for their housing. A household whose income from benefits is assessed to be above the benefit cap will receive a reduction in the level of Housing Benefit or Universal Credit that they receive. The level of the cap is subject to change by regulations.

Opportunities: The policy may be an incentive for tenants to find work and reduce their reliance on welfare.

Challenges: This policy could lead to an increase in poverty levels as incomes are restricted. Any restriction on benefits is likely to lead to an increase in rent arrears as people may struggle to meet all of their outgoings potentially leading to an increase in evictions by landlords and homelessness.

Under occupancy charge / Spare Room Subsidy (Welfare Reform Act 2012)

This policy (also known as Bedroom Tax) restricts the level of Housing Benefit which can be paid to social housing tenants by imposing an under occupation penalty where the tenant is



deemed to have larger accommodation than they need. The Council has adapted its Housing Allocations Policy to ensure allocations to social housing properties reflect the occupancy criteria of Housing Benefit.

Opportunities: This policy is likely to encourage some tenants who are living in larger accommodation than they need to downsize into accommodation which matches their need. This could result in a greater turnover of social housing stock allowing more offers of accommodation to applicants on the Housing Register.

Challenges: Tenants who cannot quickly be offered suitable alternative accommodation will have their Housing Benefit restricted and may not be able to meet the shortfall potentially leading to rent arrears, evictions and homelessness. The policy and the subsequent change to the Peterborough Allocations Policy has led to a significant increase in the demand for smaller properties and there is a mismatch between the size/type of housing which people need and the accommodation which is available. At present there is significant shortfall in the supply of 2 bedroom properties which has slowed down the turnover of households on the housing register and led to an increase in the number of households in temporary accommodation.

The Care Act 2014

The Care Act provides a statutory duty on local authorities to promote wellbeing and introduces a new universal eligibility criteria for accessing social care support services. A key focus of promoting welfare in the Act is prevention and re-ablement; investing in services that prevent the deterioration in individual's

welfare and supporting people to regain their independence through intensive short-term support. In terms of housing, local authorities are required as part of its statutory assessment of wellbeing, to consider the suitability of a person's living accommodation and to generally support access to appropriate housing and related services. This could range from ensuring access to housing benefits to ensuring access to suitable housing options, depending on the individual's needs.

Opportunity: The Act requires partner agencies to work together to respond to the needs of each individual accessing social care support services resulting in a more holistic approach that includes their housing needs and enabling the most efficient use of Council resources.

Challenges: The extended statutory requirements of this Act add to the pressure already on existing Council resources.

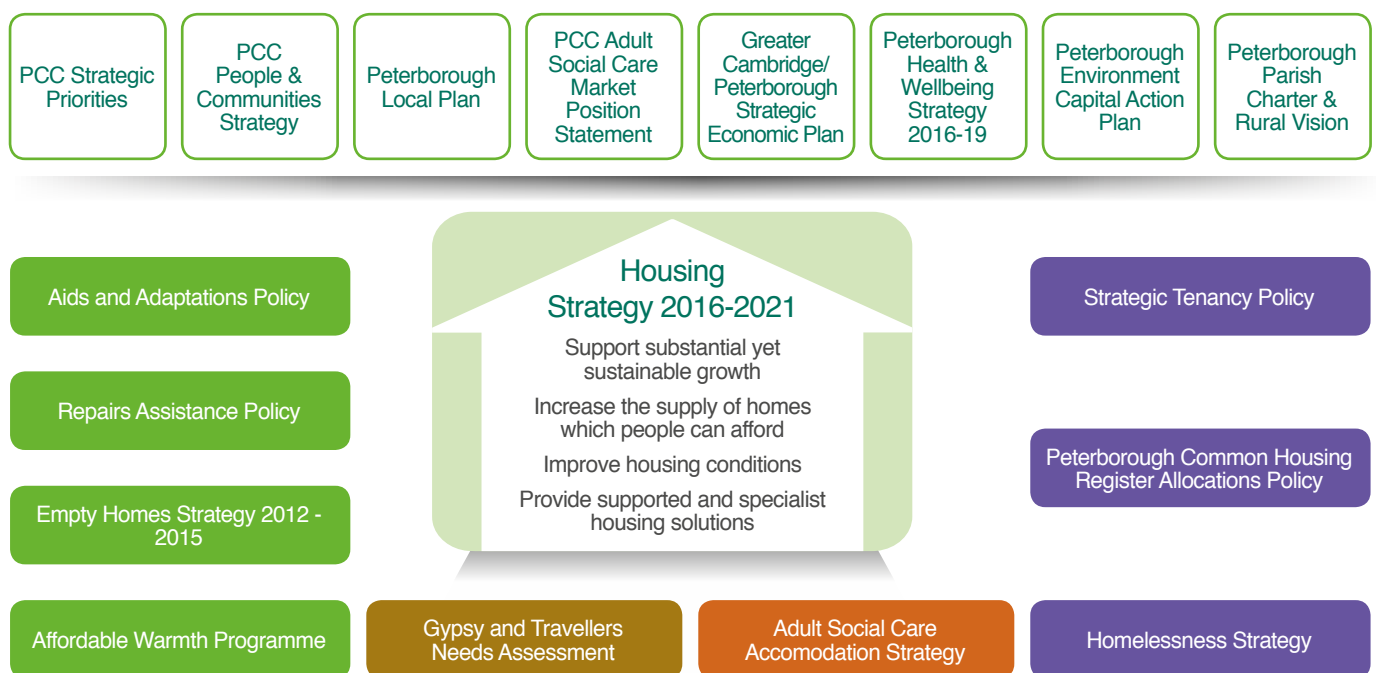
These significant and far reaching changes to national planning, housing and welfare policies have implications for a wide range of housing related issues and will impact on Peterborough's residents. Some measures will create opportunities for Peterborough to further its housing growth ambitions in particular with new market homes available for purchase. Other measures are likely to impact negatively on the delivery of new affordable homes and in particular, homes to rent. Some measures (once implemented through awaited regulations) will provide additional means of tackling poor housing management in the private rented sector, while other welfare reforms will present more challenges for households reliant on benefits in both the private and social rented sectors.

The Local Context

There are several key themes in local policies, strategies and plans that contribute and feed into different aspects of the housing agenda in Peterborough. This Housing Strategy forms a central part of a strategic framework in Peterborough. It forms the link between government policy and the local

strategic approach to addressing a range of housing related issues. The Housing Strategy is an overarching document that focuses and co-ordinates a number of other housing related strategies and plans enabling us to address the housing needs of the city.

The diagram below identifies the key local documents that inform and underpin this Housing Strategy:



The priorities for Peterborough's housing agenda

This Housing Strategy identifies four key priorities for Peterborough's housing agenda. Each priority is underpinned by actions that the Council will take to deliver these priorities. They include actions that seek to maximise the potential benefits of the wide ranging housing reforms that the housing sector is currently undergoing, as well as actions that seek to minimise the possible adverse consequences.

The Council is committed to creating the UK's Environment Capital and the priorities of this strategy play a role in contributing towards the delivery of some of the themes within the Environment Capital Action Plan (ECAP). At the start of the related chapter for each of the four priorities of the Housing Strategy, we have identified the specific themes from the ECAP that the priority supports.

The ECAP is broken down into 10 themes which are set out below. They aim to provide a clear vision for how Environment Capital will be delivered. The themes each contain a vision to 2050 and interim targets to 2016 which detail how the city will change the way it does things to live within the resources of one planet by 2050. A new version of the ECAP is currently being prepared and is due to be published in early 2017. This will include interim monitoring targets to 2020.

Zero Carbon



Sustainable Water



Land Use and Wildlife



Sustainable Materials



Local and Sustainable Food



Zero Waste



Sustainable Transport



Culture and Heritage



Equity and Local Economy



Health and Wellbeing



Priority One: Supporting Substantial and Sustainable Growth



Key Peterborough Snapshot Facts:

- The population is expected to increase from 183,961 in 2011 to 227,890 in 2036.
- 1005 new dwellings are needed each year to meet current and projected population growth.
- 4637 new homes were built between 2011 and 2016 of which 28% were affordable housing dwellings.
- There are over 85,000 dwellings in Peterborough.
- 60% of all homes in Peterborough are owner occupied.

Peterborough continues to successfully grow as city. In January 2016 it was ranked as the third fastest growing city in the UK by population (1.5% annual growth) and as having the fourth highest housing stock growth (at 1.1% annually) with over 2,000 new homes built in the last 2 years. Housing demand is buoyant and it is likely this demand will continue.

We recognise that partnership working is key to supporting substantial and sustainable growth and we play an active role in the Greater Cambridge Greater Peterborough Enterprise Partnership (LEP). The LEP's function is to help drive forward sustainable economic growth within its wider geographical area. It brings together local businesses, education providers,

voluntary organisations and social enterprises, and the public sector to tackle key barriers to growth such as infrastructure, housing, skills and employment and funding. Peterborough's ongoing involvement in the LEP forms an important part of our ambitious plans to secure greater inward investment and influence major infrastructure decisions that affect the area's economic wellbeing.

Devolution offers another potential opportunity to support Peterborough's growth through joint working. It incentivises collaboration between local councils by devolving power, funding and decisions currently made by central government.

In response to the government's devolution initiatives, all Cambridgeshire local authorities together with Peterborough and the GCGP LEP, have worked together to put forward a proposal to create a Combined Authority.

A Combined Authority can work together to make decisions based on their agreed priorities, not national priorities. If following public consultation, the Cambridgeshire and Peterborough devolution deal is supported by residents and approved by government, it will secure decision-making powers and significant funding for areas such as housing, adult education and skills, transport and major rail and road infrastructure schemes. Devolution will provide Peterborough with a further opportunity to work in partnership with other local councils on strategic growth issues that are more effective when delivered together. The devolution proposal includes £170m towards delivering affordable housing (with £70m ring-fenced for Cambridge) as well as £20m per year, for 30 years to support infrastructure.

To ensure that Peterborough is equipped to meet our growth needs, the Council is currently preparing a new Local Plan which will set out how the city and surrounding villages will grow and develop. This will replace the Council's existing Local Plan which makes provision for 25,500 new homes and 22,000 new jobs in Peterborough between 2009 and 2026.



Case Study: Supporting substantial growth

The Peterborough Investment Partnership have identified an area close to the South Bank of Peterborough, known as Fletton Quays, for development. Fletton Quays is the first of several city centre sites to be brought forward by the Partnership for redevelopment.

The planning application was submitted in September 2015 with outline consent approved in December 2015. The proposed development will deliver much needed homes, offices and a new leisure offering on the banks of the River Nene in the centre of Peterborough.

The plans include the refurbishment of the existing listed rail buildings, providing a link to the heritage of the site whilst also looking to meet the community's future needs.



The emerging Plan is setting new targets to provide 27,625 new homes and 22,024 new jobs between 2011 and 2036 and will allocate sufficient suitable land to meet our housing demand and our employment growth needs.

These targets in the emerging Plan are informed by evidence in the Peterborough Sub Regional Housing Market Assessment Update 2015 (SHMA) which takes into account factors such as population growth, household formation rates, migration and economic growth to calculate how many new homes and what types of new market and affordable housing is needed to meet the growth needs of our city.

We know that we need all types of housing in Peterborough from high value homes that will enable business leaders to live locally, to affordable housing that meets the housing needs of the most vulnerable groups. We also need to meet the demand for mainstream market housing in the form of homes for purchase and access to a quality private rented sector. Peterborough's rural community makes up 12% of our population and has its own housing challenges. In common with many rural areas, the housing offer is focussed more towards larger owner occupied homes with lower levels of smaller properties and affordable housing than in urban areas. A more balanced mix of property sizes and tenures is needed to meet local demand in many of Peterborough's village locations.

The Council has taken the decision to play a much greater role in the growth and regeneration of the city. In January 2015 the Council established its first development joint venture with a private sector partner. Through this joint venture we will realise more opportunities for growth in Peterborough by bringing forward surplus land in the

Council's ownership to deliver new office, retail, housing and leisure facilities to the city. The Peterborough Investment Partnership has already demonstrated the benefits of the Council's direct engagement in development delivery. Planning permission has been obtained for a landmark regeneration scheme on a site at Fletton Quays which includes the delivery of 280 homes. Construction is expected to begin on site towards the end of 2016.

Separately, in July 2016 the creation of a specifically housing focussed Joint Venture between the Council and Cross Keys Homes was agreed with the objective of delivering new housing of all types and tenures. This will shift the Council's role from 'enabler' to a direct developer of housing. A £20m capital budget has been set aside as potential funding for the Council to invest in the joint venture project and £14.6m of corporate affordable housing capital funding has been allocated specifically to support affordable housing provision in projects that the joint venture, Medesham Homes, will bring forward in Peterborough.

We will continue to support other affordable housing providers to meet affordable housing demand by investing our funds accumulated from developer financial contributions paid to the Council in lieu of providing on-site affordable homes. These funds are ring-fenced for the provision of affordable housing in Peterborough. To ensure we gain maximum benefit for the city from this resource, the Council will explore a range of options with affordable housing providers including grant allocations, loans or equity investment, to determine the type of support that the Council can offer on a case by case basis.



Case Study: Peterborough's most eco-friendly housing development

Vista is the Morris Homes zero carbon housing regeneration development of 302 homes on the South Bank area of Peterborough, which includes 120 affordable homes owned by Cross Keys Homes.

These homes have been built using the latest cutting edge, sustainable technology, with energy efficient elements such as solar thermal panels, features to reduce water consumption and an advanced boiler that recovers waste heat - lowering homeowners' household bills.

This site brings the largest development of its kind in the UK to Peterborough.



To achieve substantial and sustainable growth we will:

- Keep the Local Plan up to date, with the emerging Local Plan seeking to deliver 27,625 new homes by 2036.
- Support good design which provides a mix of housing, including homes for purchase and affordable homes, to support a wide variety of households in both urban and rural areas and encourage community cohesion within neighbourhoods.
- Support employment growth by ensuring the right number of homes of the right tenure in the right places at the right price for workers.
- Influence the local housing market and contribute to the delivery of our priorities for new affordable housing through the Council's new housing joint venture partnership with Cross Keys Homes, Medesham Homes.
- Support housing providers in the delivery of our priorities for new affordable housing through funding allocations from the Council's affordable housing commuted sums.
- Support the Neighbourhood Planning system to ensure communities have a greater say on the future of the places where they live.
- Collaborate with the development industry to encourage housing sites to be brought forward quickly to improve supply and minimise the gap between the number of new households forming and new homes being built.
- Collaborate with the construction industry to deliver new homes using new techniques and technologies which deliver homes which better meet the objectives of the Environment Capital Action Plan.
- Continually review our understanding of the local housing market to ensure we respond to emerging trends and can meet future needs.
- Encourage the supply of prestige homes through the planning process to support the strategy for long-term economic growth and regeneration in Peterborough.

Priority Two: Increase the supply of homes which people can afford



Key Peterborough Snapshot Facts:

- 1211 new affordable homes have been built since 2011 of which 75% have been homes available for rent.
- 20% of all housing is in the social sector.
- Average property prices are lower than the regional and national average.
- Average earnings are below the regional and national average.
- A higher than average proportion of the population are in lower skilled occupations.
- In rural areas, housing need as a proportion of supply is ten times higher than it is in the urban area of the city.
- 40% of households are unable to afford to buy a home on the open market.
- 620 additional affordable dwellings are needed each year to meet current and future housing need.
- The number of households in temporary accommodation is increasing nationally and locally.
- The number of households accepted as being statutorily homeless is increasing nationally and locally.
- Since 2011 2273 new applicants applied to join the Housing Register. 1547 applicants were accepted as homeless. 2096 people were prevented from becoming homeless

The population of Peterborough is expected to rise from around 184,457 in 2011 to 227,890 in 2036. With this increase in population comes a range of opportunities and challenges for housing provision. Everyone needs a home to live in at a price which they can afford and it is a priority of this Housing Strategy to ensure that as Peterborough grows the range of new housing which is built meets the range of needs of new households. The emerging Peterborough Local Plan will set a target for 27,625 new homes to be built by 2036 and 22,024 new jobs created. Average income in Peterborough is below the national average and house prices are also lower than the national average. However, the SHMA indicates that around 620 Peterborough households a year will be in housing need because they are unable to afford private rented housing or purchase a market dwelling. We recognise that measures must be taken to ensure the availability of housing which is affordable for these households.

Tackling empty homes is another means of increasing the supply of housing available to residents. We are committed to reducing the number of empty properties in the city, and dealing with the issues associated with long-term empty homes. Homes that lay empty for long periods are a waste of a scarce resource, and we recognise that more use has to be made of the existing housing stock. We aim to utilise the existing housing stock, whilst reducing the impact of empty homes on neighbouring residents, and highlighting the benefits of reuse to the vacant property owners.

As has already been identified, recent planning, housing and welfare reforms are likely to reduce the supply of new affordable homes for rent. New measures such as the 'Higher Rents for High Income Tenants' policy and the 'Housing Benefit cap to LHA rate' may also restrict the ability for existing tenants to afford their accommodation. There is already a higher proportion of residents in Peterborough living in deprivation than the average for England and around 22% of children and young people in Peterborough are currently living in poverty.



Case Study: Bringing empty homes back into use

The Council successfully applied for and Empty Dwelling Management Order on a property in 2014. The property was refurbished to an extremely high standard under the supervision of the Care & Repair team, and has been let to tenants since completion.



The Council's costs associated with the refurbishment will be recouped through the rental income, and the property returned to the owner after a seven year period.

Although around 20% of stock in Peterborough is affordable housing, the number of households accepted as 'statutory homeless' resulting in a duty for the Council to offer them temporary accommodation and assistance with re-housing, is higher than the average for England, despite the national picture also showing increases. According to DCLG statistics compiled from local authority returns, on 30th June 2016 the number of households in temporary accommodation in England had increased by 9%, when compared to the figures from 12 months earlier. The number of households being accepted as statutorily homeless also showed a significant increase nationally: for the quarter between 1 April and 30 June 2016, acceptances were up 3% on the previous quarter and 10% on the same quarter of the previous year.

Although we work extensively with households to try and prevent homelessness by providing advice and assistance on their housing situation and alternative housing options, the number of households accepted as statutory homeless increased from 251 in 2013/14 to 440 in 2015/16 and there is currently a significant number of households in temporary accommodation. Research indicates that when people are forced to move in to temporary accommodation their health can suffer. The uncertainty of their situation, often combined with poor living conditions, impacts both physically and mentally on individuals and families.

The SHMA has identified that in rural areas, 76% of households are owner occupiers and there is a lower proportion of households living in rented accommodation both in the affordable and private sector. In the smallest villages and hamlets there is a significantly lower proportion of properties for affordable rent. Rural communities tend to

have higher house prices and the tenure profile can create problems for younger households in accessing housing which they can afford. Additionally rural areas are dominated by properties with 3 bedrooms or more meaning that not only is there a more limited supply of affordable housing, it is also more difficult to access entry level market housing. A survey undertaken as part of the 2010 Peterborough Strategic Housing Market Assessment found that whilst incomes and savings of persons in rural areas are overall generally higher than in urban areas, given the low level of affordable housing and the limited entry level housing, there can be particular issues in accessing affordable housing locally.



Case Study: New affordable homes for residents

This project in Peterborough, was delivered in partnership by Longhurst & Havelok Homes and Westleigh Developments. This small estate of 90 homes delivered 43 affordable homes including 2 wheelchair accessible homes.

The site had previously been derelict and the scheme transformed the land into a much-needed residential area, with community green space available for all local people to use.



To increase the supply of homes which people can afford we will:

- Through implementation of the Council's planning policy we will support the provision of new affordable homes on sites of 15 or more dwellings.
- Ensure a mix of housing tenures are provided on new housing development sites including Starter Homes, shared ownership properties and affordable homes for rent to meet the needs of households with a variety of income levels.
- Work in partnership with Registered Providers to support the provision of affordable housing on sites which they own/ acquire by reducing the infrastructure requirements in line with the Council's Community Infrastructure Levy Charging Schedule.
- Work with developers and Registered Providers to ensure an ongoing supply of new build affordable housing for rent to meet the needs of households who cannot access home ownership affordable housing tenures
- Work with developers and Registered Providers to ensure that new build affordable rented homes provide the appropriate mix of house types to contribute to rebalancing the affordable housing stock to better meet the housing needs of applicants on the Peterborough Housing Register.
- Work with Registered Providers to encourage any capital raised from the sale of affordable homes as a result of Right to Buy or the reduced regulation of social housing providers to be reinvested to provide new affordable homes for rent in Peterborough.
- Work with Parish Councils and Registered Providers to support the delivery of rural exception sites which contribute to meeting the housing needs of households in rural areas and aids the ongoing sustainability of those communities.
- Reduce incidences of poverty by supporting tenants to reduce their energy costs through a mixture of providing new homes which are thermally efficient and promoting the installation of thermal improvements to existing properties.
- Work proactively with landlords and provide mediation services to prevent incidences of tenants becoming homeless including social housing tenants who may be losing their accommodation as a result of their fixed term tenancies ending in accordance with the end of lifetime tenancies for social housing tenants.
- Work with landlords and tenants to ensure that residents are supported as they transition from Housing Benefit to Universal Credit to prevent rent arrears from accumulating.
- Maintain good relationships with landlords to increase the opportunities for people on lower incomes to access private rented accommodation.
- Utilise Direct Housing Payments to support people to secure appropriate accommodation for rent by offering loan/grant payments for rent in advance and tenancy deposits.
- Support existing tenants of social housing properties, including those affected by the 'Bedroom Tax' to downsize into smaller affordable properties to ensure that they are not accruing unnecessarily large rent and energy costs, by offering them an increased priority on the Peterborough Housing Register in line with the Common Allocations Policy.
- Encourage landlords to support tenants who are adversely affected by the Benefit Cap to ensure that they make the necessary rent payments to avoid rent arrears and maintain their tenancies.
- Support tenants aged up to 35 years of age who are living in flats and houses to respond to the changes in the Housing Benefit legislation which may mean that from April 2018 their maximum Housing Benefit/Universal Credit (Housing) entitlement will be restricted to the Local Housing Allowance Rate for shared accommodation.
- Explore the opportunity of offering Empty Homes Assistance to owners of empty properties in order to carry out refurbishment work to enable the property to be brought back into use and offered to families in housing need.
- Increase the amount and type of temporary accommodation which is available to people to whom the Council owes a duty to rehouse as a result of homelessness legislation.



Priority Three: Improve housing conditions to support health and wellbeing



Key Peterborough Snapshot Facts:

- 1,346 Disabled Facilities Grants have been provided since 2011.
- 699 enforcement interventions taken in the private rented sector since 2011.
- A Selective licensing scheme will be implemented on 1st December 2016.
- 20% of all homes are privately rented.
- 3% of homes are in disrepair.
- 13% of owner occupied households and 20% of private rented households are in fuel poverty.
- Life expectancy is lower in Peterborough than the national average. 2096 people were prevented from becoming homeless.

Affordable, warm, dry, secure housing is associated with better health outcomes and helps communities to thrive. Poor housing can contribute towards the prevalence of many preventable diseases and is connected to injuries due to falls particularly in older people. Household overcrowding can result in an increased risk in the spread of infection. Poor housing conditions have also been identified as having an adverse effect on mental health. Fuel poverty and indoor cold is linked with excess winter deaths and cardiovascular problems. The highest concentration of fuel poverty and excess cold in the private sector in Peterborough are found in the urban wards of Central and Park and the rural wards of Barnack, Eye and Thorney and Northborough.

The Health and Wellbeing Strategy estimates that poor housing conditions are responsible for over 651 harmful events requiring medical treatment every year in Peterborough. The estimated cost to the local NHS of treating these is £2.2M annually.

Selective Licensing will be introduced in designated areas of Peterborough on 1 December 2016. The Housing Act 2004 gives councils the power to require residential landlords to obtain a licence in order to let property to tenants within a designated area. Its aim is to improve the quality of life for all local residents by ensuring a consistent high standard of management of private rented homes in that area. Private rented homes account for just under 40% of the homes in Peterborough's selected licensing areas. Through Selective Licensing we aim to not only improve housing conditions where defects/hazards are identified, but also to improve the image and perception of the area to encourage more settled communities.

Registered Providers in Peterborough have significantly invested in their stock to ensure all dwellings meet the national Decent

Homes standard. However some properties in the private sector are in poorer condition. The estimated number of dwellings in Peterborough's private sector stock with levels of disrepair classed as a serious hazard under the Housing Act 2004 is 7,952. The estimated average cost of mitigating hazards per dwelling is £3,548 resulting in a total cost of £28.2m.

Improving housing conditions in Peterborough will enable better living conditions, reduce illness and promote higher levels of achievements for residents, particularly in education and employment. The Council's proactive approach to improving health and tackling poor housing standards is demonstrated through:

- Working in partnership to utilise a £2.7m grant from the Green Deal Community Fund to provide external wall insulation, loft insulation, boiler and window replacements in 'hard to treat properties' in the city;
- Creating a partnership with Empower Community Management to offer free solar PV to all private sector residents in Peterborough;
- Launching the UK's second Council branded community tariff 'Peterborough Energy' allowing households to switch provider with overall average savings of around £248 per annum;
- Enforcement action against private sector landlords to address unsafe living conditions;
- Implementing a selective licensing scheme from 1st December 2016 which will affect around 6205 privately rented properties raising the standard of private rented accommodation and therefore improving the health and well-being of those tenants;
- supporting disabled, vulnerable, old and frail people by providing adaptations, handy person jobs, repairs and maintenance work to enable people to live safely in their homes; and
- introducing assistive technology to enable people to be more independent, remain in their own homes and participate more in communities.



Case Study: Free solar panels for Peterborough residents

The Council entered into a strategic partnership with social enterprise Empower Community Management LLP in December 2014.

Commencing a solar panel installation programme from March 2015 in targeted areas of Peterborough and rolling out across all areas of the city from October 2015.



Adaptation and repair work can prevent falls and accidents, reduce the need for, or extent of, domiciliary care, prevent premature moves into residential care and assist hospital release by allowing care to be delivered at home.

Adapting and repairing homes and improving thermal efficiency is a key priority both in improving health outcomes and contributing to the Peterborough Environment Capital Action Plan.



Case Study: External wall insulation for Park Homes

The programme of providing external wall insulation for park homes is funded by the Repairs Assistance Housing Capital grant funding.

Households benefitting from this scheme are identified as fixed income, older people likely to be in fuel poverty. The programme started in 2015 and is continuing until all local sites have been appraised and the appropriate work undertaken.



To improve housing conditions to support health and wellbeing we will:

- Deliver a new Home Service Delivery Model which brings together Therapy Services, Re-ablement, Assisted technology and the Care and Repair Improvement Agency, to make grant delivery more effective and customer focussed.
- Provide mandatory Disabled Facilities Grants for adaptations so that people can live independently in their own home.
- Explore ways in which the extra Disabled Facilities Grants allocation within the Better Care Fund can be utilised to provide discretionary funding for works that will reduce hospital admissions, readmissions and enable people to be discharged from hospital more quickly.
- Provide minor Aids and Adaptations to assist people to maintain their independence.
- Provide a Handyperson service for vulnerable people to undertake small labour tasks that help to keep them safe at home and to prevent falls and accidents.
- Reduce the number of hazards in homes especially those associated with risk of injury or adverse health conditions through the Repairs Assistance Programme.
- Take housing enforcement action to tackle poor standards within the private rented sector by ensuring landlords provide safe, warm and decent accommodation for their tenants.
- Introduce a Selective Licencing scheme in designated areas of Peterborough on 1st December 2016 to ensure that all private rented properties within the designated area are managed to a satisfactory standard.
- Reduce the number of empty homes in Peterborough by engaging with homeowners, taking enforcement action and undertaking management orders.
- Respond to the measures in the Climate Change Act 2011 which prevent landlords from refusing a tenant's request to have energy efficiency measures installed and requires properties with the lowest energy efficiency ratings to be removed from private rented stock from 2018 onwards.
- Reduce fuel poverty by improving housing conditions and providing access to thermal efficiency measures.
- Target properties with excess cold by working with rural communities that have a large proportion of off-gas heated properties especially those households living in fuel poverty. Review the efficiency of homes and work with communities to improve standards.



Priority Four: Supported and Specialist Housing



Key Peterborough Snapshot Facts:

- The number of adults with a learning disability is forecast to rise by 10% by 2030
- The number of people with physical disabilities is forecast to rise by 14% by 2030
- The number of people aged over 65 years is expected to grow by about 28% between 2013 and 2023
- Registered Providers own over 2000 supported housing dwellings.
- Assistive technology has been provided to 1360 people since 2011.
- 79 dwellings in affordable Extra Care schemes have been provided since 2011.
- 45 new homes have been built by Registered Providers for people who come into contact with Adult Social Care services, since 2011.
- Registered Providers have built 517 new homes which meet the Lifetime Homes standard since 2011.
- Registered Providers have built 24 new wheelchair adapted homes since 2011.

The availability of appropriate good quality housing and housing services is key to supporting vulnerable people to live successful and independent lives.

The Council is committed to stimulating and shaping a diverse, active market where people with care and support needs, their families and carers are included and involved in community, economic and social life. Community based independent living can take a number of forms, from living in mainstream general needs housing with floating visiting support for people with low level needs, shared living in houses or bungalows with on-site support for those with higher needs and purpose built supported housing schemes.

As the population of Peterborough continues to grow, so too do the numbers vulnerable people and those with support and specialist housing needs. This increase poses a challenge to the Council both in terms of ensuring the availability of suitable accommodation and promoting the health and wellbeing of these households in response to the requirements of the Care Act 2014. The current Meeting Housing Needs policy in the adopted Local Plan seeks the provision of 30% of dwellings on sites of 15 or more to be provided as affordable housing. The policy indicates the tenure split between rented and shared ownership for the affordable housing provision subject to viability. Within the emerging Local Plan, this policy will be replaced with a new policy which will emphasise prioritising the provision of affordable housing which meets needs of the most vulnerable people living in Peterborough.

The Council's ring-fenced affordable housing capital funds paid to the Council by developers in lieu of providing on-site affordable homes under the requirements of the Meeting Housing Needs policy in the Local Plan, provides another opportunity for the Council to support housing for the most vulnerable members of the community. We will seek to prioritise investment of these funds in schemes providing supported and specialist homes in Peterborough.

Meeting the needs of Adult Social Care and Health and Wellbeing Services client groups

The accommodation needs of people who come into contact with Adult Social Care and Health and Wellbeing Services provided by the City Council have been documented in a portfolio of accommodation strategies. In recognition that these documents now need to be updated, and to provide a consolidated overview of the accommodation needs of all of the various client groups that Adult Social Care and Health and Wellbeing services support, the Council is now looking to produce a single Commissioning Accommodation Strategy. This document will provide headline information about the accommodation requirements for the following client groups and the tenures and accommodation types identified to meet their needs:

Client Groups

- Learning Disability and Autism
- Physical Disability and Sensory Impairment
- Mental Health
- Older People

Tenures

- Social Rented
- Private Rented
- Shared Ownership

Accommodation Types

- General Needs Rented Housing (with or without adaptations)
- Shared Accommodation (shared general needs accommodation)
- Supported Accommodation (bespoke and purpose built accommodation)
- Sheltered accommodation (older people)
- Extra Care Housing (older people)
- Residential and Nursing





Case Study: Housing with support for young people

Changemaker House is an Axiom Housing Association Scheme which provides 15 flats for young people aged 16-25 years of age, who are ready to live independently, but with some support in place.

Each flat has its own kitchen and bathroom. There are no shared facilities which makes this excellent 'move-on' accommodation: an option for young people on their journey into full independence.

Each resident has a named key worker who is based at Axiom's sister scheme, Peterborough Foyer, who spends time with them at Changemaker House.



An Adult Social Care Market Position Statement (MPS) has also been prepared by the Council. This tool will influence market activity in the development of additional supported accommodation and care services to meet the specific needs of those Adult Social Care and Health and Wellbeing services client groups. The MPS analyses the current provision of supported accommodation and the prevalence of each type of accommodation relative to the population. It provides a forecast of the future need for each type of accommodation and projected gaps in provision. In terms of the accommodation needs of people with learning disabilities, autism and mental health problems, there is also a focus on supporting people placed in out of area residential and hospital/secure settings to return to the city to live in community based independent settings.

The MPS clearly sets out that the Council's first priority is to support people to remain or regain their independence whenever possible. This means promoting preventative services including assistive technology to improve independence; holistic care interventions that avoid people being unnecessarily being admitted into hospital; and reablement services that promote earlier safe discharge from hospital. It is recognised, however, that while independent living is the desired outcome for many people, residential and/or nursing care remains important for those unable to live with or without support in independent settings.

The final adopted Commissioning Accommodation Strategy and the Market Position Statement will form part of the housing related strategic documents that sit behind this Housing Strategy.

Meeting the housing needs of other vulnerable groups

Rough Sleepers

One of the strategic aims of the Council's current Homelessness Strategy is to reduce and prevent rough sleeping. It includes a range of measures aimed at tackling and preventing rough sleeping including;

- Working with partner agencies to identify people at risk of rough sleeping
- Working with partner agencies to deliver the 'No Second Night Out' (NSNO) initiative which aims to take rough sleepers off the streets by offering immediate shelter and to support them into a more stable environment
- Working with the faith sector to develop service to empower rough sleepers to leave the streets and not sustain street based lifestyles

The Homelessness Strategy 2013-2018 which was adopted in November 2014, forms part of the housing related strategic documents that sit behind the Housing Strategy.

Young people and care leavers

Some young people and especially 16 and 17 year olds who present to the Council as homeless, require additional support to prepare for independence in adult life. A joint protocol between the Housing team and Social Care

ensures that the appropriate services are offered to each young person. The Council works with Registered Housing Providers in Peterborough to ensure that there are a range of accommodation schemes available to meet the needs of young people. These schemes address related issues such as enable access to benefits employment and living skills and are available to young people aged under 25 years.

The Council recognises that suitable, safe housing underpins success in other areas of life. For those leaving the care of the local authority it is particularly important that their housing needs are met promptly. The Housing team work closely with Social Care and other agencies to ensure an appropriate package of support. For care leavers ready to take responsibility for a tenancy, the highest priority for re-housing is awarded. Care leavers also have additional entitlement to Housing Benefit to mitigate the impact of changes to Housing Benefit entitlement for people aged under 35.

Other specialist housing needs

The housing needs of the following identified specialist housing needs groups is considered within the context of current and projected demand and need from these groups in Peterborough:

Gypsy, Traveller and Travelling Showpeople

The Council has worked in partnership with eight other Local Authorities and consultants to prepare an up to date Gypsy, Traveller and Travelling Showpeople's Accommodation Assessment which was published on 10th October 2016.

The assessment takes into account the definition of Gypsies and Travellers as provided in the revised national Planning Policy for Traveller Sites which came into force in August 2015. This states that households who have ceased travelling permanently, will no longer meet the definition of a Traveller for the purposes of assessing accommodation needs in a Gypsy and Traveller Accommodation Assessment.

To inform the assessment a survey was undertaken which attempted to interview all known Gypsy and Traveller households in the study area. Based on the findings from the survey, and applying the updated planning definition, the assessment identified no additional 'known need' for Gypsy and Traveller sites in Peterborough or Travelling Showpeople sites and no 'known need' for Transit sites.

However, the assessment also took into account the potential accommodation needs of the number of households that did not participate in the survey, but may still meet the new planning definition. This 'unknown need' results in a potential need for up to 16 pitches between 2016 and 2036 in Peterborough. Local authorities are not required to identify pitches to meet this 'unknown need' but can use the information to inform their policy development. Therefore while the emerging Local Plan does not identify specific land for the development of Gypsy and Traveller sites to meet this potential 'unknown need' the proposed policy sets out the criteria that the Council will apply when considering individual planning applications for Gypsy and Traveller sites from households that meet the new planning definition.



The accommodation needs of households that do not meet the new planning definition, i.e. households that have ceased travelling permanently, are now covered under provisions in the Housing and Planning Act 2016. The housing needs of these households will need to be assessed as part of the wider housing needs of the area through the Strategic Housing Market Assessment process and will form a subset of the wider need arising from households residing in park homes.

Armed Forces Personnel

Military service is a unique form of employment and a way of life which for some may have a lasting impact even after they have returned to civilian life. Leaving the military may mean having to relocate, move home, find new employment and undergo a change in lifestyle.

Within Peterborough there is one army base at RAF Wittering which is home to around 1500 personnel. The Council recognises the difficulties which may be faced by armed forces personnel in seeking new accommodation. Accordingly, within the Peterborough Common Housing Register Allocations Policy serving and former members of the forces and bereaved spouses and civil partners of members of the forces who are eligible for rehousing will be given additional priority to ensure that their housing needs are addressed at the earliest possible opportunity.

Student accommodation

Appropriate and affordable student housing in the city is essential to meet the needs of this currently modest in number but important specialist group. Between 2013 and 2015, there has been growth in the provision of student accommodation in the city and this currently fulfills the needs of the student community. With Peterborough's ambitions for establishing a new independent campus style Peterborough University as part of the Devolution Deal, it will be important to respond to any changes or increases in the accommodation needs of students seeking to study in Peterborough. The vision for Peterborough's University is to have an undergraduate population of 12,500 students by 2035.

Key worker housing

Key worker housing is usually provided to key public sector employees who provide an essential service and who may find it difficult to access housing in the area where they work. Key worker housing initiatives can provide discounted home ownership, shared ownership or discounted market rent products in areas where market housing is unaffordable.

Average salaries for nurses, social workers and newly qualified teachers in Peterborough are equivalent to the average median household income in Peterborough.

The SHMA indicates that across the Peterborough Sub region, more than 40% of households have an income which is lower than the median household income in Peterborough and accordingly the provision of housing initiatives which are limited to key workers are not considered to be a higher priority than the general affordable housing policy.

Households which include a key worker are eligible to apply for affordable housing in Peterborough in line with the criteria in the Peterborough Common Housing Register Allocations Policy.



Case Study: Extra Care Housing

Kingfisher Court is Peterborough's most recently completed high quality extra care scheme. It is provided by Cross Keys Homes and consists of 79 one and two bedroom apartments.

The scheme also offers an on-site restaurant, a communal lounge, a hairdressing salon and landscaped gardens.

There is a dedicated care team on site 24 hours a day to respond to planned care needs and emergency situations.



To ensure that a range of supported and specialist accommodation is available in Peterborough we will:

- Work in partnership with service users and partners to commission coordinated, effective services and solutions that will prevent or delay escalating support and service needs.
- Continue to support the Personal Care and Support Framework to supply support in the home and in the community for people aged over 65, people with a learning disability and people with a mental health issue to ensure personalised support is provided that seeks to increase levels of independence and access to services enabling people to remain in their home.
- Support re-ablement services which provide intensive social care support aimed at maximising independence, health and wellbeing especially following a period in hospital to enable people to return to their homes.
- Identify housing solutions for adults with mental health needs, learning disabilities, autism and behaviours that challenge to return to Peterborough from out of area assessment and treatments.
- Maximise the opportunity of independent living with the installation and use of Assistive Technology in every setting.
- Broaden the range of independent living with the expansion of the Shared Lives Scheme that supports people to live in the community from every client group.
- Explore opportunities to provide specialist registered accommodation for people whose needs are so complex that they cannot be met within a community based environment, to reduce the use of registered care placements because of the lack of appropriate accommodation and support.
- Work with Registered Providers and private landlords to ensure a range of local accommodation options are available to promote best outcomes for people on the autism spectrum, with a learning disability, mental health illness or a physical or sensory disability.
- Work with providers to re-model under used residential home accommodation for people with a learning disability and encourage the conversion to supported living accommodation.
- Encourage the provision of and access to crisis accommodation and a complex care facility for people with complex mental health needs as an alternative to hospital admission.
- Support the policy in the emerging Local Plan seeking the provision of dwellings as accessible and adaptable designed to Category 2 of Part M of the Building Regulations 2015.
- Support the policy in the emerging Local Plan seeking the provision of a proportion of dwellings as wheelchair user homes designed to Category 3 of Part M of the Building Regulations 2015 on identified new housing sites.
- Work with private sector partners to encourage the provision of additional residential and nursing care accommodation to increase the current provision in Peterborough to meet growing demand for this accommodation.
- Monitor the demand for extra care accommodation and sheltered accommodation to ensure that any increased level of need is identified at an early stage to provide sufficient timing for additional facilities to be developed.
- Work with Registered Providers to ensure that sheltered accommodation is fit for purpose and fully utilised by those with the greatest need.
- Support the provision of accommodation for Gypsy & Travellers in line with the findings of the emerging Gypsy & Traveller Needs Assessment review.

Monitoring delivery of the Housing Strategy

To ensure the priorities of the Housing Strategy remain current and appropriate throughout its lifespan, regular reviews will be undertaken and an annual report will be published which sets out:

- Progress towards each of the priorities
- Changes in legislation or local priorities affecting the housing sector
- A profile of new risks and opportunities which impact on the council's ability to meet local housing needs
- An update on any new actions arising

Glossary of terms

Neighbourhood Planning

Neighbourhood planning is a right for communities introduced through the Localism Act 2011. Communities can shape development in their areas through the production of Neighbourhood Development Plans, Neighbourhood Development Orders and Community Right to Build Orders. These tools empower local people to ensure that they get the right types of development for their community where the ambition of the neighbourhood is aligned with the strategic needs and priorities of the wider local area.

Statutorily homeless

A household will be considered as statutorily homeless by their local authority if they meet specific criteria set out in legislation. Broadly speaking, somebody is statutorily homeless if they do not have accommodation that they have a legal right to occupy, which is accessible and physically available to them and which it would be reasonable for them to continue to live in. In cases where an authority is satisfied that an applicant is eligible for assistance, is in priority need, and has become homeless through no fault of their own, the authority will owe a main homelessness duty to secure settled accommodation for that household. Such households are referred to as acceptances.

Community Infrastructure Levy Charging Schedule

The Community Infrastructure Levy (CIL) came into force in April 2010. It allows local authorities to raise funds from developers undertaking new building projects in their area. The money can be used to fund a wide range of infrastructure that is needed as a result of development. This includes new or safer road schemes, flood defences, schools, hospitals and other health and social care facilities, park improvements, green spaces and leisure centres. Local authorities implementing CIL must produce a charging schedule setting out the charge rates for different types of development in their area.

Domiciliary care

Domiciliary care is care provided to people who still live in their own homes but who require additional support with household tasks, personal care or any other activity that allows them to maintain their independence and quality of life.

Residential care

Residential care refers to long-term care given to adults or children who stay in a residential setting rather than in their own home or family home. There are various residential care options available, depending on the needs of the individual.

Thermal efficiency

The ability to use or produce heat without wasting materials, time, or energy

Supported housing

Supported housing is an umbrella term which is applied to a whole range of housing based solutions for vulnerable people. It caters for a wide range of client groups with diverse needs who require different levels of support in a range of accommodation models.

Extra Care Housing

Extra Care Housing is housing designed with the needs of frailer older people in mind and with varying levels of care and support available on site. People who live in Extra Care Housing have their own self-contained homes, their own front doors and a legal right to occupy the property.

Lifetime Homes

The concept of Lifetime Home design standard was created to make homes more easily accessible and adaptable homes for lifetime use, from young families to the elderly and individuals with temporary or permanent physical impairment. The Lifetime Homes Standard has been replaced by Part M of the updated Building Regulations introduced from October 2015 and includes requirements similar to the Lifetime Homes Standards.



CABINET	AGENDA ITEM No. 6
7 NOVEMBER 2016	PUBLIC REPORT

Cabinet Member(s) responsible:	Councillor Hiller Cabinet Member for Growth, Planning, Housing and Economic Development.	
Contact Officer(s):	Richard Kay – Head of Sustainable Growth Strategy Gemma Wildman – Principal Planning Officer	Tel. 863796 863824

PETERBOROUGH LOCAL PLAN FURTHER DRAFT

RECOMMENDATIONS	
FROM : Corporate Director of Growth and Regeneration	Deadline date : 7 November 2016
That Cabinet:	
<ol style="list-style-type: none"> 1. Approves the Further Draft version of the Peterborough Local Plan for public consultation starting in December 2016. 2. Delegates authority to officers to make any minor, inconsequential amendments to the Document prior to its publication (in order to correct matters of fact or aid clarity to the reader). 	

1. ORIGIN OF REPORT

- 1.1 This report is submitted to the Cabinet following the approval of the council's Local Development Scheme (LDS) in August 2016, which identified that the Council will prepare a Further Draft version of the Local Plan for public consultation in December 2016.

2. PURPOSE AND REASON FOR REPORT

- 2.1 The purpose of this report is for Cabinet to approve the Further Draft version of the Local Plan for public consultation.
- 2.2 The Further Draft Local Plan can be viewed at Appendix 1 and the Draft Policies Map (including village Insets maps) at Appendix 2.
- 2.1. This report is for Cabinet to consider under its Terms of Reference No. 3.2.1.

3. TIMESCALE

Is this a Major Policy Item/Statutory Plan?	Yes	If Yes, date for relevant Cabinet Meeting	7 November 2016
Date for relevant Council meeting	N/A (consultation only)	Date of submission to Government Dept (please specify which Government Dept)	N/A

4. MAIN BODY OF REPORT

- 4.1 In July 2015 Cabinet agreed to prepare a new Local Plan for Peterborough. The new Local Plan will set out how the city and surrounding villages will grow and change over the

next 25 years. It will replace the following adopted Development Plan Documents (DPDs), which in effect will be merged in to the new single Local Plan:

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

4.2 The existing DPDs are relatively recent and all have been updated in the last five years, therefore it is not necessary to re write a new plan from scratch. Many of the existing policies are proposed to be included in the new Plan.

4.3 In January 2016 the Council consulted on the Preliminary Draft Local Plan which set out the broad distribution of growth and the requirement for 27,625 new homes and 22,024 new jobs between 2011 and 2036.

4.4 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).

4.5 All suggested sites have been assessed against a detailed assessment criteria and the preferred sites have been included in the attached Further Draft Plan and shown on the attached Draft Policies Map.

5. KEY ISSUES

5.1 The Further Draft version of the Local Plan is structured as follows:

5.2 **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 Capital Action Plan.

5.3 **Part B** – Identifies the broad distribution and areas for future housing and employment.

5.4 It is proposed that the overall development strategy is to continue that set out in the adopted Core Strategy and to focus the majority of new development in 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.

5.5 It also proposes a Settlement Hierarchy that ranks each settlement according to its size and range of services and facilities, 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. Following a detailed review of all village services and facilities the policy does not propose any changes to the hierarchy established in the adopted Core Strategy.

5.6 **Part C** – includes the detailed policies, criteria and standards that will be used in determining planning applications. The draft Local Plan will include policies relating to issues such as:

- Housing – the proposed 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. This is based on the existing criteria as set out in the Core Strategy.

- Transport – The proposed policy is based on the principles set out in the 4th Local Transport Plan, it includes car parking standards.
- Infrastructure – the proposed 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 – this proposed 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 proposed 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. This is based on the design principles set out in the adopted Core Strategy.
- 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.
- The draft Local Plan also carries over the existing Green Wedge policy that protects specific areas that are under considerable pressure for development and which, if built on would result in the coalescence of urban areas with nearby settlements.
- A new policy identifies area suggested by the public to be designated as Protected Green Open Spaces.
- Biodiversity - the proposed policy protects designated international, national and local wildlife sites from development that could harm the habitat or protected species.

5.7 **Part D** - identifies the sites required to deliver the Local plan target for 27,625 dwellings and 95ha of employment land between 2011 and 2036.

5.8 Since 2011 a total of 4,638 dwellings have been completed and a further 8,702 have been granted planning permission. This means that the Local Plan will need to allocate 14,413 dwellings. Of this approximately 10,800 are existing allocated sites, in the Site Allocations or City Centre DPD, that are being carried forward such as Great Haddon (5,900 dwellings) and Norwood (1,600 dwellings). Therefore the Local Plan proposes 3,434 completely new sites. This includes:

- **Urban Area** - 750 dwellings - such as additional land in the City Centre and at the East of England Showground;
- **Villages** 370 dwellings in Eye and Helpston;
- **New Settlement** - land to the north of Castor and Ailsworth for 2,500 dwellings

5.9 (Total 3,620 dwellings -slightly over what is required to allow for a buffer)

5.10 All proposed sites are shown on the Draft Policies map (and villages inset maps).

5.11 Each policy and all reasonable alternative options have been assessed against the

Council's sustainability framework which is linked to the Council's Environment Capital Action Plan.

6. CONSULTATION

6.1 In January 2016 the Council consulted on the Preliminary Draft Local Plan. A total of 407 comments were received from 59 different individuals/organisations.

6.2 A Key Issues Report was published in May 2016 which summarised the main issues raised. All comments have been taken into consideration in the preparation of the Further Draft Plan.

6.3 A draft of the attached Local Plan was presented to Sustainable Growth and Environment Capital Scrutiny Committee on 25 October 2016. The following comments were received:

The Committee endorse the Peterborough Local Plan Further Draft and recommend to Cabinet for approval with the following recommendations:

1. That Cabinet take into consideration the impact of growth on infrastructure including:
 - a. School Places - There is already a lack of school places within the authority and further development will cause further pressure. Cabinet need to ensure that future provision is addressed prior to development taking place.
 - b. Health Care - The health care system is already overstretched and there is a lack of places at doctors surgeries. Cabinet need to ensure that the impact of a growing population is taken into account for future provision.
 - c. Transport - Concern has been raised with regard to the impact on the local road network and the need for sustainable transport.
2. The Committee ask Cabinet to ensure that any new developments deliver high quality and sustainable housing.
3. In addition to the above recommendations the Committee recommend that Cabinet put a strategy in place to support investment in the renewal of existing district centres and the 'Can-do area'.
4. The Committee also ask that Cabinet works to ensure that existing sites with planning permission are developed.

These comments have been noted, and the attached Local Plan amended accordingly.

6.4 Subject to Cabinet approval, public consultation on the Further Draft Local Plan will commence in December 2016 for a period of eight weeks (two weeks longer than normal practice, to account for the Christmas period) and in accordance with the requirements set out in the Statement of Community Involvement (SCI).

6.5 All comments received will be reviewed and any necessary changes will be made. The Local Plan will go through the following subsequent stages:

- Public consultation on the final version of the plan – June/July 2017
- Submission to Government – Autumn 2017
- Independent examination – Winter 2017/18
- Adoption – Spring 2018

7. ANTICIPATED OUTCOMES

6.1 It is anticipated that Cabinet approves the Further Draft Local Plan for public consultation commencing in December 2016.

8. REASONS FOR RECOMMENDATIONS

- 7.1 Cabinet are asked to approve the Further Draft version of the Local Plan so that public consultation can be carried out on this document.

9. 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 December 2016 alongside the Further Draft Local Plan for public consultation. Consultation will also help inform the council of options which can be considered as the plan progresses.

10. IMPLICATIONS

- 10.1 The Further Draft Local Plan will have implications for all sectors of the community throughout the Local Authority area.

Legal Implications - The Council must follow due Regulations (Town and Country Planning (Local Planning) (England) Regulations 2012) in preparing the Local Plan. Eventually, once the final document is adopted in 2018, the Council has a legal duty to determine planning applications in accordance with the plan.

Financial Implications - There are no immediate financial implications flowing from the approval of the Further Draft version of the Local Plan simply because this is not the 'final' plan. However, Members should be aware of two future financial implications:

- (a) The Council owns land that has been identified as a preferred 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.
- (b) 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).

11. BACKGROUND DOCUMENTS

- Preliminary Draft Local Plan (Jan 2016)
- Local Plan Key Issues report (May 2016)
- Strategic Housing, Economic Land Availability assessment (May 2016)
- Local Development Scheme (August 2016)

12. APPENDICES

Appendix 1 – Local Plan Further Draft

Appendix 2 – Local Plan Policy Maps

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Peterborough Further Draft Local Plan

**Draft for consideration by Cabinet on 7
November 2016**

Peterborough City Council

Sustainable Growth Strategy
Peterborough City Council
Town Hall
Bridge Street
Peterborough

Telephone: (01733) 863872

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This is the Further Draft of the Peterborough Local Plan, which will set out how the city and the rural area will grow and change over the next 20 years.

This document is available for public consultation between XX December 2016 and XX January 2017. We welcome your comments and views on this important document. It is your chance to make a real difference and help make Peterborough and the surrounding villages a great place to live, work and visit. The Preface sets out how you can get involved.

Foreword

Introduction

Peterborough City Council is preparing a new Local Plan, this is an important document as it will determine what Peterborough and the surrounding villages will look like in the future and how it will become an even better place to live, work and visit.

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.

This is the Further Draft version of the Local Plan. It sets out the emerging plans and policies for growth and regeneration over the next 20 years, and unlike the Preliminary Draft version (Jan 2016) this Further Draft version includes proposed specific allocations for new development. This is still a draft plan. Your views are therefore essential.

How to make comments on the Further Draft Local Plan

We encourage you to take this opportunity to let us know your views and help inform the future growth of Peterborough.

The Further Draft Local Plan can be viewed at: www.peterborough.gov.uk/LocalPlan where comments can also be made online. Alternatively a Comments Form is available at the council's customer service centre at Bayard Place or can be downloaded and returned by e-mail or post to:

planningpolicy@peterborough.gov.uk

or

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

Please clearly let us know exactly which section, paragraph, policy or site you are commenting on.

The closing date for all comments is **11.59 pm on XX January**.

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

All comments received will be taken into consideration and will help inform the Proposed Submission Local Plan to be published for public consultation in Summer 2017

Copies of the Further Draft Local Plan and the Draft Policies Map are available to view in Local Libraries.

Preface

What stage are we at?

This is the second stage in a lengthy process of producing a new Local Plan. The Local Development Scheme (LDS) (July 2016) 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
1											2						3			4		5			6		7	

Stage		Description
1	Preliminary Draft Local Plan public consultation	Completed January 2016 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	Current Stage 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	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.

In January and February 2016 we consulted on the Preliminary Draft version of the Local Plan (the first stage). All comments received can be viewed on our [consultation portal](#), and have been taken into consideration during the production of this Further Draft version of the Plan.

As part of the Preliminary Draft consultation we also carried out a call for sites. Local agents, developers, landowners, Parish Councils and local residents were invited to suggest sites to be considered as potential allocations to meet the future growth. All proposed sites have been assessed against detailed site assessment criteria, and the preferred sites are included in this draft plan (see Part D). All sites proposed and the full assessment process is set out in the Sites Evidence Base Report (December 2016).

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 draft 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 Further Draft Local Plan December 2016 for Decision Makers

When reading this Further Draft Local Plan please note the following information about its status.

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. However, at this draft stage of plan preparation, the weight is likely to be limited.

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Part A - Setting the Scene

- 1.1** This is the Further Draft Local Plan for Peterborough. It contains the emerging proposals for planning policies for the growth and regeneration of Peterborough and the surrounding villages over the next 20 years.
- 1.2** Within this document you will find a draft vision for what Peterborough could be like in 2036. There are also some objectives to explain what is trying to be achieved and the proposed 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 Preferred sites required to deliver the future growth requirements.
- 1.3** The Plan also includes 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 193,740 (at mid 2014).
- 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 one 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.

Introduction

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.

- 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 higher than average.
- 1.10** The City of Peterborough continues to grow, with 2014/15 seeing the highest number of new homes built in 25 years. 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. 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.

Introduction

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 as part of the Local Plan Sustainability Appraisal Scoping Report (November 2015):

- Sustainable Community Strategy
- Housing Strategy
- Parish Charter
- Air Quality Strategy
- Cultural Strategy
- Biodiversity Strategy (draft being prepared alongside this Local Plan)
- Director of Public Health's Annual Report 2015
- Adjoining local authorities plans
- Health and Wellbeing Strategy

Council's Strategic Priorities

2.2 The Local Plan will also help to deliver the council's strategic priorities (as at September 2015):

- 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
- Achieve the best health and wellbeing for the city

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 April 2014 the **Environment Capital Action Plan (ECAP)** 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 2016).

Influences and Overarching Issues



- 2.6** A new version of the ECAP is currently being prepared and is due to be published in early 2017. This will include interim monitoring targets to 2020.

Local Transport Plan

- 2.7** The transport strategy for Peterborough is set out in the Long Term Transport Strategy (LTTS) (2011 to 2026) and the fourth Local Transport Plan (LTP 4) (2016 to 2021). The LTTS sets out the longer term strategy for the area, whereas the LTP covers the shorter term. Together they aim to meet the ambitious goals of tackling climate change, supporting economic growth, improving quality of life, promoting a healthy natural environment, contributing to better safety, security and health and promoting equality of opportunity.
- 2.8** The LTTS will be refreshed, with the aim for adoption alongside the Local Plan adoption in 2018.

Other Strategies and Plans

- 2.9** On our website you will find a library of documents which have been produced to support the Local Plan. This library will continue to grow as the Local Plan progresses to adoption. This evidence base and supporting information can be viewed at <https://www.peterborough.gov.uk/council/planning-and-development/planning-policies/local-supporting-information/>

Influences and Overarching Issues

Overarching Issues

- 2.10** 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 has identified that Peterborough faces a range of challenges, set out below.
- 2.11** The issues have been categorised into a number of topic areas based on the ten Environment Capital 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.

- 2.12** The above issues will be monitored as part of the ECAP targets.

Influences and Overarching Issues

Introduction

- 3.1 This section describes our vision for Peterborough over the period to 2036. Your views on it are welcome.

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

- 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 Capital Action Plan themes, though many objectives will contribute to more than one theme.

	1: Zero Carbon	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
	2: Sustainable Water	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
	3: Land Use and Wildlife	3.1 To protect and enhance landscape, biodiversity and geodiversity and minimise the pollution of natural resources
	4: Sustainable Materials	4.1 To minimise the consumption of non-renewable natural resources and maximise the re-use of materials
	5: Local and Sustainable Food	5.1 To promote the conservation and wise use of productive land
	6: Zero Waste	6.1 To reduce waste not put to any use
	7: Sustainable Transport	7.1 To encourage walking, cycling and the use of public transport and reduce the need to travel by car
	8: Culture and Heritage	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
	9: Equity and Local Economy	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
	10: Health and Wellbeing	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 Capital 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 draft 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 Capital symbol, as shown below, will be 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.

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.
- 5.3** The proposed policy below is broadly a carry over of policy PP1 and CC1 in the current adopted development plan.



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

- 5.4** 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.
- 5.5** 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.
- 5.6** 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.

The Spatial Strategy

- 5.7** 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 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.
- 5.8** In order to identify a hierarchy the council has produced a Peterborough Settlement Hierarchy Study. This identifies which settlements should be included in the hierarchy; what tiers should constitute the hierarchy; what criteria should be used to identify the villages that should appear in each tier; and what scoring system should be applied to each of the criterion. The Settlement Hierarchy Study concludes that the hierarchy in the adopted Core Strategy (2011) is robust and therefore there is no proposal to change it.
- 5.9** A survey of village services and facilities was undertaken, to enable testing against the criteria. The outcome of the resulting analysis was subject to sensitivity testing, to establish the effect of variations in the weightings given to each criterion.
- 5.10** In the hierarchy set out in policy LP2 below:
- **A Large Village** is a settlement that contains a wide range of services and facilities to meet people's daily needs, including a primary school, doctor's surgery and a range of shops and services, particularly a post office and food shopping. It also provides employment opportunities and has good access to Peterborough by car and public transport.
 - **A Medium Village** is a settlement which includes some, but not all, of the services and facilities that are characteristic of a Large Village. In many cases it will have a smaller population. The critical determinant is the presence of a primary school in the village (or immediately adjoining village).
 - **A Small Village** is a settlement which does not meet the criteria for one of the categories higher in the hierarchy. Typically, a Small Village will have some concentration of dwellings, but with a low population, and a limited range of services, if any. A Small Village will not have a primary school (or be within walking distance of a primary school).
- 5.11** 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.
- 5.12** 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.
- 5.13** 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.
- 5.14** 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.

- 5.15** 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.
- 5.16** The boundaries for the urban area and for each village is shown on the Policies Map. The boundaries have been amended to take into account any proposed allocations. All proposed boundary changes, including justification for incorporating the changes or not, are set out in the Boundary Review Evidence Report (December 2016).
- 5.17** It is Government policy that development in the countryside should be controlled, in order to conserve its character and natural resources. By identifying the settlement hierarchy and distinguishing between settlements and the countryside, the policy approach places a restriction on the types of development other than those where a rural location might be justified. Policy LP12 sets out further criteria for development in the countryside.
- 5.18** The proposed policy below is broadly a carry over of policy CS1 and SA4 in the current adopted development plan.



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.

The City of Peterborough:	Including the existing urban area, the City Centre, District Centres and urban extensions
Large Villages:	Eye (including Eye Green) and Thorney
Medium Villages:	Ailsworth, Barnack, Castor, Glington, Helpston, Newborough, Northborough and Wittering
Small Villages:	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. 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; and to residential development which satisfies the 'exception' test set out in policy LP8; and to minerals or waste development in accordance with the separate Minerals and Waste Development Plan Documents.

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The Level and Distribution of Growth

- 5.19** 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 market housing 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 must be read alongside the 2014 version. The council is also likely to do a further refresh over winter 2016/17, to ensure the most up to date information is available.
- 5.20** At present the OAN figure for Peterborough is 1,005 dwellings per year between 2011 and 2036, resulting in a total need for 25,125 new homes over the 25 year period. The housing growth target is closely linked to the scale of employment growth, with the SHMA identifying the need for 22,024 jobs between 2011 and 2036.
- 5.21** The council's current position is to accommodate in full, in this Local Plan, its OAN for both dwellings and jobs growth.
- 5.22** 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 Cambridgeshire 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.
- 5.23** This means that the housing requirement for Peterborough increases to 27,625 dwellings between 2011 and 2036.
- 5.24** However, we must take account of any completions since 2011 (the base date of the Local Plan for the purpose of housing and employment forecast). The council monitors housing completions annually, and the results from the latest [Housing Monitoring Report](#) (March 2016) identifies that between 1 April 2011 and 31 March 2016 a total of 4,638 (net) dwellings were completed. This means the Local Plan needs to make provision between 1 April 2016 and 31 March 2036 for 22,987 net dwellings, or an average of 1,149 per year.

Table 1 Overall Requirements for Residential Growth

Dwelling provision for 2011 to 2036	Number of dwellings
Objectively Assessed Need 2011 to 2036	25,125
Memorandum of Co-operation Additional Dwellings 2011 to 2031	2,500
Local Plan requirement 2011 to 2036	27,625
Dwelling provision for 2016 to 2036	
Net additional dwellings completed 2011 to 2016	4,638
Local Plan Requirement 2016 to 2036	22,987

- 5.25** The Housing Monitoring Report notes that of these, at the end of March 2016 there were 8,702 dwellings with outstanding planning permission. Full planning permission existed for 2,387 dwellings and 6,315 had outline permission.

- 5.26** Therefore there is a need for this Local Plan to identify land for approximately 14,200 new dwellings between 2016 and 2036. Part D of this plan identifies the sites required to meet the growth targets.

The Spatial Strategy for Residential Growth

- 5.27** 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 and adjoining 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 2) shows the general location and strategy for future growth.
- 5.28** The proposed policy below is an update of policy CS2 in the current adopted development plan.



Policy LP3: Spatial Strategy for the Location of Residential Development

It is proposed that 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, 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 will be made 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, will be as follows:

Location	Approximate Percentage of Growth	Indicative Number of dwellings 2011 to 2036
Urban Area of Peterborough	30%	17,956
Urban Extensions to Peterborough and large scale growth locations close to the urban area of Peterborough	65%	8,288
Villages	5%	1,381
Total	100%	27,625

Away from the urban area of Peterborough, the strategy is for a collection of urban extensions at Hampton, Stanground South Paston Reserve and Great Haddon and for a single large scale allocation north of the A47 near Castor and Ailsworth.

Elsewhere, the strategy for planned growth will be on Large Villages and, to a lesser extent, on Medium Villages. In these categories of settlement, new residential development sites for 10 dwellings or more and potential 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.

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In Small Villages, no new sites for development have been formally allocated, with development limited to infilling or a group of small redevelopment 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.

Spatial Strategy for Employment, Skills and University Development

- 5.29** The SHMA identifies the need for 22,024 jobs between 2011 and 2036, distributed across different sectors, with approximately 55% of the jobs accommodated on employment land (B uses) while the remaining 45% would be in shops, education, health facilities etc (non B uses).
- 5.30** The Peterborough Employment Evidence Report (December 2016) translates the B uses job requirement (of 12,102 jobs) into a need for around 95ha of employment land between 2011 and 2036 to be allocated in the this plan.
- 5.31** To help deliver the growth of Peterborough and to attract new businesses it is a council priority to expand on the existing university provision and support the development of a new University of Peterborough campus. The council will work with stakeholders to identify a site for the Campus.
- 5.32** The proposed policy below, in respect of employment, is an update of policy CS3 in the current adopted development plan. The University element is new.



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

- 5.33** The proposed 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 urban area (within general employment areas and business parks), urban extensions and/or nearby large scale allocations and the city centre. 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 95 hectares of employment land needed over the period from April 2011 to March 2036, including land already committed with planning permission.

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).

Policies LP40 to LP43 identifies the sites required to deliver the above level of growth.

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 will be supported by 2035.

The council will work with stakeholders, to identify appropriate sites, with current options including within the city centre, or as part of the new settlement north of Castor and Ailsworth.

Urban Extensions and Nearby Large Scale Allocation

- 5.34** The policies set out above for the location of new housing and employment land refer to the need for sustainable urban extensions and other large scale allocations (defined as over 500 dwellings) close to the city of Peterborough, in order to deliver the scale of growth that is required up to 2036 and beyond.
- 5.35** The continued development of Hampton, Stanground South and Paston Reserve is a key part of the overall spatial strategy, as well as the two urban extensions at Great Haddon and Norwood, which are already identified in the Core Strategy and Site Allocations DPDs but did not have planning permission at 31 March 2016.
- 5.36** The council is minded to grant consent for Great Haddon, subject to finalising legal agreements, for up to 5,300 dwellings. Also, in March 2016, the council's planning committee resolved to approve an application for an additional 610 dwellings north of the existing allocated site, subject to the finalising of legal agreements. Therefore the boundary for Great Haddon, as shown on the draft Policies Map, has been updated to include this extra area of land and the indicative dwelling for Great Haddon figure increased to 5,910 dwellings.
- 5.37** The Norwood urban extension (1,600 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.
- 5.38** A new settlement is proposed to the north of the villages of Castor and Ailsworth and the A47 in this Further Draft Local Plan for approximately 2,500 dwellings, 10ha of employment land and other community facilities. Land between the A47 and the villages of Castor and Ailsworth will be protected as a Country Park (see policy LP24).
- 5.39** The locations of the proposed new urban extensions/settlements (ie not those already committed) are based on the findings of the Growth Strategy Evidence Report (December 2016) which examined the overall spatial strategy as well as all potential alternatives against a comprehensive range of assessment criteria.
- 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 extension areas offer scope to implement the most up-to-date thinking in sustainable development, using new technologies in the design and construction of buildings to maximise renewable and low carbon energy sources, include measures to increase water efficiency, incorporate effective waste management facilities at the outset and provide opportunities for residents to walk, cycle or travel by public transport in preference to use of the private car.

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5.42 The proposed policy below is an update of policy CS5 in the current adopted development plan.



Policy LP5: Urban Extensions and other Nearby Large Scale Allocations

Development of new urban extensions or other large scale areas (over 500 dwellings) must be planned and implemented in a comprehensive way that is linked to the delivery of key infrastructure. In particular they should:

- 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 custom build homes (aprox 5% of all plots).
- Provide a wide range of local employment opportunities that offer a choice of jobs in different sectors of the economy;
- Make provision for an appropriate level of retail, leisure, social, cultural, community and health facilities to meet local needs without having an unacceptable impact on the vitality and viability of existing centres;
- Incorporate pre-school and primary schools.
- Incorporate either a secondary school if the scale of the urban extension justifies it on-site, or, if not, a contribution to secondary school provision off-site, in order to meet the needs generated by the development;
- Provide a network of open spaces for play, sport and recreation, including local nature reserves, woodlands and green spaces;
- 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

5.43 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.

5.44 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.

5.45 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.

- 5.46** 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.
- 5.47** Currently the city centre has relatively few houses and flats, when compared to other towns and cities of a similar size and scale, but this is changing and new housing will continue to be supported.
- 5.48** 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.
- 5.49** 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.
- 5.50** 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.
- 5.51** 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.
- 5.52** 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.
- 5.53** In December 2014, the council adopted the City Centre Plan, which set out plans for widespread improvements, growth and regeneration. It identified eight 'Policy Areas' and included individual policies for each area setting out the vision, and potential development opportunities and planning requirements. Broadly this has been carried over into Part D of this Local Plan (see policies LP44 to LP51).
- 5.54** The following policy sets out the overall strategy and vision for the City Centre, and is broadly a carry over of policy CS4 in the current adopted development plan.



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

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encouraged. A Primary Shopping Area (PSA) is defined, which will be the highest level in the hierarchy of centres for retail planning in Peterborough.

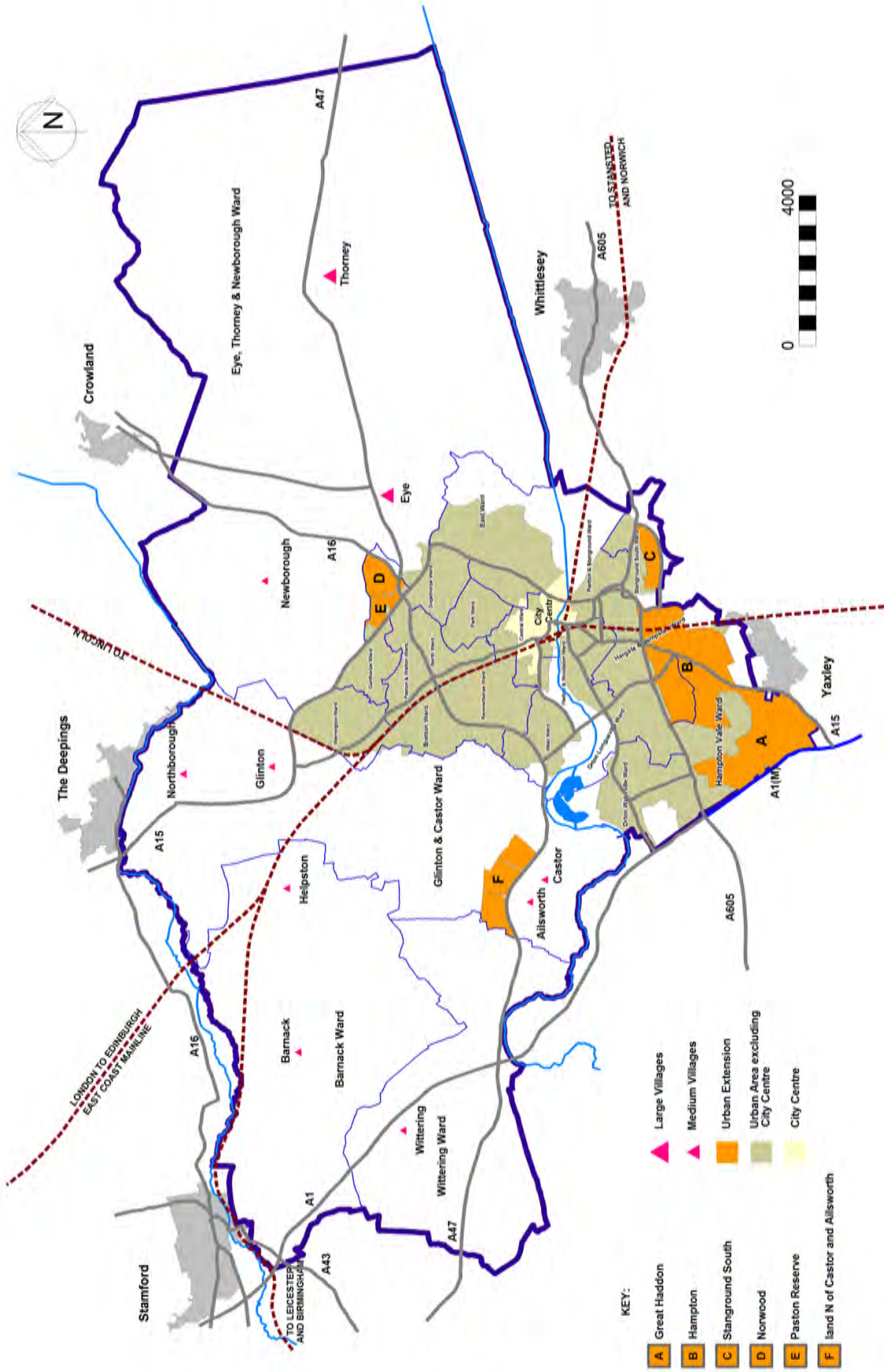
The city centre is promoted as a location for substantial new residential development at a range of densities according to location. It is also promoted as a location for employment development, with an emphasis on B1 development (together with employment in all of the service sectors outside the B Use 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. 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 LP44 to LP51)

Map B - The Key Diagram



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Map C - The City Centre



Introduction

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. Health and Wellbeing cuts across many policies in this Local Plan and is one of the key objectives and sustainability criteria .

6.1.2 The draft Health and Wellbeing Strategy (2016 - 2019) sets out the significant health issues for Peterborough, which include:

- Life expectancy lower than the national average, along with a lower healthy life expectancy than the national average,
- There is great 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 In order to help address these priorities and issues, it is essential that community needs are supported through appropriate physical and social 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 The impacts of proposed development on health should 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.

6.1.5 The requirement to undertake a HIA only applies once the Council has adopted an SPD setting out the detailed expectations in respect of how to undertake a proportionate HIA and how such HIAs will be taken into consideration by decision makers.



Policy LP7: Health and Wellbeing

Development proposals should promote, support and enhance physical and mental health and wellbeing, and thus contribute to reducing health inequalities.

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 developments of 100 dwellings or more, applicants must submit a fit for purpose Health Impact Assessment (HIA) as part of the application where applicable, and

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demonstrating how the conclusions of the HIA have been taken into account in the design of the scheme. The HIA should be commensurate with the size of the development;

- Development schemes safeguarding and, where appropriate, creating or enhancing the role of allotments, orchards, gardens and food markets in providing access to healthy, fresh and locally produced food.

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

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.
- 6.2.3** Government therefore undertook a 'Housing Standards Review' in 2013/14, with the aim of creating a new approach to setting technical standards for new housing that rationalises the many differing existing standards into a simpler system that reduces the burdens on developers and, it believes, will ultimately help bring new homes forward.
- 6.2.4** Government issued a Written Statement on 25 March 2015 which provides an update on the Housing Standards Review. The statement confirmed the government's intention to 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.
- 6.2.5** 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.
- 6.2.6** Whilst the council acknowledge there could be evidence of 'need' to introduce one or more of the optional standards, there is strong evidence to indicate that viability of development would be compromised (or other essential infrastructure not deliverable) if such standards were imposed on development in full.
- 6.2.7** As such, this Local Plan does not introduce the first optional standard on space standards (though, of course, proposals which voluntarily include such standards would be supported).

However, the plan requires the second standard relating to water efficiency (see LP32) and an element of the third optional requirement (see 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 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 present a policy 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 affordable housing mix is however not prescriptive, and is intended to allow developers to respond to demand and site specific characteristics/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 groups will be prioritised, this could include people with learning disabilities and autism; physical disabilities; sensory impairment; mental health support needs; older people and care leavers.
- 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 over 0.5 and downwards for less 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 (2014 and 2015 update) has calculated that there is a total annual affordable housing requirement of 620 dwellings (approximately 62% of the annual OAN).
- 6.3.6** 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. Category 1 relates to mandatory access standards (visitable dwellings), Category 2 to accessible and adaptable dwellings and Category 3 to wheelchair user dwellings. 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.
- 6.3.7** At the time of writing, the section of the Housing and Planning Act (2016) regarding Starter Homes had not been enacted. It is proposed that this policy will be updated at the next stage if the Starter Homes regulations have been published.
- 6.3.8** Park Home sites provide a small but important part of the districts housing accommodation. These sites require all the services and facilities of built residential development and will not

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be acceptable on sites poorly related to services and facilities necessary to meet residential needs.

6.3.9 Please note that the requirements for Gypsy and Travellers are covered by policy LP10

6.3.10 The proposed policy below is broadly a carry over of policy CS8 in the current adopted development plan.



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.

Affordable housing

Development proposals of 15 or more dwellings (whether as new-build or conversion) should, through negotiation, provide a minimum of 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 targets, but will take into account the financial viability of individual schemes (using a reconsidered viability model).

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.

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 M (Volume 1), Category 2, unless there are exceptional design reasons for not being able to do so (e.g listed building constraints). On all development proposals of 100 dwellings or more, an additional 2% of homes should meet Building Regulations Part M (Volume 1), Category 3.

Rural Exception Sites

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

- It meets an identified local need which cannot be met within the village envelope;
- There is demonstrable local support for the proposal; and
- There are no fundamental constraints to delivering the site.

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.
- 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.
- 6.4.8** The proposed policy below, in respect of prestige homes, is broadly a carry over of policy PP5 in the current adopted development plan. The custom build and self build element is new.



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 either:

- (a) the proposed development would itself create one or more prestigious dwellings; or

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(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.

Policy LP34 to LP39 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 homes.

6.5 Gypsies and Travellers

- 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, 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 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 or Travelling Showpeople. Therefore this plan does not allocate any sites for Gypsy and Traveller provision.
- 6.5.4** However, the report identifies 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.
- 6.5.7** The proposed policy below, in respect of the criteria for determining planning applications, is broadly a carry over of policy CS9 in the current adopted development plan.



Policy LP10: Gypsies and Travellers

Planning permission will be granted for the development of land as a Gypsy and Traveller 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 and built 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 undue 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.

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 a continued evidence of a need (as identified in the latest local assessment), that the intended occupants meet the definition of Gypsies and Travellers, as set out in Government guidance, 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 in perpetuity.

6.6 Development in the Countryside

- 6.6.1** Areas outside the urban boundary and the village envelopes are considered as 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, 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

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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 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.

6.6.15 The proposed policy below is broadly a merge of policies PP6, PP7 and PP8 in the current adopted development plan.



Policy LP11: Development in the Countryside

Conversion of a building:

In the countryside, planning permission for the conversion of an existing building to residential use will be supported if:

- (a) the use of the building has ceased; and
- (b) the building is not in such a state of dereliction or disrepair that significant reconstruction requiring planning permission would be required; and
- (c) the location would be suitable for a dwelling, having consideration to all other policies in the Development Plan.

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:

- (d) the residential use of the original dwelling has not been abandoned; and
- (e) the original dwelling is not worthy of retention because of its design or negative contribution to the landscape.

Provided that criteria (d) and (e) can be met, any replacement dwelling should be:

- (f) of an appropriate scale to the plot and its setting in the landscape; and
- (g) of a design appropriate to its setting; and
- (h) 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.

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:

- (i) 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

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- (j) 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
- (k) the unit and the agricultural activity concerned have been established for at least three years, have been profitable for at least one of them and are currently financially sound with a clear prospect of remaining so; and
- (l) 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 dwellings 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.

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 (m) to (r) below are met and, in the case of a conversion, the building is not in such a state of dereliction or disrepair that significant reconstruction would be required.

In villages and the countryside, planning permission for development for employment, tourism, leisure and cultural uses will be granted, provided that the development:

- (m) would be consistent in scale with its rural location, without unacceptable environmental impacts; and
- (n) would not adversely affect existing local community services and facilities; and
- (o) would be compatible with, or would enhance, the character of the village or the landscape in which it would be situated; and
- (p) would not cause undue harm to the open nature of the countryside or any site designated for its natural or heritage qualities; and
- (q) would be easily accessible, preferably by public transport; and
- (r) 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.

6.7 Retail and Other Town Centre Uses

6.7.1 Retailing is a dynamic industry. The past few decades have witnessed growth in out-of-centre retailing, a decline in the number of small shops, particularly in rural areas, increased

competition between centres (with a willingness on the part of consumers to travel greater distances to higher order centres), and changing formats of retail provision. There has been a significant expansion in internet sales which have captured some of the available expenditure at the expense of traditional shops. More recently, the UK economy is recovering from recession, having far-reaching implications for available income and, consequently, expenditure. In response to these changes, the most successful retail centres are those which are able to adapt, providing a broader range of facilities and services in a high quality environment, turning shopping into a leisure (as well as functional) activity.

- 6.7.2** In Peterborough, there is a hierarchy of centres, accompanied by out-of-centre shops, which is well established, notwithstanding recent changes in provision. Peterborough city centre is at the top of the hierarchy of such centres, with by far the largest retail floorspace (approximately 153,000 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 region as well as the East of England. Within the overall city centre, there is an identified PSA and Primary Shopping Frontage (PSF), as shown on the Policies Map.
- 6.7.3** The designation of primary retail frontages apply only to the ground floor level. Although predominantly in retail use, primary frontages within District Centres can contain a variety of other uses, however without a reasonable 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.
- 6.7.4** Historically, and evidence from the Peterborough Retail Centres Hierarchy Study (2016) reconfirm that there are five locations which qualify as District Centres (Bretton, Hampton, Millfield, Orton and Werrington) based on the scale of retail provision (with retail floorspace in the range 4,000 square metres to 27,500 square metres) and the availability of other community services and facilities.
- 6.7.5** Finally, there are a number of Local Centres, serving the day-to-day needs of their local neighbourhoods.
- 6.7.6** This retail hierarchy will form the basis for decisions on planning applications for retail development, including application of the sequential approach.
- 6.7.7** Of the District Centres, Hampton (including Serpentine Green) is relatively modern; Bretton has recently been remodelled and improved with considerable investment; 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. Opportunities for further regeneration of these centres are set out in policy LP36.
- 6.7.8** The latest Study (December 2016) indicates there is no need for any further for convenience goods floorspace during the plan period. However, this assumes all recently permitted floorspace is built. If some of this existing commitments (at 31 March 2016) is not implemented then this would release some floorspace need.
- 6.7.9** For comparison goods, the Study (December 2016) indicates there is currently no need any further floorspace to 2026. However, there is likely to be some need beyond the 2026 period, 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.
- 6.7.10** 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 making retail planning decisions.

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- 6.7.11** Despite the 'no need' conclusion set out in the study (2016) until at least 2026, the council will still support appropriate retail proposals coming forward, although this is likely to be exclusively proposals within the designated centres.
- 6.7.12** 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.
- 6.7.13** Small scale retail development in rural locations, which are of a scale to support only the local community in which it sits, will not be subject to sequential test and makes the distinction between the extent of centres and the extent of PSA within them, both of which are shown on the Policies Map. 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 (or district/local centre for other developments). 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.
- 6.7.14** 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.
- 6.7.15** Although the city centre has improved its overall rating in recent years, but it has experienced a decline in its rating when compared with other competing centres. It is important that major retail expansion within the city centre PSA is not compromised by other retail development elsewhere, and the policy reflects this.
- 6.7.16** District and local centres all have a role to play in providing retail and other facilities suitable to their functions. The city centre is highlighted as a general location for more convenience goods shopping, along with existing district centres and new centres in the proposed urban extensions. These are justified in order to meet the needs of residents in the areas planned for substantial residential intensification and expansion. Meeting those needs is likely to result in a District Centre and two Local Centres at Great Haddon, two Local Centres at Hampton Leys and a Local Centre at Paston Reserve/Norwood.
- 6.7.17** The policy enables retail as well as other investment of an appropriate scale at local centres and in villages, because this can help improve viability or deliver more sustainable communities. Where possible, within the limits of planning powers, protection will be afforded to village shops in order to safeguard these vital facilities in rural areas.
- 6.7.18** The proposed policy below is broadly a merge of policies CS15, PP9, PP10 and CC2 in the current adopted development plan.



Policy LP12: Retail and Other Town Centre Uses

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

- support and regenerate the city centre in order to maintain its position at the top of the retail hierarchy;
- support, and regenerate where necessary, 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, to serve the needs of the new communities created.

The latest retail forecast (2016) indicates there is no need 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

Hierarchy of Centres:

The hierarchy of designated centres in Peterborough is as follows:

1 - Peterborough City Centre*

Peterborough City Centre

2 - District Centres*

Bretton
Hampton
Millfield

Orton
Werrington

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3 - Local Centres

Amberley Slope (Werrington)	Lincoln Road/Geneva Street
Ayres Drive (Stanground)	Lincoln Road/Paston Lane
Bamber Street/Gladstone Street	London Road,
Bellona Drive (Stanground South)	Loxley
Broadway	Malvern Road
Central Avenue (Dogsthorpe)	Matley
Central Square (Stanground)	Mayors Walk
Chadburn (Paston)	Napier Place
Church Drive (Orton Waterville)	Netherton
Copeland	Newark Avenue
Crown Street/Lincoln Road	Oakleigh Drive
Eagle Way (Hampton)	Oundle Road
Eastfield Road – North	Parnwell
Eastfield Road – South	Russell Street
Eye	St Pauls Road
Fleet Way	Taverners Road/Lincoln Road
Fletton High Street	The Parade (Lawson Venue)
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

The nature and scale of any development should be appropriate to the role and function of the centre in which it would be situated and the catchment it would serve. To enhance the role of Peterborough City Centre as a key regional centre, all major comparison goods retail proposals will be directed to its PSA as a first preference.

The council will apply a sequential approach to the consideration of applications for retail and 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	Other Town Centre Uses
1	Within PSA	Within Centre
2	Edge of PSA	Edge of Centre
3	Edge of Centre	Out of Centre
4	Out of Centre	

All retail, leisure and office proposals outside of town centres which would result in increase of over 2,500 sq metres of gross external floorspace, will need to be accompanied by an impact assessment. Proposals which fail to satisfy the sequential test or likely to lead to significant adverse impacts will not be permitted.

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), these are shown on the Policies Map. Local Centres do not have PSF and their PSAs are the same as their Local Centre boundaries (also shown 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.

4 Village Shops

The creation of a new or extension to an existing village shop, will only be permitted 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 appropriate 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.

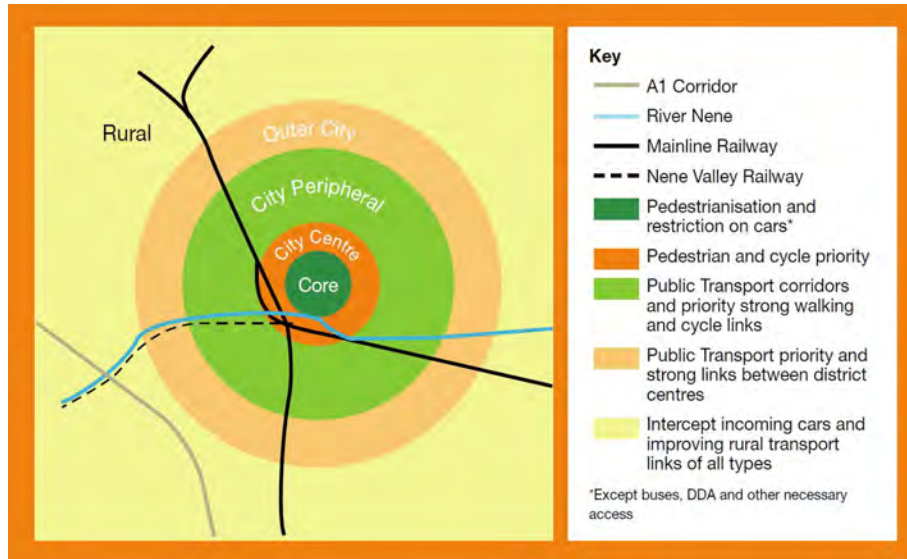
6.8 Transport and Infrastructure

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 2011 to 2026 (LTTS) and the Local Transport Plan 2016 to 2021 (LTP) (April 2016).
- 6.8.3** LTP4 sets a sustainable transport user hierarchy, providing an order to which consideration will be given to the needs of user groups in relation to land use matters. The hierarchy is set out below :
- Pedestrians and those with mobility difficulties
 - Cyclists
 - Public transport including coaches and taxis/private hire vehicles (PHV) (higher priority for electric and low emission vehicles)
 - Motorcycles (higher priority for electric and low emission vehicles)
 - Rail freight
 - Commercial and business users including road haulage (higher priority for electric and low emission vehicles)
 - Car borne shoppers and visitors (higher priority for electric and low emission vehicles)
 - Car borne commuters (higher priority for electric and low emission vehicles)

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6.8.4 In order to help achieve the objectives of LTP4 the document sets out a spatial diagram of Peterborough along with the modal priority for each area identified. This is set out diagrammatically below:



6.8.5 The diagram shows a clear distinction between the city core and the rest of the city centre. Additional priority will be given to pedestrians in the city core, as well as improving accessibility to all those with mobility issues. Improved facilities for cyclists will encourage cycle use through the city centre and city core whilst also providing alternative routes for those wishing to bypass the city core. The mode priorities for each area are listed in the diagram key and are expanded upon below:

- **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 Periphery:** 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.

6.8.6 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.

6.8.7 This policy should be read in conjunction with the Infrastructure Policy LP15, 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. The current IDS is dated **November 2016**.

Parking Standards

- 6.8.8** Appendix C sets out the car parking 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 LP44.
- 6.8.9** It is not proposed to set specific parking standards for other uses or other modes of transport within this Local Plan but rather to allow for each proposal to be considered on a case by case basis. Applications must include robust justification to demonstrate how it meets its own needs.
- 6.8.10** 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.
- 6.8.11** 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.
- 6.8.12** 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).
- 6.8.13** Flatted development in the city centre boundary must be supported by a parking management plan.
- 6.8.14** Advice on the level of detail required should be confirmed through early discussion with the local planning and highway authority.
- 6.8.15** The proposed policy below is a new policy replacing policies CS14, PP12, PP13 and CC11 in the current adopted development plan.



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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 Peterborough Transport User Hierarchy.

In order to achieve (or assist in achieving) the aims of the Long Term Transport Strategy and Local Transport Plan for Peterborough, all new development proposals should 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 in line with the road user hierarchy;
- 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 in accordance with relevant national and local guidance.

The Transport Implications of Development

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

- (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 Peterborough Local Transport Plan; and
- (b) the development would not result in an unacceptable impact on any element of the transportation network including highway safety.

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 LP44.

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 residential development 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.

Infrastructure

6.8.16 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.

6.8.17 The Peterborough Infrastructure Delivery Schedule (IDS) (November 2016) identifies infrastructure projects that will support the sustainable growth of the city to 2026 and beyond. 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.

6.8.18 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, This list is correct at summer 2016. The IDS will be updated annually.

6.8.19 The necessary infrastructure will come from a variety of sources, including the council, government departments, public agencies, utility service providers and the private development

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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.

- 6.8.20** 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.
- 6.8.21** 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.
- 6.8.22** 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.
- 6.8.23** The proposed policy below is broadly a merge of policies CS12 and CS13 in the current adopted development plan.



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, 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 the Developer Contributions SPD.

Safeguarded Land for Future Key Infrastructure

- 6.8.24** 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.
- 6.8.25** The proposed policy below is broadly a carry over of policy SA15 in the current adopted development plan.



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	Glinton/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

6.9 Urban Design and the Public Realm

- 6.9.1** 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.
- 6.9.2** The design and layout of new developments establish people's views and image of the city and its surrounding villages. But good design is not just about appearance. It is also about the way places function – enabling and encouraging people to live healthy lifestyles, reducing opportunities for crime, creating accessible environments which are inclusive for all sectors of society, increasing opportunities for social interaction and allowing easy cleaning and maintenance.
- 6.9.3** The quality of design and the public realm varies considerably across Peterborough. Many of the villages are attractive, with sensitive modern infill development complementing local vernacular architecture. There are also examples of good design in Peterborough itself, all of which add to the city's local distinctiveness. However, the overall current public perception is that many parts of the city have poor standards of design and a lack of local identity. The planned growth and regeneration of Peterborough offers a unique opportunity to turn this around, securing the highest design standards and quality in new developments to deliver attractive, lively, distinctive, safe, healthy and sustainable communities. They offer the chance to improve the public realm and the quality of the city's major gateways.

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- 6.9.4** Design should evolve from an understanding of the site, its context and surroundings, rather than unimaginative standards which could apply to any location. Applications for new development must be supported by a Design and Access statement, in line with current planning legislation. Design and Access statements must address issues such as how the site and its surroundings have been taken into account as well as the design principles set out in the policy, and where relevant the Village Design SPD or adopted Neighbourhood Plans.
- 6.9.5** The proposed policy below is broadly a merge of policies CS16 and PP2 in the current adopted development plan.



Policy LP16: Urban Design and the Public Realm

All new development will be required to demonstrate high quality design as part of a strategy to achieve safe, accessible and attractive places. All development should take the following principles into account:

- **Character of Area:** Development should respond appropriately and positively to the character of the area and its surroundings. It should make the most effective use of land through the arrangement of development plots and the design, layout and orientation of buildings. Local distinctiveness should be respected and where possible enhanced, through the use of traditional or innovative design and materials. Development proposals which have a detrimental effect on the character and appearance of an area will not be approved.
- **Quality of Public Realm:** New development should set high standards of, or improve the quality of, the existing public realm, through the creation of safe and attractive public open spaces and street scenes, incorporating pedestrian and vehicular surface treatments, public art, street lighting, street furniture and landscaping which is appropriate for its location and which protects or enhances biodiversity. Development proposals which would result in a loss of public green spaces or valued private amenity space will not be supported.
- **Crime:** The vulnerability to crime and the fear of crime should be adequately addressed through the design, layout and location of new development. The distinction between any public and private spaces should be clearly defined. Development which creates opportunities for crime and disorder will not be approved.
- **Adaptability and Longevity:** Buildings and places should be designed with adaptability in mind, capable of responding to changing social, economic and technological needs, and potential changes in climate over their planned lifespan. Buildings should be designed and constructed with longevity as a key objective, especially if materials with a high embodied energy are to be used.

6.10 Amenity Provision in New Residential Development

- 6.10.1** As explained in section 6.2 the council is not proposing to implement the National Space Standards, although proposals which voluntarily include the national space standards will be supported.

- 6.10.2** New dwellings and residential extensions should be built to maximise the use of natural light, including direct sunlight where possible. This should be designed with appropriate privacy in mind, both for the occupiers of the dwelling and the occupiers of neighbouring dwellings.
- 6.10.3** The proposed policy below is broadly a merge of policies PP3 and PP4 in the current adopted development plan.



Policy LP17: Amenity Provision

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

- adequate natural light, privacy and noise attenuation; and
- well designed and located private amenity space; and
- well designed and located bin storage and collection areas, including adequate turning space for collection vehicles where appropriate.

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

- loss of privacy for the occupiers of any nearby property; or
- loss of amenity space; or
- noise and/or other disturbance for the occupiers or users of any nearby property or land; or
- loss of light to and/or overshadowing of any nearby property; or
- overbearing impact on any nearby property; or
- odour and/or pollution (including light pollution)

6.11 Shop Frontages, Security Shutters and Canopies

- 6.11.1** 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.
- 6.11.2** 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.

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- 6.11.3** 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.
- 6.11.4** This policy is supported by the Shop Front Design Guidance SPD (January 2014).
- 6.11.5** The proposed policy below is broadly a carry over of policy PP11 in the current adopted development plan.



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.

6.12 Heritage Assets

- 6.12.1** Peterborough is an ancient settlement with a strong past and character 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 and its villages represent an important record of the area's social and economic history and are a valued amenity for residents and visitors.
- 6.12.2** 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 a growing appreciation of the life and work of the 'peasant poet' John Clare, whose cottage at Helpston provides a visitor centre and educational facilities.

- 6.12.3** However, the value of heritage assets is by no means confined to the most important places. The city and surrounding settlements 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. This can be achieved through the application of national and local policies and the identification and designation of listed buildings, conservation areas, scheduled monuments, buildings of local importance, and parks and gardens of special historic interest.
- 6.12.4** In Peterborough, there are 66 scheduled monuments, and many other sites of special archaeological importance. There are 1,060 listed buildings which are recognised to be of special architectural or historic interest, with over 10% of them being Grade I or Grade II*. There are also over 230 buildings which have been identified as non-designated heritage assets, being locally distinctive. Although these are not afforded the same special protection as listed buildings, they make a positive contribution to the character and appearance of the area in which they are situated or have local historic significance, and so justify a degree of protection. All non designated heritage assets are listed in the Buildings of Local Importance (December 2016).
- 6.12.5** There are currently 29 conservation areas and the council has a programme of keeping conservation area appraisals and design guidance up to date. There are a number of areas within the district which do not satisfy conservation area designation but have a distinctive mature character and local identity worthy of protection. These three Special Character Areas (Wothorpe, Ashton and the environs of Thorpe Road, Thorpe Avenue and Westwood Park Road) are designated in the adopted Site Allocations DPD and each have a strong landscape character and low density development patterns that together provide high environmental quality. It is proposed to retain them (see Policy LP20).
- 6.12.6** 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. Archaeological remains are a finite and non-renewable resource and, in many cases, are highly fragile and vulnerable to damage and destruction. 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 a field evaluation. 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.
- 6.12.7** A fundamental feature of the spatial strategy for Peterborough 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 enhance the historic built environment.
- 6.12.8** Development proposals affecting any heritage asset will need to reference the Historic Environment Record (HER) as well as other information such as the council's Conservation Area Appraisals, Management Plans, Design and Development in Selected Villages SPD, List of Buildings of Local Importance, Special Character Areas, Landscape Character Assessment and historic maps.
- 6.12.9** The protection, conservation and enhancement of Peterborough's historic environment is an integral part of the future strategy for the area. This is particularly important for a location

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which will experience substantial pressures for growth, because such growth will only be truly sustainable if it embraces environmental considerations.

6.12.10 In the villages, there are many open areas, substantial walls, hedges, and treed frontages that are an essential and valued features of village character. As heritage assets, these features are identified on the Policies Map. Green space often provides an important visual or amenity function. An open space or a gap in a 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.

6.12.11 It is important to note that the 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.

6.12.12 The proposed policy below is broadly a merge of policies CS17 and PP17 in the current adopted development plan.



Policy LP19: Heritage Assets

The Council will protect, conserve and/or enhance heritage assets throughout Peterborough, through the special protection afforded to listed buildings, conservation areas and scheduled monuments and through careful control of development that might adversely affect non-scheduled, nationally important archaeological remains; other areas of archaeological potential or importance; historic features and their settings; non-designated heritage assets; and areas of historic landscape or parkland (including, but not limited to, those on the Historic England Register of Parks and Gardens of Special Historic Interest).

All new development must respect and/or enhance 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:

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

All development proposals that would affect any heritage asset will need to be accompanied by a heritage statement which, as a minimum, should cover the following:

- describe and assess the significance of the asset and/or its setting to determine its architectural, historic, artistic or archaeological interest; and
- identify the impact of works on the special character of the asset; and
- provide a clear justification for the works, especially if these would harm the asset or its setting, so that the harm can be 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.

6.13 Special Character Areas

- 6.13.1** A number of areas in Peterborough have been designated as conservation areas because of their special architectural or historic interest.
- 6.13.2** 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.
- 6.13.3** The development criteria identified below are intended to provide additional design guidance in respect of these Special Character Areas.
- 6.13.4 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.
- 6.13.5 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.
- 6.13.6 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.
- 6.13.7** In addition to conservation areas and Special Character Areas in the rural area, 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.
- 6.13.8** The proposed policy below is broadly a carry over of policy SA19 in the current adopted development plan.

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Policy LP20: Special Character Areas

To preserve the special character of Wothorpe, Thorpe Road, and Ashton, (as defined on the Policies Map), the city 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: Where trees are present, a detailed tree survey must be carried out that identifies the location, type, height, spread and condition.

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.

Thorpe Road Area

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

Ashton Area

- 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.

6.14 Open Space and Green Infrastructure

6.14.1 Peterborough is a place with large areas of attractive, publicly accessible open spaces and green infrastructure that offer important opportunities for recreation, sport and play, as well as delivering benefits for biodiversity. Green Infrastructure is the network of protected sites, nature reserves, green spaces, waterways and greenway linkages. In addition to its functions as places for recreation and the protection of biodiversity, green infrastructure has a role to play in:

- water management
- sustainable transport corridors
- community and individual food growing
- the protection of environmental heritage
- forestry or biomass production
- air Quality
- Health and wellbeing

6.14.2 The number of publicly accessible local nature reserves has increased in recent years and the district benefits from areas such as Ferry Meadows Country Park, which can be easily accessed by most local residents, and also provides a good range of recreation facilities. There are five parks managed to 'Green Flag' standards. Many villages have playing fields, play areas and allotments.

6.14.3 The Townships of Orton, Bretton and Werrington were all designed to include a generous provision of open space. These areas have well integrated green infrastructure, which is easily accessible by all local residents. However, some play areas are too small and suffer from vandalism and anti-social activities, because of the absence of opportunities for casual surveillance. Many of the older urban areas of the city are less well provided, with difficulties of access to open spaces; and what is accessible is sometimes of poor quality and viewed as unsafe. The council recognises the wide range of benefits that effectively planned, designed and maintained open space and green infrastructure can bring to an area, and aims for high quality provision in the planned growth of the area.

6.14.4 To ensure that the provision and protection of green infrastructure goes hand in hand with the proposed growth of the city, the council's emerging Green Infrastructure and Biodiversity SPD will include a strategic framework for green space provision and includes a comprehensive vision that seeks to improve the connectivity of the area. The proposals and action plan of the SPD will need to be taken into account and, where possible, supported in new developments to ensure that the required open space is provided to support the growth of the city.

6.14.5 The following policy ensures that there is no adverse effect on the integrity of International and European sites as a result of additional recreational pressure, by requiring the provision of new open space of sufficient size and quality from all new residential development.

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- 6.14.6** As set out in policy LP5, where urban extensions are to be created to accommodate the growth of the city, it is important that green infrastructure is included as an integral element of their design and layout and that they are well integrated and linked to the existing urban area.
- 6.14.7** The policy sets out the overall framework for the provision of new open spaces and green infrastructure and the protection and enhancement of existing spaces, to support the growth of the city. It should be read in conjunction with policy LP27, which seeks to secure additional accessible natural greenspace/Local Nature Reserves.
- 6.14.8** The primary purpose of the open space standards, set out in Appendix D, is to secure adequate provision of open space for all new residential development. The city council will apply the standards to all proposals 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).
- 6.14.9** The open space standards provide the basis for assessing the notional open space requirements of any proposed residential development. They set out a hierarchy of open space which is based on the Peterborough Open Space Study Update (2016) and which will be applied to all relevant development proposals.
- 6.14.10** 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.
- 6.14.11** 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 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.
- 6.14.12** In assessing whether any open space that is provided in accordance with policy LP20 will be acceptable, the city council will take into account the need to ensure that the proposed site will keep potential nuisance to a minimum and that there is sufficient supervision and surveillance from homes for doorstep and junior play areas.
- 6.14.13** Provided that the size, location and site characteristics of open spaces are acceptable, they have been fully laid out in accordance with the city 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.
- 6.14.14** In addition to the open space standards, the council will work towards the provision of accessible woodland. The national Woodland Access Standard aspires to an accessible woodland of at least 2 hectares within 500 metres of every home, and a woodland of at least 20 hectares within 4km. Provision of new woodland will not be a requirement of new residential development, but the council will work with partners, including developers, to improve the levels of provision that currently exist in Peterborough. This can be achieved by new woodland planting and by access agreements to existing private woodland.

6.14.15 The proposed policy below is broadly a carry over of policies CS19 and PP14 in the current adopted development plan.



Policy LP21: Open Space and Green Infrastructure

All new residential development will make appropriate provision for, or improvements to, public open space, in accordance with the standards set out in Appendix D, unless alternative arrangements via the Community Infrastructure Levy (CIL) dictate otherwise. The precise type of on-site provision that is required will depend on the nature and location of the proposal and the quantity/type of open space needed in the area. This should be the subject of discussion/negotiation 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.

In certain circumstances and subject to CIL 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 should be agreed at pre-application stage and 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.

Where appropriate, the council will seek to enter into a Section 106 agreement with the developer for the future management and maintenance of the open space provision, before granting planning permission.

Where a new development has the potential to have an adverse effect on the integrity of a designated site as a result of additional recreational pressure, the development may be required to provide open space of sufficient size and quality to accommodate that pressure. Suitable new green spaces will be located on or near to the development site.

Planning permission will not be granted for development which would result in the loss of existing valued open space, if that loss would give rise to or increase a deficiency, unless the proposed development would be ancillary to the use of the site as open space, and the benefits of the development would outweigh any loss of open area.

The council, working in partnership with local communities, developers and statutory agencies will seek to develop an integrated network of high quality and multi-functional green infrastructure within and linking urban and rural environments across the City, reflecting the broad strategic framework set out in the emerging Peterborough Green Infrastructure and Biodiversity SPD.

Strategic and major development proposals should incorporate, where appropriate, opportunities for green infrastructure provision, reflecting the objectives of the Green Infrastructure and Biodiversity SPD to enrich biodiversity habitats, enable greater connectivity, provide

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sustainable access for all and promote diverse patterns of landscape and townscape character. Key features of this Green Infrastructure will include (but not be restricted to) the following:

- the promotion of the River Nene, River Welland and adjoining land as sub-regional corridors for biodiversity and landscape retention, restoration and creation; and the promotion of access, navigation and recreation;
- the promotion of the Catswater Drain, Maxey Cut, Stanground Lode and River Nene (Old Course) as local corridors for biodiversity and landscape enhancement and creation;
- the promotion of the Nassaburgh limestone character area as a sub-regional corridor for biodiversity and landscape retention, restoration and creation;
- the continued development of a network of green spaces, water bodies, paths and cycleways within the former brickpits to the south of Peterborough as the 'South Peterborough Green Parks';
- the upgrading and extension of the Green Wheel Cycleway network and rights of way network, including improved connectivity to areas of green infrastructure outside the local authority boundary; and
- the provision of strategically significant green spaces, for example country parks, in association with areas of development proposed in this Local Plan, including in particular, at Great Haddon, Norwood and land to the north of Castor and Ailsworth .

6.15 Local Green Spaces

6.15.1 Local Green Spaces 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. Local Green Space designation can be used when the green space is:

- In reasonably close proximity to the community it serves; 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; and
- Local in character and is not an extensive tract of land

6.15.2 As part of the preliminary draft Local Plan consultation we asked local communities to identify areas of open space that warrant special protection and designation as Local Green Spaces. Further details are set out in the Local Green Spaces Evidence Report (December 2016).

6.15.3 The proposed policy below is a new policy.



Policy LP22: Local Green Spaces

Local Green Spaces, 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.

Only proposals that will protect and enhance Local Green Space, and are demonstrably supported by the local community, will be permitted.

6.16 Nene Valley

- 6.16.1** 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.
- 6.16.2** 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 other aspects of the river's 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 emerging Nene Park Trust Master Plan will provide a mechanism for addressing some of the above issues.
- 6.16.3** 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. East of the city lie the Nene Washes SSSI and other wetland sites. The Nene Washes are of international importance for nature conservation, and are 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).
- 6.16.4** 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. In other parts of the Nene Valley recreation development will be encouraged, subject to there not being any unacceptable impact on these considerations.
- 6.16.5** The proposed policy below is broadly a carry over of policy PP15 in the current adopted development plan.



Policy LP23: 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 will be particularly supported if:

- (a) it would enhance navigation along the river for a wide range of recreational, cultural or transport purposes, or create new links with other waterways within and/or surrounding the local authority area; or
- (b) it would create a more natural water's edge and contribute to enhancing biodiversity; or

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(c) it would enable greater public access to the waterspace and the achievement of continuous publicly accessible paths and cycle routes alongside the river.

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 enhances its character.

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

6.17 Country Parks

6.17.1 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, interpretation facilities, refreshments and toilets are also likely to be found in country parks.

6.17.2 Ferry Meadows Country Park is located with the Nene Valley and therefore is covered by Policy LP23.

6.17.3 The proposed policy below updates of policy SA16 in the current adopted development plan.



Policy LP24: Country Parks

The following sites are identified on the Policies Map as Country Parks. Planning permission will 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.

Table 2

Site Reference	Site Name	Site Area (ha)	Site Specific Requirements
LP24.1	Hampton Country Park	162	Under the terms and conditions of the Hampton planning legal agreement (March 1993), the developer of the Hampton Urban Extension has agreed to the creation, management and maintenance of a country park, covering some 162 hectares of land.
LP24.2	Castor and Ailsworth Country Park	87	To be delivered as part of a wider master plan for the new Settlement (AIL002Uii) in accordance with the requirements of policy LP5 and LP35.

Site Reference	Site Name	Site Area (ha)	Site Specific Requirements
			This must include a management and maintenance plan.

6.18 Green Wedges

- 6.18.1** In and around Peterborough specific areas are under considerable pressure for development and which, if built on, would result in the coalescence of the urban area with nearby settlements. These areas have been protected as 'Green Wedges' in current and previous Local Plans. The council proposes to maintain a long-term commitment to these 'Green Wedges' in this Local Plan.
- 6.18.2** 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.
- 6.18.3** 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.
- 6.18.4** The proposed policy below is broadly a carry over of policy SA17 in the current adopted development plan.

Policy LP25: Green Wedges

Within the areas identified on the Policies Map as 'Green Wedges', planning permission will not be granted for any development that would reduce the degree of physical and open separation between settlements.

6.19 Landscape Character

- 6.19.1** The character of the landscape across the Peterborough administrative area varies considerably, containing six Landscape Character Areas. There are no National Parks or Areas of Outstanding Natural Beauty but that does not mean that the character of the landscape 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.
- 6.19.2** The way that this growth is delivered 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.

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6.19.3 The proposed policy below is broadly a carry over of policy CS20 in the current adopted development plan.



Policy LP26: 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 and enhancing the distinctive qualities of the landscape character area and sub area in which it would be situated.

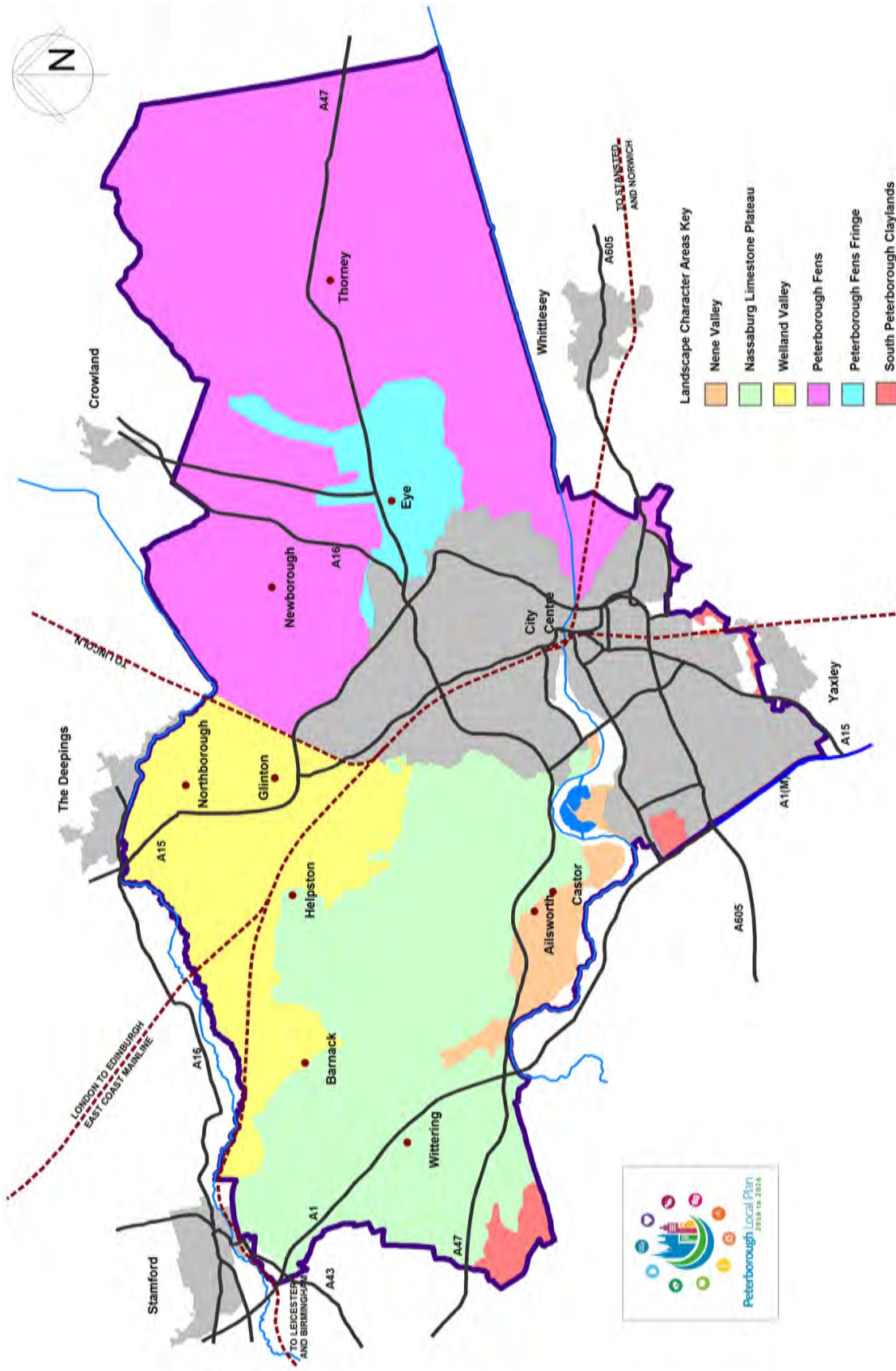
There are six landscape character areas (with associated sub-areas), which have been identified in the Peterborough Landscape Character Assessment. Their general extent is shown on Map D. They are:

- 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 Landscape Character Assessment, planning permission will only be granted if the proposed development would:

- recognise and, where possible, enhance the character and qualities of the local landscape through appropriate design and management;
- reflect and enhance local distinctiveness and diversity;
- make adequate provision as far as is reasonably practicable for the retention of features and habitats of significant landscape, historic, wildlife and geological importance;
- safeguard and enhance important views within the development layout;
- 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.

Map D



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6.20 Biodiversity and Geological Conservation

- 6.20.1** Peterborough's natural environment is a valuable resource, rich in internationally, nationally and locally designated sites, as well as those without formal designation. Green links and buffers between these sites are necessary to maintain and enhance biodiversity connectivity and prevent fragmentation.
- 6.20.2** Designated sites 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, followed by national and then locally designated sites. International and National sites are shown on the Policies Map. Table 3 below shows the hierarchy of sites in Peterborough.

Table 3 - International and National Sites

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

- 6.20.3** As well as greenfield sites and naturalised sites which provide assets in terms of biodiversity and geodiversity, the urban areas of Peterborough contain some significant brownfield sites, and whilst providing an important source of land for redevelopment, can often be a valuable source of biodiversity.
- 6.20.4** 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. These species therefore do not require a policy in this Local Plan to protect them. 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.
- 6.20.5** Where the need for development outweighs other considerations, the NPPF is explicit in stressing that the presumption is one of sustainable development. Where development does take place, it is essential that measures are implemented to incorporate biodiversity within the scheme as much as possible. Where significant harm will result, it should be adequately mitigated, or as a last resort, compensated for.
- 6.20.6** New development will be expected to provide for the planned retention of existing, and where appropriate the creation of new, habitats and wildlife features. For most development proposals involving construction or engineering works, applicants will be expected to provide a comprehensive site survey as part of the planning application. The information submitted should clearly distinguish trees and other features to be removed from those to be retained. The council is committed to increasing the overall tree canopy cover throughout the district and therefore all new development should seek to result in the planting of more trees.

6.20.7 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.

6.20.8 The proposed policy below is broadly a merge of policies CS21 and PP16 and PP19 in the current adopted development plan.



Policy LP27: Landscape and Biodiversity

Development which is likely to have an adverse effect on a designated site, including harm to habitats or species of principle importance, will only be permitted where the benefits to development demonstrably outweigh the disbenefits. Where significant harm cannot be avoided, either through developing an alternative site or through effective mitigation, appropriate compensation will be sought. In all cases a net gain in biodiversity should be achieved.

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 networks throughout the district, consisting of wildlife corridors and stepping stones that link to green infrastructure in adjoining local authority areas;
- safeguard the value of previously developed land where it is of significant importance for biodiversity.

All development proposals with landscaping or biodiversity implications must be accompanied by a site survey report which identifies the features of value on and adjoining the site. The development proposals must be informed by the results of the survey.

Planning permission for development will only be granted if the proposals make provision for:

(a) the retention and protection of trees and other natural features 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; and

(b) new landscaping and biodiversity features as an integral part of the development, with specific attention to wildlife habitat creation, including new tree, shrub and hedgerow planting appropriate to the location; and

(c) the protection and management of existing and new landscape, ecological and geological features during and after construction, including the replacement of any new trees or plants which die, are removed or become seriously damaged or diseased; and

(d) where necessary, the protection and enhancement of any aquatic environment within or adjoining the site, including water quality and habitat. For riverside development, this includes

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the need to consider options for riverbank naturalisation. In all cases regard should be had to the council's Flood and Water Management SPD.

For significant landscaping proposals, the council will require the submission of a landscaping scheme incorporating management and maintenance specifications.

6.21 Ancient Woodland, Semi -Natural and Ancient and Veteran Trees

- 6.21.1** Ancient woods are those areas which have been wooded continuously since at least 1600AD. These ancient woodlands are vitally important for biodiversity and are part of the historic landscape of Peterborough. As a habitat, ancient woodland is home to many of the UK's most threatened species. Peterborough is one of the least wooded areas of the UK. The main pockets of ancient woodland within the authority area lie to the west of Peterborough. Such woodland is rare in the Fens due to its historic wetland origins.
- 6.21.2** An ancient tree is one that is old relative to the longevity of other trees of the same species, that is in the ancient stage of its life or that has biological, aesthetic or cultural interest because of its age. A veteran tree is usually in the mature stage of its life and has important wildlife and habitat features.
- 6.21.3** Any proposal that would result in the loss of an ancient or veteran tree will be resisted unless it can be clearly demonstrated by evidence, that the need for development and that public benefit would clearly outweigh the loss.
- 6.21.4** The council's Tree and Woodland Strategy sets out a strategy for the management of trees and woodland in Peterborough and gives some guidance on management practices.
- 6.21.5** The proposed policy below is broadly a carry over of policy PP18 in the current adopted development plan.



Policy LP28: Ancient Woodland, Semi-Natural Woodland and Ancient and Veteran Trees

Planning permission will not be granted for development which would adversely affect an area of ancient woodland or an ancient or veteran tree, unless the need for, and public benefits of, the development in that location clearly outweigh the loss.

6.22 Culture, Leisure and Tourism

- 6.22.1** 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'.

- 6.22.2** 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, Key Theatre, Regional Pool, Lido and sports facilities, Peterborough United's football ground and a range of restaurants and bars.
- 6.22.3** 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.
- 6.22.4** 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.
- 6.22.5** 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.
- 6.22.6** 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.
- 6.22.7** 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.
- 6.22.8** The proposed policy below is broadly a carry over of policy CS18 in the current adopted development plan.

Policy LP29: Culture, Leisure and Tourism

The Council will support the development of new cultural, leisure and tourism 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;
- it will help to promote the image of Peterborough and attract more visitors.

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;

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- 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; and
- assist in the creation and enhancement of water navigation facilities.

In exceptional circumstances when there is no appropriate city centre site, due to the nature and scale of the proposed development, other locations will be considered in accordance with a sequential approach to site selection outlined in Policy LP12.

Planning permission will only be granted for a scheme which would result in the loss of an existing cultural, leisure or tourism facility if it can be demonstrated that the use is no longer viable, or an appropriate alternative is to be provided, which is at least equivalent to that lost in terms of quantity and quality and is in a sustainable location to best meet the needs of users.

6.23 East Of England Showground

6.23.1 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.

6.23.2 The proposed policy below is a new policy that replaces policy SA18 in the current adopted development plan.



Policy LP30: 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 an approved master plan for the Showground:

- Facilities directly related to the function of shows on the showground itself;
- Conference facilities (D1 and D2);
- Employment related development (B1) up to 5ha;
- Residential development up to 400 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 would be required and, if approved by the council in advance, this would become a material consideration in the determination of future planning applications.

6.24 Renewable and Low Carbon Energy

- 6.24.1** 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 dioxide. Advances in technology have meant that some processes are now much 'cleaner' that they have been in the past.
- 6.24.2** 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.
- 6.24.3** 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.
- 6.24.4** 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_e (kilowatts of electricity) or 300 kW_t (kilowatts of heat). Renewable and low carbon energy installations which exceed these limits will require planning permission.
- 6.24.5** 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).
- 6.24.6** 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.
- 6.24.7** This Local Plan does not identify any areas for wind farm development, however we would welcome your views on this and would like to know if you think the council should identify such zones and commit resources to determining whether such zones exist or not.
- 6.24.8** The proposed policy below is a new policy which replaces policy CS11 in the current adopted development plan.



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Policy LP31: Renewable and Low Carbon Energy

Development proposals for renewable and low carbon energy technology will need to give due consideration, where appropriate, to impacts upon 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.

In addition to the above, 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

6.25 Flood and Water Management

- 6.25.1** 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 Capital Action Plan and the Sustainable Community Strategy, Peterborough will seek to promote development which has the ability to adapt to climate change and promotes flood risk reduction.
- 6.25.2** 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 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.
- 6.25.3** 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.
- 6.25.4** 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.
- 6.25.5** 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 and will maintain a register of significant flood prevention assets.

- 6.25.6** 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, 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 ecological objectives, sites will require a WFD assessment. Chapter eight of the SPD provides further detail on the local impacts of the WFD, the assessment and reasons for which it might be required.
- 6.25.7** An updated Strategic Flood Risk Assessment (SFRA) Level 1 and a Water Cycle Study has been prepared to support the Further Draft Local Plan. A separate sequential test will be carried out for all sites suggested to the council.

Water Efficiency

- 6.25.8** 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.
- 6.25.9** In terms of water usage, existing sources of evidence 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.
- 6.25.10** 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 will 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.
- 6.25.11** The proposed policy below is a new policy which replaces policy CS22 in the current adopted development plan.



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 unacceptable 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

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(d) the incorporation of Sustainable Drainage Systems (SuDS) into the proposals.

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 quality;

(g) that no surface water connections are made to the foul system and connections to the combined or foul surface water systems unless is only made in exceptional circumstances where it can be demonstrated that there are no feasible alternatives (this applies to new developments and redevelopments);

(h) how efforts have been made to maximise the efficient use of water, including water storage and harvesting wherever practical.

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.

6.26 Development on Land Affected by Contamination

- 6.26.1** 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.
- 6.26.2** 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.
- 6.26.3** 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.
- 6.26.4** 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>.
- 6.26.5** There is additional advice regarding land affected by contamination at <https://www.gov.uk/contaminated-land> and also on the Planning Practice Guidance website.
- 6.26.6** 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.
- 6.26.7** 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.

- 6.26.8** 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.
- 6.26.9** The proposed policy below is broadly a carry over of policy PP20 in the current adopted development plan.



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.

The Policies

7.1 Introduction

Introduction

- 7.1.1** The following section identifies the sites required to deliver the Local Plan target for 27,625 dwellings and 95.2 ha of employment land between 2011 and 2036. The site selection process is set out in the Sites Evidence Report (December 2016), which explains the detailed methodology and site selection criteria.
- 7.1.2** Table 3 (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 2016.
- 7.1.5** Columns (c) and (d) provide details of commitments, as at 31 March 2016, 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 2016.
- 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 LP34 to LP39 and LP44 to LP51. These are sites without planning permission at 1 April 2016.
- 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 site' (e), 'Proposed new allocations' (g). The difference between the figure in column (h) 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 194 dwellings.
- 7.1.12** Table 3 includes an assumption of windfall allowance. 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. 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

The Sites

compensate for any losses (e.g. demolitions) which occur in the plan period. Typically windfall developments are: small scale developments (1-9 units); infill development; change of use from offices to residential; or unexpected large sites coming forward (e.g. previously unidentified brownfield sites).

Local Plan Requirements 2011 to 2036

Growth Zone	(a)		(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)
	Local Plan Strategic Distribution 2011 to 2036		Completions 2011 to 2016	Commitments on Sites under 10 dwellings at 31 March 2016	Commitments on sites over 10 dwellings at 31 March 2016	Total known dwellings	Remaining dwellings to be identified	Proposed new Allocations	Total identified in Local Plan	Total 2011 to 2036	Difference from Local Plan strategic distribution
						(b) + (c) + (d)	(a) - (e)		(d) + (g)	(b) + (c) + (d) + (g)	(i) - (a)
Urban Extensions	61%	16,851	1,681	-	5,242	6,923	9,928	10,010	15,252	16,933	82
Urban Area	34%	9,393	2,619	304	2,634	5,557	3,836	3,848	6,482	9,405	12
Rural	5%	1,381	338	148	374	860	521	641	1,015	1,501	120
Total	100%	27,625	4,638	452	8,250	13,340	14,285	14,413	22,749	27,839	214
Windfall Allowance										2,352	2,352
Total											2,566

The Sites

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 2016), 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 2016), 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. The supporting Evidence Report sets out the average densities used and a full explanation of the assumption used.
- 7.2.2** 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.

7.3 Urban Extensions and Nearby Large Scale Allocation

- 7.3.1** The following policy identifies the urban extensions and nearby large scale settlement required to meet the Local Plan target set out in Policy LP3
- 7.3.2** The proposed policy below is an update of policy SA1 in the current adopted development plan.

Policy LP34: Urban Extensions and Other Nearby 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 minded to permissions) for each respective site which were in place at 31 March 2016.

Committed Sites at 31 March 2016				
Site Reference	Address	Status*	Indicative dwelling remaining on site	Site Specific Requirements
	Hampton	UC	3632	
	Paston Reserve	UC	963	
	Stanground South	UC	647	
Sub total			5,242	

Proposed Allocations				
Site Reference	Address	Status*	Proposed Indicative number of dwellings	Site Specific Requirements
	Great Haddon	**	5,910**	See Policy LP5
	Norwood	Proposed new allocation	1,600	See Policy LP5

Proposed Allocations				
Site Reference	Address	Status*	Proposed Indicative number of dwellings	Site Specific Requirements
AIL002Uii	Land to the north of Castor and Ailsworth (Great Kyne)	Proposed new allocation	2,500	See Policy LP5 and Policy LP35
Sub total			10,010	
Total			15,252	

* Status at 1 April 2016. O = Outline. NS = Not Started , with full planning permission. UC = Under Construction

**resolution to grant permission subject to legal agreements.

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

7.3.3 Policy LP34 identifies a new large scale settlement to the north of Castor and Ailsworth and north of the A47 (site AIL002Uii) for approximately 2,500 dwellings. This proposed new settlement must be planned and implemented in a comprehensive way and must take into account the requirements of policy LP5 to ensure the creation of a sustainable community offering a range of services and facilities to meet the day to day needs of all residents.

7.3.4 The following policy sets out specific requirements for this site.

7.3.5 The proposed policy below is a new policy.

Policy LP35 Land to the north of Castor and Ailsworth (Great Kyne)

The proposed new settlement (site AIL002Uii), as identified on the Policies Map, is allocated for approximately 2,500 dwellings.

In addition to the general requirements for urban extensions and new settlements 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 LP24) together with arrangements for its long term management and maintenance.
- Provide Employment land to accommodate approximately 10ha of Class B1 (business) and B2 (General Industrial).
- Provide suitable land for a cemetery.
- Investigate the possibility of providing University facilities (see Policy LP4).
- Provide a detailed transport strategy to mitigate any adverse impacts on the local highway networks and to include a range of sustainable transport options, and delivery of safe and appropriate access points(s) on the A47.

7.4 Urban Area

7.4.1 The following policy identifies the proposed sites in the urban area. This excludes City Centre sites see Policies LP44 to LP51.

The Sites

7.4.2 The proposed policy below is an update of policy SA3 in the current adopted development plan.

Policy LP36: Urban Area Allocations

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

Committed Sites at 31 March 2016					
Site Reference	Address	Status*	Site Area (ha)	Indicative number of dwellings	Site Specific Requirements
	Sites under ten dwellings			219	
	143 Oundle Road	NS	0.129	10	
	Marcus House, English Street	NS	0.17	10	
	Guthrie House Rightwell East	UC	0.14	13	
	Coneygree Lodge Coneygree Road	UC	0.347	14	
	NNC1 London Road Hempsted	UC	0.257	14	
	NT1C Hempsted	UC	0.818	14	
	rear 197 Peterborough Road	NS	2.39	15	
	land adjacent to Fleetwood Crescent	NS	0.441	16	
	Haywood House, Rightwell East	UC	0.043	20	
	16 Eye Road Dogsthorpe	UC	0.325	20	
	East of England Showground	UC	2.99	20	
	St Nicholas Reception Home, South Parade	UC	0.261	22	
	659 Lincoln Road	UC	0.186	23	
	Bushfield House, Bushfield	NS	0.498	24	
	rear 197 Peterborough Road	UC	2.323	35	
	East Anglian Galvanising Oundle Road	O	1.255	40	
	NT2(part) and NT8 including part NG12	UC	2.729	40	
	rear of 44-90 New Road Woodston	UC	0.978	45	
	north of Matley Primary School	UC	0.64	54	
	Tranche NC2 Hempsted	UC	2.278	56	
	Johnston Publishing Oundle Road	UC	2.344	86	

Committed Sites at 31 March 2016

Site Reference	Address	Status*	Site Area (ha)	Indicative number of dwellings	Site Specific Requirements
	land off London Road, Hempsted	NS	3.46	95	
	Varity House, Vicarage Farm Road	UC	1.642	97	
	rear 207 - 239 Peterborough Road	O	1.465	113	
	land at Coriander Drive, Hampton Vale	UC	3.776	125	
	land west of London Road	UC	2.505	130	
	Perkins Sports Association Club Site	O	4.679	240	
Sub total				1610	

Proposed New Allocations

Site Reference	Address	Status*	Site Area (ha)	Proposed Indicative number of dwellings	Site Specific Requirements
BRE001H	Bretton Woods		1.45	68	
DOG001H	Former John Mansfield School Playing Field, Poplar Avenue		3.2	60	
DOG002H	Former John Mansfield School Site, Western Avenue		4.06	60	
FLS002H	Land North of 142-148 Fletton Avenue		0.61	30	
HHM001H	The Gloucester Centre		3.24	100	
HHM002H	Hempsted Parcel - NNC2		0.26	10	
HHM003H	Hempsted - Parcel NC5		0.24	10	
HHM004H	Hempsted Parcel - NC1, NC3, NC4		1.86	65	
ORW001U	Land South of Oundle Road, Alwalton (East of England Shown Ground)		29.36	400	See policy LP30
ORW002H	Land to the south of Oundle Road		3.18	130	
RAV001H	Former Freemans Site, Ivatt Way		15.45	460	This site must come forward with the benefit of an

The Sites

Proposed New Allocations					
Site Reference	Address	Status*	Site Area (ha)	Proposed Indicative number of dwellings	Site Specific Requirements
					agreed masterplan for the whole site.
STS002H	Stanground Stables, Whittlesey Road		0.82	35	
Sub total				1428	

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.

Opportunity Areas					
Site Reference	Address	Status*	Site Area (ha)	Proposed Indicative number of dwellings	Site Specific Requirements
	Orton Centre	Proposed new allocation	10.751	300	Site to come forward through master planning
	Werrington Centre	Proposed new allocation	6.57	100	Site to come forward through master planning
Sub Total				400	

Total Urban Area (Excluding City Centre)	3428	
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* Status at 1 April 2016. O = Outline. NS = Not Started , with full planning permission. UC = Under Construction

7.5 Rural Area

Large Villages

7.5.1 The proposed policy below is an update of policy SA5 in the current adopted development plan.

Policy LP37: Large Village Allocations

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

Committed Sites at 31 March 2016					
Site Reference	Address	Status*	Site Area (ha)	Indicative dwellings remaining on site	Site Specific Requirements
	Sites under ten dwellings			55	
	Cranmore House, Thorney Road, Eye	O	0.953	14	
	South of Northam Crescent, Eye	O	1.128	25	
	Land at Guilsborough Road Eye Green, Eye	O	3.359	55	
	Land east of Fountains Place, Eye	UC	2.633	60	
	Rear Rose and Crown PH, Thorney	NS	0.734	13	
	Unit 2, 61 Station Road, Thorney	O	1.756	14	
	land off Woburn Drive, Thorney	NS	3.43	80	
Sub total				316	
Proposed New Allocations					
Site Reference	Address	Status*	Site Area	Proposed Indicative Number of Dwellings	Site Specific Requirements
EYE017H	Tanholt Farm, Eye			250	See policy LP38
THO005H	Land to the South of Thorney		2.56	50	
THO006H	Land off Sandpit Road		4.9	91	
Sub total				391	
Total				707	

* Status at 1 April 2016. O = Outline. NS = Not Started , with full planning permission. UC = Under Construction

7.5.2 Due to the relatively complex make up of site EYE017H, there is a need for masterplanning the area as one. Policy LP38 sets out the guiding principles for this development area.

7.5.3 The proposed policy below is a new policy.

The Sites

Policy LP38: Eye Policy Area

Prior to the approval of detailed proposals for the Eye Policy Area (Site EYE017H) 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:

- A residential led scheme, comprising approximately 250 dwellings, of a range of types and tenures that 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

7.5.4 The proposed policy below updates policy SA6 in the current adopted development plan.

Policy LP39 Medium Villages

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

Committed sites at 31 March 2016

Site Reference	Address	Status*	Site Area	Indicative dwelling remaining on site	Site Specific Requirements
	Committed sites under ten dwellings			48	

Committed sites at 31 March 2016					
Site Reference	Address	Status*	Site Area	Indicative dwelling remaining on site	Site Specific Requirements
	Manor Farmyard, High Street, Glinton	UC	0.80	19	
	Land west of Woodland Lea, Helpston	UC	2.08	34	
	Adj Village Hall, Newborough	NS	0.577	18	
	West of Williams Close, Newborough	NS	1.925	42	
Total Committed Sites				161	
Proposed Allocations					
Site Reference	Address	Status*	Site Area	Indicative Number of Dwellings	Site Specific Requirements
HEL006H	Land off Broad Wheel Road, Helpston		3.15	60	
WIT001H	Land off Lawrence Road, Wittering		7.73	190	Any planning application must be accompanied by a Transport Assessment.
Total Proposed Allocations				250	
Total Medium Villages				411	

* Status at 1 April 2016. O = Outline. NS = Not Started , with full planning permission. UC = Under Construction.

7.5.5 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

7.5.6 Within the villages identified in the Settlement Hierarchy (Policy LP2) as small villages, the scale of residential development will be very modest. At 31 March 2016 there were 29 dwellings already committed on sites under 10 dwellings. Evidence shows that there is a long history of development of single dwellings or small groups of housing on infill land, which is likely to continue. These will be brought forward by the development industry in response to individual

The Sites

site availability and will be classified as windfall development. In accordance with policy LP2, new sites within small villages are not allocated in this Local Plan.

The Countryside

7.5.7 At 31 March 2016, there were 16 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', helping to deliver dwelling numbers in excess of the Local Plan targets or to make up any shortfall from allocated sites not coming forward.

7.5.8 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 95.27ha of employment land between 2011 and 2036.

Urban Extensions - Employment Land

7.6.2 The proposed policy below updates policy SA9 in the current adopted development plan.

Policy LP40: Urban Extensions - Employment Land

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

Site Ref	Location	Status*	Site Area (ha)	Site Specific Requirements
	Hampton	UC	24.69	
	Great Haddon	UC	42.00	at 31 March permission granted for 65ha. This figure has been updated to take account additional dwellings proposed at Great Haddon
	Alwalton Hill	UC	46.16	
A001	Land to the north of Castor and Ailsworth	Proposed new allocation	2.00	See policy LP35
Total			114.85	

General Employment Area and Business Parks

- 7.6.3** 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 Areas and Business Parks.
- 7.6.4** General Employment Areas (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).
- 7.6.5** Business Parks (BP) 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 permitted within Business Parks in order to protect levels of amenity and maintain the attractiveness of these locations for inward investment. The design of all buildings within Business Parks should be of a high quality and respect the character of the area.
- 7.6.6** The proposed policy below updates policy SA11 in the current adopted development plan.

Policy LP41: General Employment Area and Business Parks

Within General Employment Areas (GEA) listed below and identified on the policies map, planning permission will be granted for development within Use Classes B1, B2 and B8.

Within Business Parks (BP) listed below and identified on the policies Map, planning permission will be granted for development within classes B1.

Any non B class uses will only be supported with GEA where the applicant can demonstrate that the development would not:

- unacceptably inhabit or prejudice the activities of an existing or future employment use;
- reduce the amount of employment land below the requirement needed during the plan period.

Other development in BP will not be permitted unless ancillary to B1 use.

The individual sites listed below, as identified on the policies map are allocated for development for uses consistent with the Employment Area within which they are located

General Employment Areas:

Employment Area Name and Reference	Site Reference	Site name	Site Area (ha)	Status*
Bourges (GEA1)	No new allocations			
Bretton (GEA2)	No new allocations			
Eastern (GEA3)		Perkins South	4.20	
	EAS003E	Red Brick Farm	30	See policy LP43
Hampton (GEA4)	See Policy LP41			
Lakefield (GEA5)	No new allocations			

The Sites

Employment Area Name and Reference	Site Reference	Site name	Site Area (ha)	Status*
Orton Southgate (GEA6)	No new allocations			
Oxney (GEA7)		Oxney Road Site	9.84	
Paston (GEA8)	No new allocations			
Werrington (GEA9)	No new allocations			
Westwood (GEA10)	No new allocations			
Woodston (GEA11)	No new allocations			
Alwalton Hill/Great Haddon (GEA12)	See Policy LP41			
Total General Employment Area			44.04	

Business Parks:

Employment Area Name and Reference	Site Reference	Site name	Site Area (ha)	Status*
Bretton (BP1)	No new allocations			
Peterborough Business Park (Lynch Wood) (BP2)		Lynchwood (South) Orton	0.97	
		Lynchwood (North) Orton	1.29	
ThorpeWood (BP3)	No new allocations			
Total Business Parks			2.26	

Employment Sites Within and Adjoining the Urban Area

The following site, as identified on the Policies Map, is allocated for approximately 5ha within Classes B1 in accordance with the requirements of policy LP30.

Table 4

Site Reference	Site Name	Area (ha)	Status	Site Specific Requirements
ORW00i	East of England Showground	5	Proposed Allocation	See policy LP30
Total		5		

* O = Outline. NS = Not Started. UC = Under Construction

7.7 Red Brick Farm

7.7.1 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.

7.7.2 The proposed policy below updates policy SA12 in the current adopted development plan.

Policy LP42: 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.

7.8 Regional Freight Interchange

7.8.1 The now revoked East of England Regional Spatial Strategy (2008) identified the need for a regional rail freight interchange, and the Regional Economic Strategy (2008) identified Peterborough as the location for such a facility. The Peterborough Core Strategy (February 2011) policy CS7 identified a site north of Stanground as a potential location for such a scheme, if, in summary, the following issues could be satisfactorily addressed:

- Flood risk
- Impact on biodiversity, including impact on the Nene Washes SSI, SAC, SPA and Ramsar site
- Transport (road/rail)
- Visual and landscape impacts.

7.8.2 With the two regional strategies now deleted, there is no longer the requirement to provide such an interchange in Peterborough, and given the sensitivity of the site, the council is of the view that there is currently no justification for carrying this site forward in the new Local Plan.

7.8.3 However, if satisfactory evidence and justification can be provided that demonstrates:

- the need for a regional freight interchange in Peterborough;
- the regional importance of the scheme; and
- that the flood risk, biodiversity impacts and landscape impacts can be satisfactorily addressed

then the council will reconsider the position based on the evidence provided.

The Sites

7.9 Rural Employment Sites

7.9.1 The proposed policy below updates policy SA14 in the current adopted development plan.

Policy LP43: Rural Employment Sites

The following rural employment sites, as identified on the Proposal Map, are allocated for development primarily for uses within Classes B1 and B2. Development should be appropriate to the scale of the village and protect or enhance the environment and local amenity.

Site Reference	Site name	Site Area (ha)	Status*
EYE001E	North of Thorney Road, Eye	1.07	
Total		1.07	

7.10 City Centre Allocations

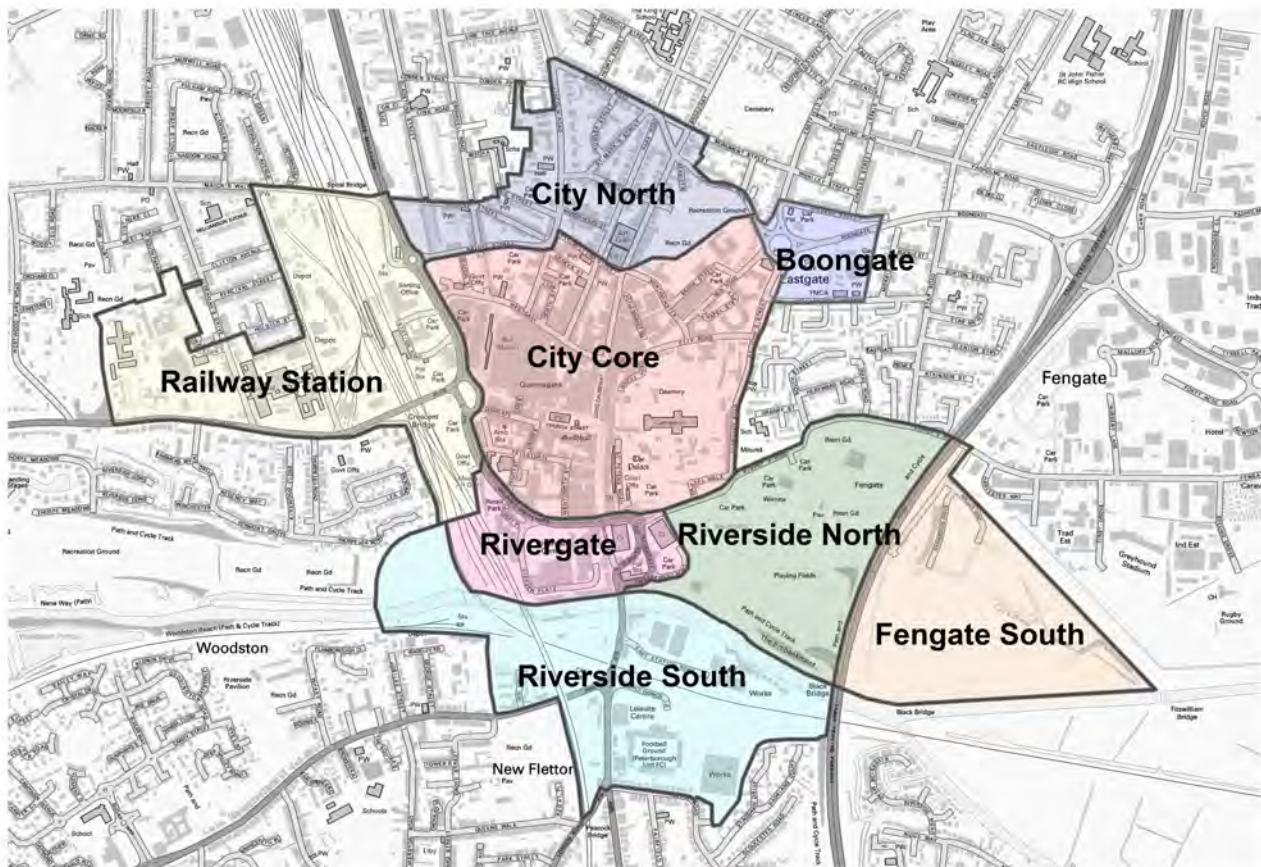
7.10.1 Policy LP6 sets the overall strategy for the city centre, this section focuses specifically on individual parts of the city centre, with policies and proposals which set out what the council would expect to happen in each one. There are eight distinct Policy Areas; the location and name of each one is shown on the following map.

7.10.2 This section is broadly a carry over of the policies contained in the adopted City Centre DPD (December 2014)

7.10.3 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.

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

Map E: City Centre Policy Areas



City Core Policy Area

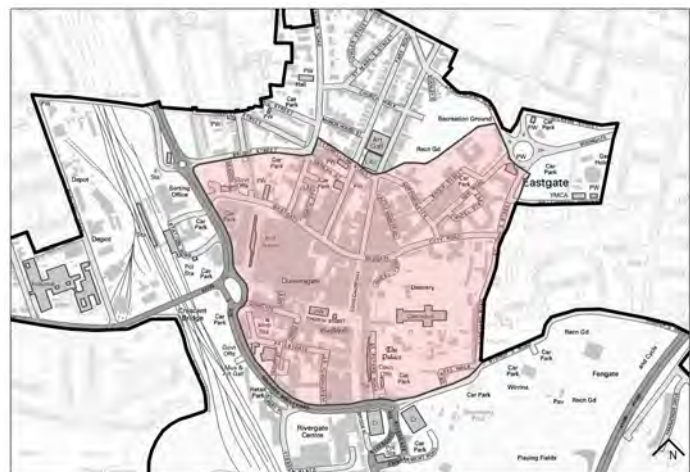
7.10.5 This Policy Area is the heart of the city. It forms the established retail, commercial and civic focus, as well as the historic centre. It is the area most likely to attract visitors to the city.

7.10.6 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.

7.10.7 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.

7.10.8 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 modest and

Map F: City Core Policy Area



The Sites

mixed-use development solution is now more likely. It is proposed for redevelopment for a mix of uses, including retail, leisure, community and residential.

7.10.9 This City Core Policy Area matches the City Core area identified in the council's Local Transport Plan 4.

7.10.10 The proposed policy below updates policy CC3 in the current adopted development plan.

Policy LP44: 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 not be supported. In this Policy Area, the provision of spaces as part of a new development may be allowed if there is a planning obligation, or other legally binding commitment, to make an equivalent (or greater) reduction in the number of spaces elsewhere in the Policy Area.

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

Committed Sites at 31 March 2016				
Site Reference	Address	Status*	Indicative number of dwellings	Site Specific Requirements
Committed site under ten dwellings			43	
	117 Park Road	NS	24	
	Geneva House, 3 Park Road	UC	28	
	New Priestgate House, 57 Priestgate	UC	47	
CEN002H	Wheel Yard	Proposed new allocation	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

Committed Sites at 31 March 2016				
Site Reference	Address	Status*	Indicative number of dwellings	Site Specific Requirements
				cathedral and Precincts
Sub total			167	

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

Opportunity Areas				
Site Reference**	Site Name	Status*	Indicative number of dwellings	Site Specific Requirements
North Westgate Opportunity Area				
	North Westgate Development Area	O	100	
	Frobisher House, Westgate	UC	23	
CEN006O	North Westgate	Proposed new allocation	200	
Sub Total			323	
Northminster Opportunity Area				
	Midgate House	NS	64	
	Touthill Close City Road	UC	116	
	NCP car park, Brook Street	NS	39	
CEN005O	Northminster	Proposed new allocation	300	To be delivered in accordance with a development brief or SPD for the area
Sub Total			519	
Total City Core Policy Area			1009	

North Westgate Opportunity Area

Within the North Westgate Opportunity Area (CEN006O) planning permission will be granted for comprehensive mixed-use redevelopment including retail, 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.

The Sites

Northminster Opportunity Area

Development proposals within the Northminster Opportunity Area (CEN005O) should deliver a range of uses that provide high quality office development and approximately 300 dwellings including 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, particularly improved access to the railway station and riverside;
- 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

* Status at 1 April 2016. O = Outline. NS = Not started, with full planning permission. UC = under construction.

Railway Station Policy Area

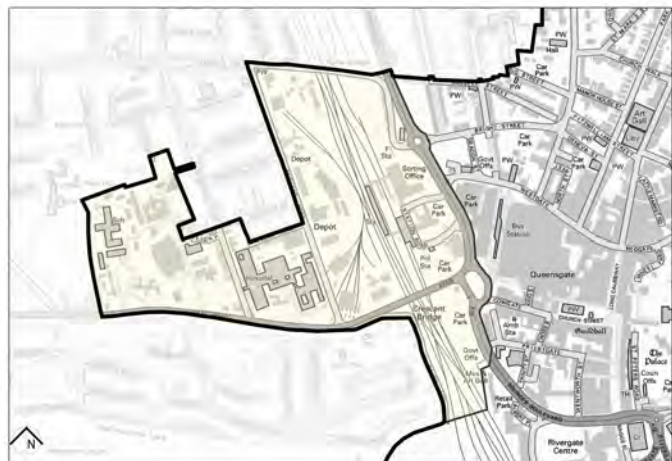
7.10.11 This Policy Area is located to the west of the city centre and primarily comprises the former hospital site (which relocated to a new site in 2011), the railway station and associated operational railway land.

7.10.12 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.

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

7.10.14 The proposed policy below updates policy CC4 in the current adopted development plan.

Map G: Railway Station Policy Area



Policy LP45: Railway Station Policy Area

Within the area designated as the Railway Station Policy Area on the Policies Map, the city 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
Hospital Opportunity Area				
Committed site under ten dwellings			8	
	Zone F, former PDH	UC	56	
	Site of former of Peterborough District Hospital	O	287	
Sub total			351	
Station West Opportunity Area				
	Mega Car Centre Midland Road	NS	29	
CEN007O	Elsewhere in Opportunity Area	Proposed new allocation	200	
Sub total			229	
Station East Opportunity Area				
Committed site under ten dwellings			6	
CEN008O	Elsewhere in Opportunity Area	Proposed new allocation	400	
Sub total			406	
Total Railway Station Policy Area			986	

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 LP33 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:

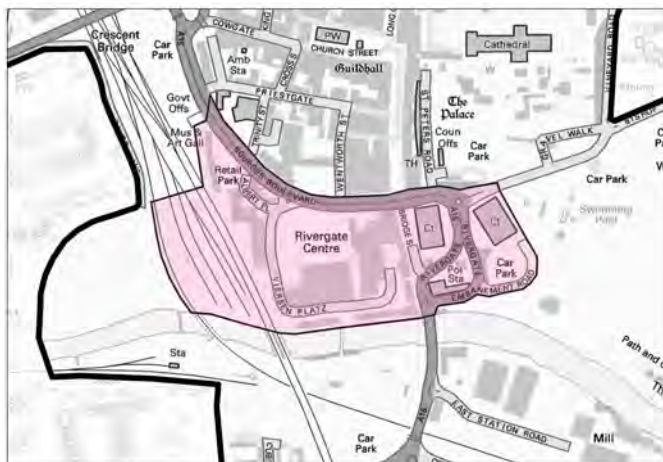
- high-quality residential and office development;
- retail uses ancillary to, and associated with, the railway station;
- bars, restaurants and leisure uses; and
- safeguarding of land for a foot/cycle bridge over the railway line, connecting to the Station West Opportunity Area.

* Status at 1 April 2016. O = Outline. NS = Not started, with full planning permission. UC = under construction.

Rivergate Policy Area

7.10.15 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.

Map H: Rivergate Policy Area



7.10.16 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.

7.10.17 The proposed policy below updates policy CC5 in the current adopted development plan.

Policy LP46: 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 100 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

7.10.18 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.

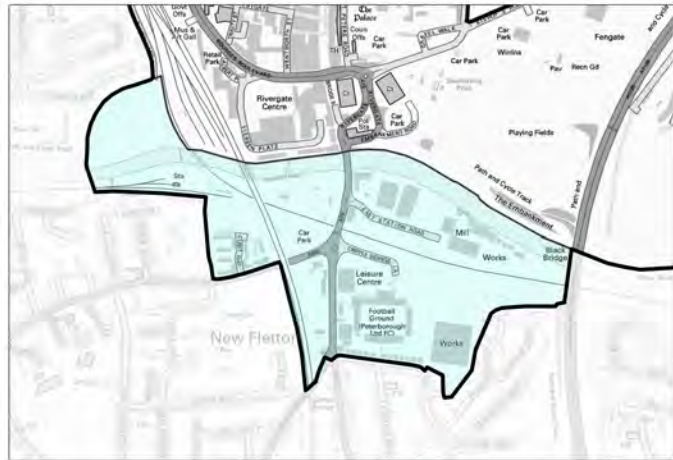
7.10.19 The Fletton Quays Opportunity Area is located within this Policy Area, between the River Nene and the Peterborough to March railway line, and consists of approximately 6.8ha of derelict land which presents an excellent opportunity for high profile redevelopment of a major brownfield site.

7.10.20 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.

7.10.21 Currently this Policy Area is poorly 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.

7.10.22 The proposed policy below updates policy CC6 in the current adopted development plan.

Map I: Riverside South Policy Area



Policy LP47: 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 921 dwellings, in accordance with the number of dwellings indicated for each site, or area, below:

Site Reference	Site Name	Status*	Indicative number of dwellings	Site Specific Requirements
Sites under ten dwellings			2	
	Carbon Challenge Site	UC	32**	
CEN004H	Railworld	Proposed new allocation	50	
FLS003M	Pleasure Fair Meadow Car Park	Proposed new allocation	75	

Site Reference	Site Name	Status*	Indicative number of dwellings	Site Specific Requirements
	Elsewhere in Policy Area	Proposed new allocation	400	
Sub total			559	

Opportunity Area				
Site Reference	Site Name	Status*	Indicative number of dwellings	Site Specific Requirements
Fletton Quays Opportunity Area				
	Fletton Quays	O	280	
FLS004O	Elsewhere in Opportunity Area	Proposed new allocation	100	
Sub total			380	

Total Riverside South Policy Area	979	
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Within the Fletton Quays Opportunity Area, planning permission will be granted for a mixed-use development which delivers approximately 362 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 with a new 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.

* Status at 1 April 2016. O = Outline. NS = Not started, with full planning permission. UC = under construction. ** Dwellings still be completed on this site at 1 April 2016.

The Sites

Riverside North Policy Area

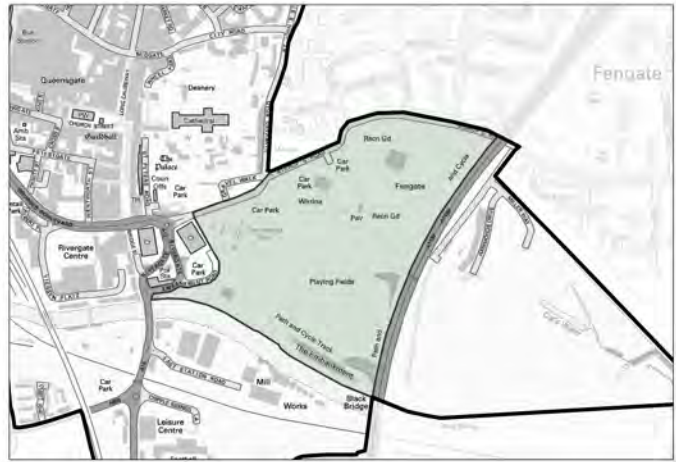
7.10.23 This area is located to the south and east of the Cathedral and to the west of the Frank Perkins Parkway. It includes the Embankment which will remain a protected area of open space, and the regional pool and athletics track to the north of the Policy Area.

7.10.24 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.

7.10.25 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.

7.10.26 The proposed policy below updates policy CC7 in the current adopted development plan.

Map J: Riverside North Policy Area



Policy LP48: 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, and will be considered as part of a University Campus.

The following sites, as identified on the Policies Map, are allocated for residential development.

Table 5

Site Reference	Address	Site Status	Proposed Indicative Number of Dwellings	Site Specific Requirements
CEN003H	Bishops Road Car Park	Proposed new allocation	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.

The Sites

Policy LP49: Fengate South Policy Area

Within the area designated as the Fengate South Policy Area on the Policies Map, planning permission will be granted for residential and associated ancillary development on the following sites:

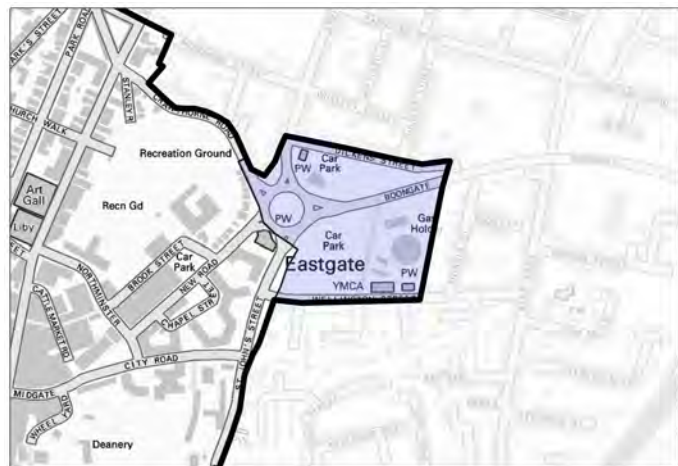
Site Reference	Site Name	Status*	Indicative number of dwellings	Site Specific Requirements
	Potters Way	UC	47	
	Former sewerage works	NS	31	
Total			78	

* Status at 1 April 2016. O = Outline. NS = Not started, with full planning permission. UC = under construction.

Boongate Policy Area

7.10.31 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.

Map L: Boongate Policy Area



7.10.32 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.

7.10.33 The proposed policy below updates policy CC9 in the current adopted development plan.

Policy LP50: 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 sites, as identified on the Policies Map, are allocated primarily for residential use:

Site Reference	Site Name	Status*	Indicative number of dwellings
EAS006H	Dickens Street Car Park	Proposed new allocation	30

Site Reference	Site Name	Status*	Indicative number of dwellings
EAS007H	Wellington Street Car Park	Proposed new allocation	40
Total			70

The Wellington Street car park site will include residential development and a multi-storey car park providing at least the same number of parking spaces as exist on the site at present.

No residential development in this Policy Area will be permitted within the inner consultation zone around the Wellington Street gasholder station.

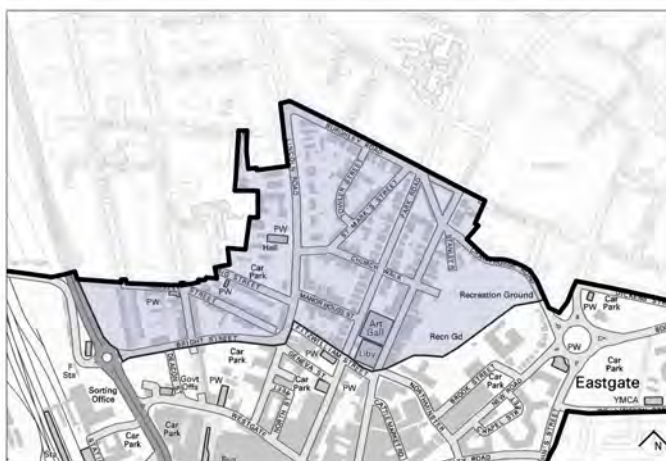
7.10.34* Status at 1 April 2016. O = Outline. NS = Not started, with full planning permission. UC = under construction.

City North Policy Area

7.10.35 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.

7.10.36 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.

Map M: City North Policy Area



7.10.37 The proposed policy below updates policy CC10 in the current adopted development plan.

Policy LP51: 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	Status*	Proposed Indicative Number of Dwellings	Site Specific Requirements
Sites under ten dwellings			26	
	63-65 Lincoln Road	UC	14	
	88 Lincoln Road	NS	26	

The Sites

Site Reference	Address	Status*	Proposed Indicative Number of Dwellings	Site Specific Requirements
Total City North			66	

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.

* Status at 1 April 2016. O = Outline. NS = Not started, with full planning permission. UC = under construction.

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.

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

Infill - the use of vacant land and property within a built-up area for further construction or development (see also "windfall site").

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.

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 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.

Glossary

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

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 - Defined area where retail development is concentrated

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).

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.

Glossary

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

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: Heritage Assets

Policy LP21: Open Space and Green Infrastructure

Policy LP22: Local Green Spaces

Policy LP23: Nene Valley

Policy LP24: Country Park

Policy LP25: Green Wedges

Policy LP26: Landscape Character

Policy LP27: Landscape and Biodiversity

Policy LP28: Ancient, Semi-Natural Woodland and Ancient and Veteran Trees

Policy LP29: Culture, Leisure and Tourism

Policy LP31: Renewable and Low Carbon Energy

Policy LP32: Flood and Water Management

Policy LP33: Development on Land Affected by Contamination

Policy LP34: 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

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
	Maximum	Minimum
A1 – 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
A1 – 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
A2 - 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
A3 – 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
A3 (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
A4 – 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
A5 – 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 uses	Maximum	Minimum
B1 – Business	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
B2 – General industrial	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
B8 – Storage and distribution (including open air storage areas)	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
B8 with retail element	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
C uses	Maximum	Minimum
C1 - Hotels	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
C2 - Residential care home	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
C2A - 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
	Minimum*	Minimum*
C3 – 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 Standards

D

Open Space Type	Quantity Standard	Accessibility Standard	Quality Standard
Neighbourhood Parks	1.36ha per 1,000 population	560m straight line distance	All spaces should meet Green Flag standard wherever possible
Country Parks	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
Children's Play	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.
Natural Greenspace	0.42ha of Local Nature Reserve per 1,000 population	300m to natural greenspace of at least 2ha (although a minimum of 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	Areas of natural and semi-natural greenspace should be of adequate quality and support local biodiversity
Allotments	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

Open Space Standards

Policies Map

Policies Map

CABINET	AGENDA ITEM No. 7
7 NOVEMBER 2016	PUBLIC REPORT

Cabinet Member(s) responsible:	Councillor Peter Hiller, Cabinet Member for Growth, Planning, Housing and Economic Development.	
Contact Officer(s):	Edward Dade, Senior Planning Officer	Tel. 863773

COMMUNITY INFRASTRUCTURE LEVY GOVERNANCE PROPOSALS AND INFRASTRUCTURE DELIVERY SCHEDULE UPDATE 2016

R E C O M M E N D A T I O N S	
FROM: Cabinet Member for Growth, Planning, Housing and Economic Development.	Deadline date 12 October 2016
<p>1. It is recommended that Cabinet approve the CIL Governance Proposals and Infrastructure Delivery Update 2016</p>	

1. ORIGIN OF REPORT

1.1 This report is submitted to Cabinet following approval of the council's Community Infrastructure Levy (CIL) Charging Schedule (on 15 April 2015), in order to establish governance arrangements for managing CIL receipts, and to provide an updated Infrastructure Delivery Schedule.

2. PURPOSE AND REASON FOR REPORT

2.1 In April 2015, the council adopted the CIL Charging Schedule to raise funds from new development for the purpose of delivering infrastructure. The CIL effectively replaced the former POIS system of planning obligations. As the council has recently begun to receive CIL receipts, it is necessary to establish governance arrangements to ensure CIL funds are managed effectively and in accordance with a number of statutory duties.

2.2 The current Infrastructure Delivery Schedule (IDS) was produced in 2014 as a supporting document to the CIL Charging Schedule, providing evidence of infrastructure required to meet Peterborough's growth needs. The IDS is an important document, informing council plans and strategies (including the emerging Local Plan) and informing decisions on infrastructure spending, both by the council and partner organisations. The IDS (2014) acknowledges the need for regular update. The IDS Update 2016 has therefore been prepared to ensure the council maintains an up-to-date schedule of infrastructure required over the plan period.

3. TIMESCALE

Is this a Major Policy Item/Statutory Plan?	NO	If Yes, date for relevant Cabinet Meeting	N/A
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4. KEY ISSUES

4.1 To manage funds raised from the CIL and meet certain legal obligations it is necessary to put in place a governance process. A proposal for managing CIL funds is provided in Appendix 1. This section provides a summary of the proposals, highlighting certain key issues.

4.2 There are three strands of CIL funding, briefly explained as follows:

- **Administration Portion (5%)** – The regulations allow up to 5% of funds collected to be allocated to pay for the administration (revenue costs) aspect of CIL.
- **Strategic Portion (up to 80% of all funds)** – The council is responsible for managing and spending this, but external providers can bid for funds. CIL receipts must be spent on infrastructure needed to support the development of the area and should be based on the infrastructure priorities set out on the R123 List and Infrastructure Delivery Schedule (IDS)
- **Neighbourhood Portion (15% or 25% of all funds)** –
 - **Parished areas** - at least 15% of CIL receipts received from development in the parish (up to £100 per existing council tax dwelling per financial year) are transferred to the Parish Council to spend on local infrastructure priorities. This proportion of CIL receipts rises to 25% where there is a ‘made’ Neighbourhood Plan. The parish must report its spending on an annual basis. Parishes can contribute toward strategic projects but are ultimately autonomous in taking spending decisions.
 - **Non-parished areas** - at least 15% of CIL receipts (up to £100 per existing council tax dwelling per financial year) to be spent on local community infrastructure. The money is managed by Peterborough City Council, who must engage with communities where development has taken place and agree with them how best to spend the neighbourhood funding. Where there is a ‘made’ Neighbourhood Plan, this proportion of CIL receipts rises from 15% to 25%. The council must report this spending annually.

Administration

4.3 It is proposed that the council’s *Compliance & S106 Team* act as CIL Administrator to fulfil such duties as the day-to day administration of CIL receipts, and manage requests for the release of CIL funds where the infrastructure item to be funded is identified on the IDS Update 2016 and/or Regulation 123 List. The Compliance and s106 Team will fulfil the council’s duties under the CIL regulations to transfer the Neighbourhood Portion twice each year and prepare an annual report.

4.4 It is recommended that up to 5% of total CIL receipts be retained to meet costs associated with CIL administration.

Strategic Funding Pools

4.5 Spending the strategic portion is proposed to be through a percentage split approach similar to that utilised for many years for managing funds from Planning Obligation Implementation Scheme (POIS). Broadly matching the current POIS split, it is proposed that the CIL funding distribution is as follows in the Table below:

Infrastructure Type	Percentage of Strategic Portion
Transport & Communications	30%
Community & Leisure	10%
Education & Learning	40%
Environment	10%
Health & Adult Social Care (inc. Emergency Services)	10%
Total	100%

Neighbourhood Portion (non-parished areas)

4.6 In areas where there is no Parish Council (such as Peterborough’ urban wards), it is proposed that the council’s Community Capacity Manager take responsibility for managing spend of the Neighbourhood Portion. Such responsibilities will include:

- Consulting as appropriate with the community on spending priorities for the neighbourhood portion;
- Consider (and determine) requests for neighbourhood portion funding from other council departments and external bodies;
- Bring requests for funding that are either not in accordance with the IDS or are over the specified threshold to the Corporate Director for Growth and Regeneration; and
- Report spending to the Compliance and Section 106 Team.

IDS Update 2016

- 4.7 It is proposed that the IDS Update 2016 be approved and published, thereby replacing the IDS 2014 as the council's current schedule of infrastructure requirements to meet Peterborough's growth needs.
- 4.8 The IDS Update 2016 is a factual document, summarising the council's infrastructure priorities over the plan period. The IDS Update 2016 is intended to inform spending, but does not in itself allocate funds. It is proposed that the IDS continue to be regularly updated, preferably on an annual basis.

5. CONSULTATION

- 5.1 The documents were prepared following engagement with a range of council areas, namely the Community Capacity Team, Transport Planning Team, Natural & Historic Environment Team, Schools Infrastructure, Commercial Group (waste), Verto team and Compliance & s106 team.
- 5.2 The Community Infrastructure Levy Governance Proposals & Infrastructure Delivery Schedule Update 2016 were presented to the Sustainable Growth and Environment Capital Scrutiny Committee on 25 October 2016. The Committee endorse the documents and recommend to Cabinet for approval.
- 5.3 Note that there is no formal requirement for consultation in producing these documents.

6. ANTICIPATED OUTCOMES

- 6.1 It is anticipated that Cabinet will:
- approve the CIL Governance Proposals, thereby enabling the CIL governance proposals to be brought into effect immediately; and
 - approve the IDS Update 2016 for publication on the council's website, replacing the 2014 version of the document.

7. REASONS FOR RECOMMENDATIONS

- 7.1 Through approving the CIL governance proposals, Cabinet will enable the council to meet its statutory duties for managing CIL receipts (including, administration, reporting and transfer of Neighbourhood Portion); and, to spend CIL receipts on strategic infrastructure. Publication of the Infrastructure Delivery Update 2016 will provide an up to date schedule of infrastructure essential to support Peterborough's growth.

8. ALTERNATIVE OPTIONS CONSIDERED

'Do Nothing'

- 8.1 A 'do nothing' option (where no governance process put in place and the IDS is not updated) was considered. However such an approach is not appropriate as the council would likely fail to meet its statutory duties for managing CIL receipts. The current IDS (2014) is now deemed out of date, and therefore does not provide a suitable evidence base to inform spending decisions.

9. IMPLICATIONS

- 9.1 The CIL governance proposals will have implications for all sectors off the community throughout the local authority area.

Legal implications – The council must manage CIL in accordance with the CIL regulations. It must spend CIL receipts on infrastructure needed to support the development of their area; transfer the neighbourhood portion twice per year (April and October); and, prepare an annual report of CIL receipts collected and spent.

Financial implications – The proposed percentage split of the strategic portion will have direct financial implications for different service areas within the council. It is considered that the proposed split of funds is appropriate, reflecting the need for infrastructure and availability of other funding sources.

10. BACKGROUND DOCUMENTS

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

- 10.1 None.

11. APPENDICES

Appendix 1 - Community Infrastructure Levy Governance Proposals

Appendix 2 - Infrastructure Delivery Schedule Update 2016

Appendix: Community Infrastructure Levy Governance Proposals

1. Introduction

- 1.1. This report presents the proposed approach to governing Community Infrastructure Levy (CIL) funds that will be received from future developments. It explains how the spending of CIL funds will be administered and reported (Section 2). This report also proposes a split for funding from the strategic portion, for Cabinet approval (Section 3).
- 1.2. The report seeks to identify the roles, responsibilities and processes relating to the different strands of CIL funding in accordance with the CIL regulations and the Peterborough City Council Constitution. There are three strands of CIL funding, which can briefly be explained as follows:
 - **Administration Portion (5%)** – The regulations allow up to 5% of funds collected to be allocated to pay for the administration (revenue costs) aspect of CIL. It is proposed to utilise this ‘top slice’ option. The remaining 95% are capital funds.
 - **Strategic Portion (up to 80% of all funds)** – The Council is responsible for managing and spending this, but external providers can bid for funds. CIL receipts must be spent on infrastructure needed to support the development of the area and should be based on the infrastructure priorities set out on the R123 List and Infrastructure Delivery Schedule (IDS).
 - **Neighbourhood Portion (15% or 25% of all funds) -**
 - **Parished areas** – at least 15% of CIL receipts received from development in the parish (up to £100 per existing council tax dwelling per financial year) are transferred to the Parish Council to spend on local infrastructure priorities. This proportion of CIL receipts rises to 25% where there is a ‘made’ Neighbourhood Plan. The parish must report its spending on an annual basis. Parishes can contribute toward strategic projects but are ultimately autonomous in taking spending decisions.
 - **Non-parished areas** – at least 15% of CIL receipts (up to £100 per existing council tax dwelling per financial year) to be spent on local community infrastructure. The money is managed by Peterborough City Council, who must engage with communities where development has taken place and agree with them how best to spend the neighbourhood funding. Where there is a ‘made’ Neighbourhood Plan, this proportion of CIL receipts rises from 15% to 25%. The Council must report this spending annually.

2. How CIL funds will be managed

Administration and cost implications

- 2.1. The Compliance and Section 106 team will continue to maintain responsibility for the day-to-day administration of CIL funds, alongside POIS and other planning obligations. The team will administer the transfer of the Neighbourhood Portion, and also fulfil the Council's reporting requirements in accordance with the CIL regulations. This includes the preparation of an annual report.
- 2.2. These proposals are not considered to be particularly onerous over and above any existing responsibilities. However to ensure the cost of managing CIL is met, up to 5% of CIL receipts will be retained to cover administration costs each year.

Spending process

- 2.3. The Strategic Portion of CIL receipts will be spent by the Council in order to provide the strategic infrastructure required to deliver Peterborough's growth. These spending decisions will be informed by the Council's Regulation 123 list (a list of spending priorities which the Council is legally required to publish) and the Infrastructure Delivery Schedule (IDS). The IDS will be updated annually by the Strategic Planning Team. Each year, Council departments will nominate infrastructure schemes to be placed on the IDS.
- 2.4. It is proposed that the strategic portion from CIL contributions will be managed through a percentage split approach, similar to that utilised for managing funds from Planning Obligation Implementation Scheme (POIS) (see Section 3).
- 2.5. Once received, CIL funds will be held by the Compliance and Section 106 Team as CIL administrator. The Compliance and Section 106 Team will fulfil requests to release CIL funds where the proposed infrastructure item is:
 - a) identified in the IDS and/or R123 list; and
 - b) there is funding available in the relevant strategic pool.
- 2.6. Spending decisions over £500,000 and that affect more than one ward will continue to require specific approval by Cabinet.

Neighbourhood Portion (Parished Areas)

- 2.7. The neighbourhood portion of any funds collected from CIL receipts will be transferred to the appropriate parish by the Compliance and Section 106 Team in its role as the CIL administrator twice a year. This transfer will be made by the end of April and by the end of October, unless there is a specific agreement in place for alternative arrangements.
- 2.8. Each parish that receives funds must report on how the funds have been spent. It is the intention that these reports will be included in an annual report on spending to Cabinet, and be published on the Council's website.
- 2.9. The Compliance and Section 106 Team will, in discussion with the Strategic Planning Team, maintain a list of parishes with adopted neighbourhood plans to identify the locations where a

higher proportion of CIL funds will be retained in the neighbourhood portion and to ensure the correct funds are provided.

Neighbourhood Portion (Non-Parished Areas)

- 2.10. In areas without a parish council, the neighbourhood portion will be retained by Peterborough City Council. Responsibility for managing the spend of this fund will lie with the Community Capacity Manager. The neighbourhood portion of any funds collected from CIL receipts will be transferred by the Compliance and Section 106 Team to the Community Capacity Manager twice a year at the end of April and the end of October.
- 2.11. Responsibilities for the Community Capacity Manager in relation to the neighbourhood portion of CIL include:
- Consulting as appropriate with the community on spending priorities for the neighbourhood portion;
 - Consider requests for funding from other council departments and external bodies for funding;
 - Distribute funds to bodies and departments as appropriate (limited to £50,000 or 20% of the total neighbourhood portion fund) where their proposals are in accordance with the IDS and/or are in accordance with recognised community priorities;
 - Bring any requests for funding that are either not in accordance with the IDS and are over the specified threshold to the Corporate Director for Growth and Regeneration; and
 - Submit a report on spending to the Compliance and Section 106 Team annually to go into the annual report on spending to cabinet and to be placed on the PCC website.
- 2.12. The Compliance and Section 106 Team will, in discussion with the Strategic Planning Team, maintain a list of non-parished areas with adopted neighbourhood plans to identify the locations where a higher proportion of CIL funds will be retained in the neighbourhood portion and to ensure the correct funds are provided.

3. Proposal for Split of CIL Strategic Portion

- 3.1. The Strategic Portion of CIL is the remaining CIL 'pot' - after the Neighbourhood Portion and Administration Portion has been removed. The Strategic Portion will be used by the Council to deliver strategic infrastructure.
- 3.2. It is proposed that there be a percentage split of the Strategic Portion into strategic funding pools. These 'strategic pools' will reflect the infrastructure types set out in the R123 list. This approach is in line with the current split of POIS funds.
- 3.3. The percentage split of the Strategic Portion will be set by Cabinet and will continue until such time as it is proposed to be reviewed, either by Corporate Directors or by Cabinet.

Regulation 123 List Infrastructure Types & POIS Infrastructure Themes

- 3.4. The current R123 list (dated 24 April 2015) lists the infrastructure types for which CIL funds can be pooled and spent, these are:

- Strategic / city wide impact transport projects (excluding specific improvements necessary to make a development acceptable in planning terms)
- Education facilities
- Health facilities
- Indoor Sports and recreation facilities
- Library, museum and life-long learning facilities
- Waste Management infrastructure
- Emergency services
- Strategic Open Space
- Strategic flood risk management schemes (excluding flood risk measures required to facilitate the alleviation of flood risk in relation to a development site)
- Public realm
- Crematorium and burial grounds

- 3.5. Prior to the introduction of CIL, the Council collected developer contributions toward strategic infrastructure through a system of pooled planning obligations, known as POIS. POIS funds are split by infrastructure themes, further subdivided into a Strategic Pool and Neighbourhood Pool. The current POIS split is shown in Table 1, below:

Table 1: Current POIS Split

Infrastructure Type	Strategic Pool	Neighbourhood Pool
Transport & Communications	25%	5%
Community & Leisure	5%	5%
Education & Learning	20%	20%
Emergency Services	5%	0%
Environment	5%	5%
Health & Adult Social Care	0%	5%
Total	60%	40%

- 3.6. Each R123 infrastructure type can be categorised by POIS Infrastructure Themes. Table 2 shows the relationship between POIS infrastructure themes and R123 infrastructure types sits:

Table 2: Relationship between POIS and R123 Infrastructure Types

POIS Infrastructure Theme	CIL R123 List Infrastructure Type
Transport & Communications	Strategic / city wide impact transport projects
Community & Leisure	Indoor Sports and recreation facilities
	Library, museum and life-long learning facilities
Education & Learning	Education facilities
Emergency Services	Emergency services
Environment	Public Realm
	Strategic Open Space
	Strategic flood risk management schemes
	Crematorium and burial grounds
	Waste Management infrastructure
Health & Adult Social Care	Health facilities

- 3.7. Whilst POIS was broken down into strategic and neighbourhood pools, the CIL regulations require the neighbourhood portion to be administered separately (as discussed in Section 2). It is

therefore not necessary to split the Strategic Portion into strategic and neighbourhood pools. Council departments can make bids for funding from the neighbourhood portion (see Section 2), however they are likely to be more reliant on the strategic portion to provide certainty of funding each year.

- 3.8. It should be noted that the current POIS split allocates 5% of funds for Emergency Services infrastructure. However, such service providers have rarely made requests for funding. It is therefore proposed that the Emergency Services infrastructure type be combined with Health & Adult Social Care, to enable greater coordination in this area.
- 3.9. The proposed distribution of the strategic portion of CIL funds is set out in Table 3:

Table 3: Proposed Split of CIL Strategic Portion

Infrastructure Type	Percentage of Strategic Portion
Transport & Communications	30%
Community & Leisure	10%
Education & Learning	40%
Environment	10%
Health & Adult Social Care and Emergency Services	10%
Total	100%

- 3.10. This proposed division of funds closely follows the split currently used in POIS, taking into account the general spread of R123 categories within each POIS type. It is proposed that this is an appropriate distribution of funds from CIL at this time.
- 3.11. A worked example is provided in Table 4 for illustrative purposes. For every £1m CIL collected, the subsequent sums become available. This example assumes that no neighbourhood plans are adopted, which is accurate for Peterborough at present.

Table 4: Worked example based on £1m CIL collected

Administration (5%)	£50,000 (revenue)	Retained by PCC for admin (revenue costs)
Strategic Funds (80%)	£800,000 (capital)	Transport & Communications - £240,000 Community & Leisure - £80,000 Education & Learning - £320,000 Environment - £80,000 Health & Adult Social Care and Emergency Services - £80,000
Neighbourhood Funds (15%)	£150,000 (capital)	Distributed proportionally to the areas (parished or non-parished) where the development took place e.g. if no development takes place in a parish, then the parish receives £0
Total	£1,000,000	

Peterborough Infrastructure Delivery Schedule Update

November 2016

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Peterborough Infrastructure Delivery Schedule (IDS) Update 2016

1. Introduction

Purpose of the IDS

1.1. The Peterborough Infrastructure Delivery Schedule (IDS) identifies infrastructure requirements to support the growth of Peterborough. This includes meeting the needs of current planned growth, as set out in the *Peterborough Core Strategy DPD* and *Site Allocations DPD* over the current plan period to 2026. In addition, this IDS explores future growth needs to inform the preparation of the emerging *Peterborough Local Plan*. The Local Plan will eventually replace the Core Strategy DPD and other supporting documents as the principal planning document for the area, covering the plan period to 2036.

1.2. The purpose of this IDS is to:

- Inform the Council's spending decisions;
- Inform the preparation of the emerging Local Plan and other plans and strategies; and
- Assist applicants in identifying infrastructure requirements for development proposals.

Defining infrastructure

1.3. The Planning Act 2008 (as amended) provides a definition of infrastructure, which includes transport, flood defences, schools, hospitals, and other health and social care facilities. Infrastructure may be required to directly serve the needs of a new development, or may be necessary to address the cumulative impacts of the growth of Peterborough as a whole. National guidance¹ recognises that *infrastructure* can include a very broad range of facilities such as play areas, parks and green spaces, cultural and sports facilities, academies and free schools, district heating schemes and police stations and other community safety facilities. National guidance and legislation therefore gives the Council flexibility to identify a broad range of infrastructure projects to support the growth of Peterborough, as set out by the Development Plan.

1.4. Affordable housing is no longer defined as "infrastructure" by the Planning Act 2008². Therefore affordable housing projects are not included in this IDS.

Funding infrastructure

1.5. The IDS principally seeks to identify a programme of infrastructure to deliver the sustainable growth of Peterborough. Such infrastructure may be funded from a range of sources. For some projects, the funding source may not be known at time of publication. Where such information is available, this IDS indicates costs and potential funding sources, but in itself does not allocate resources or funding. Spending on infrastructure will be determined through other governance processes, with decisions informed by the IDS.

1.6. Many infrastructure projects will require funding from developer contributions, such as those collected through CIL and planning obligations. Other infrastructure may be provided directly by developers either as on-site provision, or in lieu of CIL payments as 'payment in kind'.

1.7. *Core Strategy Policy CS13: Developer contributions to infrastructure provision* sets out the Council's approach to developer contributions, with further guidance provided by the *Developer Contributions SPD (2015)* and *CIL Charging Schedule (2015)*. Infrastructure items which the Council intends to fund via the CIL are identified on the *R123 Infrastructure List*.

1.8. In addition to developer contributions, some infrastructure projects may be funded by Peterborough City Council's capital budget, prudential borrowing and/or other grants, where available. Partner

¹ Paragraph: 071 Reference ID: 25-071-20140612

² Following amendments to the Act made by the CIL Regulations 2010

organisations also play an important role in delivering infrastructure, for example the Local Enterprise Partnership (LEP), utilities bodies such as Anglian Water Services, or healthcare providers such as the NHS or Clinical Commissioning Group.

1.9. In total, the cost of delivering all infrastructure in this IDS is between £624.59m+ and £899.75m+. This is split by thematic package as follows:

- Health and Community Infrastructure - £0.55m+ to £7.7m+
- Environmental Sustainability: £9.54m+ to £30.55m+
- Skills and Education: £101.5m+ to £133m+
- Transport: £502m to £707m
- Utilities and Services: £11m+ to £21.50m+

How IDS projects have been identified and prioritised

1.10. IDS projects have been identified through review of existing and emerging plans and strategies, and through consultation with a range of Council departments.

1.11. To ensure resources are used efficiently and equitably, the IDS Update identifies only projects which are clearly growth-related, based on evidence of need and are demonstrably supportive of growth and of benefit to the local community. Infrastructure projects identified in the IDS will fall into one or more of the following infrastructure prioritisation categories, and infrastructure which is fundamental to enabling new development will be given the greatest priority:

- **Critical Infrastructure** - infrastructure that must happen to enable growth, i.e. the first element required to unlock any future works and without this development cannot proceed. These infrastructure items are known as 'blockers' or 'showstoppers', they are most common in relation to transport and utilities infrastructure and are usually linked to triggers controlling the commencement of development activity. It also includes Essential Services that are required to facilitate growth or be delivered in advance of residential / commercial development, i.e. connection to the potable water and wastewater network.
- **Essential Infrastructure** - infrastructure that is essential and considered necessary in order to mitigate impact arising from the operation of the development. These projects are necessary to make the proposed development acceptable in planning terms and are directly related to the proposed development, including school places, health requirements and public transport (service) projects, and are usually linked to triggers controlling the occupation of development sites. This will largely be secondary infrastructure that is profiled subsequent to Critical Infrastructure.
- **High Priority Infrastructure** - infrastructure that is required to support wider strategic or site specific objectives which are set out in planning policy or is subject to a statutory duty, but would not necessarily prevent development from occurring. This type of infrastructure is influenced by whether a person chooses to use this facility or service (including use of community facilities and libraries and use of sports facilities), and are usually linked to triggers controlling the completion of development sites.

Desirable infrastructure

1.12. Whilst this IDS prioritises key infrastructure, it recognises the importance of "desirable infrastructure" in creating a sense of place and meeting other needs of new and existing communities. Such infrastructure is required for sustainable growth but is unlikely to be required to facilitate development in the short to medium term.

1.13. This IDS seeks to provide a limited amount of flexibility to enable some (usually small-scale) desirable infrastructure projects to be delivered. In many cases, the Council would play a coordinating role with partner organisations such as parish councils, charities and interest groups.

- 1.14. The CIL regulations require a portion of CIL to be provided as neighbourhood funding. In parished areas, the neighbourhood portion of CIL will be passed to Parish Councils who can spend this funding on a wide range of projects and infrastructure to support the development of their area. In other areas, Peterborough City Council must spend the neighbourhood portion in accordance with priorities expressed by local communities.
- 1.15. The Neighbourhood Portion of CIL funding provides an opportunity to deliverable desirable infrastructure, which might otherwise lack the strategic significance for prioritisation in the IDS.

Infrastructure themes

- 1.16. This IDS identifies specific infrastructure projects to ensure Peterborough grows sustainably. Within the IDS, infrastructure projects are grouped by the following themes:
- Health & Community Infrastructure;
 - Environmental Sustainability;
 - Skills & Education;
 - Transport; and
 - Utilities and Services.
- 1.17. The projects will be coordinated by Peterborough City Council and external partners. This IDS seeks to enable consistency across Council and other service providers' plans and strategies. The IDS therefore includes projects already agreed and evidenced in other plans and strategies, such as the *Peterborough Core Strategy* and *Local Transport Plan (LTP)*.

Timescales

- 1.18. This IDS applies to the current Core Strategy DPD plan period to 2026, whilst having regard to additional growth to be determined through the emerging Local Plan to 2036. The need for additional infrastructure will normally be required alongside the delivery of new development. The IDS identifies whether infrastructure projects are required in the short, medium or long term, reflecting the estimated progress of new development.

IDS Review

- 1.19. This IDS Update is intended to be accurate as at September 2016. However needs and priorities can change over time. The IDS will therefore be reviewed on an annual basis to ensure it continues to accurately describe the infrastructure needs of Peterborough Unitary Authority area.

Version history

- 1.20. Earlier iterations of the IDS include:
- **Peterborough Infrastructure Delivery Schedule (2014)** - published to support the CIL Draft Charging Schedule, taking into account changes in legislation and forecasted funding availability;
 - **Peterborough Infrastructure Delivery Schedule (2012)** - published alongside the CIL Preliminary Charging Schedule (2012) and consulted on in November 2012;
 - **Peterborough Integrated Development Programme (IDP) (2009)** - providing a full breakdown of the infrastructure needs of Peterborough, based on the projected growth outlined in the Core Strategy over the plan period to 2026.

Document structure

- 1.21. Following this introductory chapter, this IDS provides an overview of the scale and distribution of growth in Peterborough (section 2). Section 3 explores infrastructure requirements by 'Thematic Package'. Each section includes a table listing all identified infrastructure projects, including details of cost, potential funding source and timescale, where such information is available.

2. Strategy for Growth

Adopted Core Strategy DPD (2011)

2.1. The Peterborough Core Strategy (2011) sets out the overarching strategy for growth to 2026 and provides the principal document within the Development Plan for Peterborough. This strategy focuses the majority of new development in and around the urban area of the City of Peterborough, to create 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.

2.2. The Core Strategy makes provision for a minimum of 25,500 additional dwellings over the period from April 2009 to March 2026. This housing growth will be distributed over the following locations:

- **Peterborough City Centre** – approximately 4,300 dwellings;
- **In and adjoining the urban area of Peterborough** – approximately 20,100 dwellings to be developed at the following locations:
 - District centres – approximately 1,300 dwellings;
 - Elsewhere within the urban areas of Peterborough – approximately 4,400 dwellings;
 - Hampton – approximately 4,100 dwellings;
 - Stanground South – approximately 1,500 dwellings;
 - Paston Reserve – approximately 1,200 dwellings;
 - Norwood – approximately 2,300 dwellings;
 - Great Haddon – approximately 5,300 dwellings;
- **The Rural Area** – approximately 1,050 dwellings to be developed at the following locations:
 - Key Service Centres – approximately 600 dwellings;
 - Limited Growth Villages – approximately 450 dwellings;
 - Small villages - approximately 50 dwellings.

2.3. In addition, the Core Strategy makes provision for between 213 and 243 hectares of employment land between April 2007 and March 2026. The broad distribution of employment land is as follows:

- Hampton – approximately 43 ha;
- Alwalton Hill – approximately 40 ha;
- Stanground South – approximately 5.5 ha;
- Great Haddon – approximately 65 ha;
- Norwood – approximately 2 ha;
- City centre – at least 3.5 ha equivalent;
- Elsewhere within and adjoining the urban area of Peterborough – in the range of 51 to 81 ha;
- Villages – approximately 3 ha.

2.4. The Core Strategy ensures new development is supported by, and has good access to, infrastructure. Policy CS12 states that planning permission will only be granted if it can be demonstrated that there is or will be sufficient infrastructure capacity to support and meet all the requirements arising from the proposed development and mitigate the impact of that development on existing community interests within environmental limits.

2.5. It is therefore of critical importance that the infrastructure projects set out in this IDS are delivered. The consequence of not implementing the IDS would mean that new development would be unable to take place. This would mean that Peterborough City Council would be unable to meet the areas' housing need and jobs requirement.

Emerging Local Plan 2011 - 2036

- 2.6. Peterborough City Council has commenced preparation of a new Local Plan to cover the plan period 2011 to 2036. Once adopted the Local Plan will replace the Core Strategy DPD. The Council has published a Preliminary Draft Local Plan (PDLP) and will publish a Further Draft Local Plan (FDLP) for consultation in the latter part of 2016.
- 2.7. The emerging Local Plan is broadly a continuation of the growth strategy set by the Core Strategy DPD. The objectives of the emerging Local Plan are also aligned to the Council's Strategic Priorities. Implementation of the Local Plan will therefore support the delivery of these priorities.
- 2.8. The *Strategic Housing Market Assessment Update (October 2015)* revises the objectively assessed housing need (OAN) for the Peterborough Housing Market Area (HMA) to take account of the release of 2012-based Household Projections by Government in February 2015 and to produce a single figure for each council in the HMA.
- 2.9. Taking account of new dwellings constructed since 2011, the outstanding dwelling requirement from 2011 to 2036 is 27,626 dwellings. Emerging Policy LP3 (FDLP) proposes distributing growth at the following locations:
- Urban area of Peterborough (30-35% of all new development);
 - Urban extensions and/or nearby large growth locations (60-65%);
 - Rural areas (5%).
- 2.10. Emerging policy LP4 proposes a spatial strategy for the location of employment development. The proposed strategy promotes and develops Peterborough's economy, focussing new development principally on the urban area, urban extensions and/or nearby large scale allocations and the city centre. Small-scale employment development in villages would be permitted to meet local needs. The overall quantum will be determined through an employment study in 2016.
- 2.11. The FDLP's strategy for growth reflects the Core Strategy DPD. However, delivering additional growth over an extended plan period is likely to generate a need for additional infrastructure. This IDS Update therefore recognises the need for infrastructure in the long term, beyond 2026, where such information is available.

3. Thematic Packages

Introduction

- 3.1. The IDS groups projects by thematic package. This section explores key issues relating to each theme and discusses the role of specific infrastructure projects in meeting needs arising from growth.
- 3.2. Each chapter includes a table providing information about each infrastructure project. Table 1 provides a 'key' explaining the information provided under each of the column headings.
- 3.3. **Note:** Financial contributions towards infrastructure provision from future developments will be secured predominantly by two mechanisms: the CIL and a more limited use of Section 106 Agreements. The Peterborough Developer Contributions SPD (April 2015) sets out the related issues and assumptions concerning both mechanisms.
- 3.4. It should be stressed that it is not always possible to accurately identify the funding sources or the eligibility of projects for different funding types, until the full detail of a project is known or a legal agreement is in place committing a developer to a specific action. However, the city council and partners have given consideration to which mechanism(s) is likely to be appropriate i.e. CIL, S106 or both, for providing a contribution to project delivery.
- 3.5. When considering future project delivery, it must be recognised that there are many unknowns, which tend to increase the further in time the matter is projected. For this reason the costs, timescales and indicated funding streams must be read as indicative only.
- 3.6. **Both the financial figures, and the likely funding sources contained in this schedule are indicative and should in no way be used or interpreted as the city council's agreed, preferred, fixed or adopted position on any one project, site or basis for negotiation.**

Table 1: Key to IDS table

Thematic Package	Scheme type	Scheme	Project(s)	Project Code(s)	Prioritisation	Delivery Timescale	Potential funding source	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
<p>Projects have been grouped into 5 thematic packages:</p> <ul style="list-style-type: none"> - Health & Community Infrastructure - Environmental Sustainability - Skills and Education - Transport - Utilities and Services. 	<p>Description to briefly explain the scheme type e.g. "New Primary School", "Green Infrastructure", etc.</p>	<p>Title of the overarching scheme. A single scheme may consist of a number of projects and may be undertaken over a longer time period than an individual project.</p>	<p>Brief descriptive title by which the project is known. This may include a single project, or a number of connected projects.</p>	<p>Unique project reference number derived from the councils Verto project management database.</p>	<p>Projects are identified as one of the following prioritisation categories:</p> <ul style="list-style-type: none"> - Critical Infrastructure - infrastructure that must happen to enable growth; - Essential Infrastructure - infrastructure that is essential and considered necessary in order to mitigate impact arising from the operation of the development; - High Priority Infrastructure - infrastructure that is required to support wider strategic or site specific objectives which are set out in planning policy or is subject to a statutory duty, but would not necessarily prevent development from occurring; or - Desirable infrastructure in creating a sense of place and meeting other needs of new and existing communities. 	<p>The timescale within which the project is scheduled to start. The timescales used are:</p> <p>Within this financial year</p> <ul style="list-style-type: none"> - Short Term (within 1 – 5 years) - Medium Term (within 6-10 years) - Long Term (within 11 – 15 years) - Beyond (over 15 years). 	<p>Projects will be funded from one of the following indicative sources:</p> <ul style="list-style-type: none"> - Developer contributions – e.g. CIL or planning obligations (including finance, land property or other in-kind payments and including neighbourhood portion of CIL); - PCC funding – e.g. capital receipts and/or borrowing funding streams; - External body or organisation; - Other; - Unknown. 	<p>Indicative minimum cost of the infrastructure project (or actual minimum where known).</p>	<p>Indicative maximum cost of the infrastructure project (or actual minimum where known).</p>

Health & Community Infrastructure

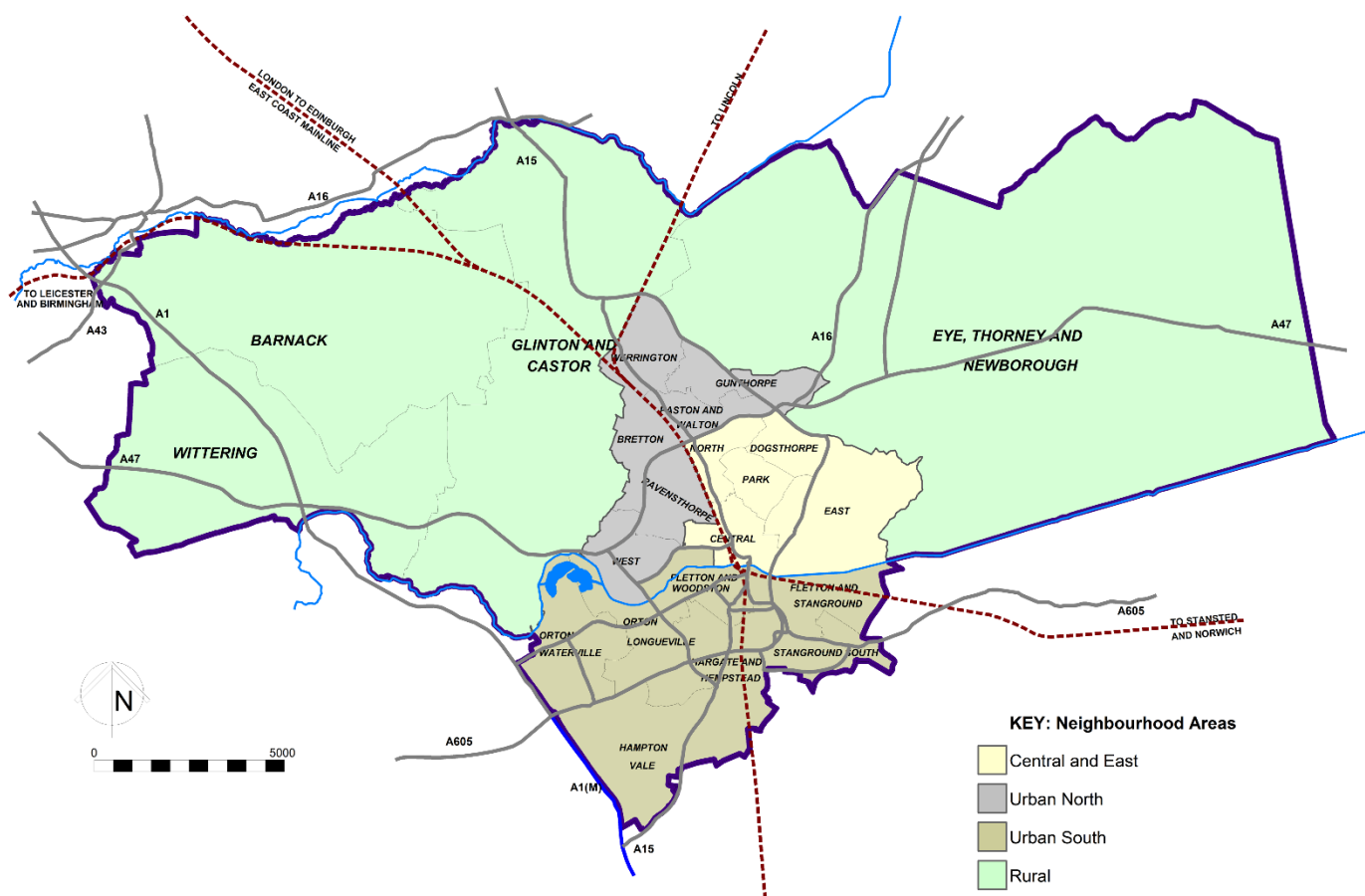
Policy Context

- 3.7. 'Community infrastructure' includes a wide range of facilities and services available for use by the public, organisations and business communities. The Development Plan places great importance on the need to improve provision of community infrastructure. Core Strategy DPD objective 4 seeks to:
- “improve the provision and range of community services and facilities in order to ensure that everyone can access them locally, easily, safely and affordably, either by public transport or on foot, both in the rural and urban areas.”*
- 3.8. In addition, Core Strategy objective 5 seeks to improve the general health and wellbeing of the area's population through provision of adequate primary healthcare facilities to serve new and existing communities.
- 3.9. The FDLP seeks to promote equity and support the local economy through providing *easy and affordable access for everyone to basic services and facilities* (objective 9.5) and improve health and wellbeing and will *provide safe and healthy environments, reduce health inequalities and help everyone to live healthy lifestyles* (objective 10.1).
- 3.10. The development of new communities at urban extensions will generate a need for new community infrastructure in these locations. Policy CS5 requires new development to “make provision for an appropriate level of ... social, cultural, [and] community ... facilities to meet local needs”.
- 3.11. Consequently, the “Health & Community Infrastructure” thematic package includes a wide range of community facilities and services to meet the needs of existing and new communities, including business communities.

Health & Community Infrastructure

- 3.12. The Council places particular emphasis on the improvement of infrastructure and facilities required to deal with the wider movement, social recreational, leisure and cultural impacts arising from development within a neighbourhood area. For this purpose, the following neighbourhood areas are defined; Urban South, Urban North, Rural and Central & East, as indicated on Map 1. Table 2 indicates the relevant Neighbourhood Area for each infrastructure project.
- 3.13. Please note, the Health & Community Infrastructure Neighbourhood Areas are not designated Neighbourhood Areas as defined by the Neighbourhood Planning Regulations.

Map 1: Health & Community Infrastructure Neighbourhood Areas



3.14. A range of health & community infrastructure is required to ensure the sustainability of each neighbourhood. Through a programme of neighbourhood improvements, the Council will support and deliver projects to make communities 'Safer & Stronger' and 'Cleaner & Greener', and will improve 'Health and Social Care' provision:

- **Safer & Stronger (community & prosperity)** – this scheme will deliver a range of projects to make communities safer and stronger (in terms of community cohesion and prosperity), such as:
 - Improving employment, skills & education (early years and adults);
 - Designing out Crime & Disorder;
 - Supporting Community Enablement;
 - Providing community facilities & Village Halls (community hubs/places to meet);
 - Supporting local businesses & Social/Micro Enterprises;
 - Providing cultural & leisure facilities (arts, heritage & libraries);
 - Improving road safety, transport & communications;
 - Improving access to places of worship.
- **Greener & Cleaner (Environment)** – scheme consisting of projects to improve the local environment, such as:
 - Increasing the quality of recreation areas, parks & public open spaces, allotments, cemeteries & burial grounds and the Public Realm; and
 - Improving waste management services
- **Health & Social Care** – scheme to improve health and care in communities, reduce health inequalities and maintain and improve the provision of:

- Day & Residential Care;
- Primary Health & Adult Social Care;
- Health & Wellbeing Facilities;
- Dental care; and
- Out-patient services.

3.15. The provision of health & community infrastructure is informed by the aspirations of local communities and partner organisations, such as parish councils, neighbourhood groups and service providers.

3.16. Where specific Health & Community infrastructure projects are known, these are listed in Table 2. However, community aspirations often change over time, and new issues may arise. It is therefore prudent to employ a reasonable degree of flexibility and responsiveness in negotiating the provision of health & community infrastructure. On occasions it may therefore be appropriate to deliver other Health & Community Infrastructure projects not identified in this IDS Update, to ensure the needs of the community are met.

Community facilities at Urban Extensions

3.17. The Core Strategy allocates sustainable urban extensions at Hampton, Stanground South, Great Haddon, Paston Reserve, Norwood and Great Haddon. The sustainable urban extensions will principally deliver new housing, supported by local employment opportunities, retail, leisure, social, cultural community and health facilities.

3.18. The IDS identifies the following community infrastructure, principally to meet the needs of new development at the sustainable urban extensions:

- **Stanground South**
 - Community pavilion - Under construction³
- **Great Haddon**
 - Community hub co-located with secondary school, to include library access, a community centre and leisure provision.
 - Community rooms to be co-located with new primary schools.
- **Hampton Leys**
 - New community centre.
- **Paston Reserve**
 - Community facilities associated with secondary school.
- **Norwood**
 - Provision of on-site community facilities to be agreed.

3.19. In addition, a mixed use scheme at Alwalton Hill, providing in the region of 600 homes, will provide a new primary school offering community uses.

Medical Practices and Surgeries

3.20. During consultation on the Preliminary Draft Local Plan, NHS England provided a response on behalf of NHS England Midlands & East (East) (NHS England), incorporating the views of NHS Property Services (NHSPS) and the Cambridgeshire and Peterborough Clinical Commissioning Group (CCG).

3.21. In the response, NHS England notes that the present and emerging strategy for growth includes significant developments that have already received planning approval, and that these schemes have already been commented on separately by NHS England. Therefore the health infrastructure needs will have been considered during the determination of planning applications.

³ Verto ref PR001672.

3.22. NHS England note that GP surgeries across the authority area will need support from the planning system to accommodate the level of growth provided. The Local Plan directs the majority of new development to urban extensions, and identifies the following healthcare services as most likely to be affected by new development:

- Yaxley Group Practice
- Hampton Heath
- Stanground (branch surgery)
- Nene Valley Medical Practice
- Bushfield
- Dogsthorpe Medical Centre
- Eye Surgery
- Welland Medical Centre
- Parnwell

3.23. There are a further 15 practices (of which 4 are branch surgeries) operating within the Peterborough Urban Area (including City Centre).

3.24. NHS England note that existing healthcare infrastructure requires investment and improvement in order to meet the requirements/needs of planned growth. The specific projects and measures required to mitigate the impacts of growth are not currently identified. However this IDS recognises that additional health services are essential to meet the needs of growth, and may include the provision of new facilities, or expansion of existing services.

Sports and leisure

3.25. Peterborough City Council is currently preparing an *Active Place Strategy* to cover the period to 2036 and will include a *Playing Pitch Strategy* and *Built Facilities Strategy*.

3.26. A comprehensive audit of council-owned and private facilities in Peterborough will be undertaken to identify the supply, quality and accessibility of existing sports and leisure provision. Existing and future demand for sports and leisure will be analysed and the strategy will identify where additional provision is required.

3.27. For further detail on sports and leisure infrastructure requirements, refer to the *Active Place Strategy*, once published (expected May 2017).

Cultural facilities

3.28. The FDLP recognises the need for a regional or national venue within Peterborough. Policy 30 aims 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. As the emerging Local Plan progresses, further information will be provided regarding the nature of this facility.

Table 2: Health & Community Infrastructure Requirements

Thematic Package	Scheme type	Scheme	Project	Project Code	Prioritisation	Delivery Timescale	Potential funding source	Minimum Capital Cost	Maximum Capital Cost
Health & Community Infrastructure	Central & East	Safer & Stronger	Eastfield Regeneration - To improve the quality of the Infrastructure in the area	CA00512	Desirable infrastructure	Within this financial year	Developer contributions	£200,000	£500,000
Health & Community Infrastructure	Central & East	Cleaner & Greener	Eastfield Regeneration- To improve the quality of green open spaces	CA00512	Desirable infrastructure	Within this financial year	Developer contributions	£20,000	£55,000
Health & Community Infrastructure	Urban North	Health & Social Care	Norwood Urban Extension – to ensure adequate community, health and social care facilities in the area	PR00170	Essential Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£100,000	£1m
Health & Community Infrastructure	Rural	Safer & Stronger	Thorney Infrastructure Programme - To ensure adequate community facilities & Infrastructure improvements in the area		Essential Infrastructure	Short Term (within 1 – 5 years)		£100,000	£200,000
Health & Community Infrastructure	Rural	Cleaner & Greener	Thorney Infrastructure Programme To improve the quality of green open spaces by enhancing sports pavilions to meet the current needs of the community	CA00506	Desirable infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£25,000	£90,000
Health & Community Infrastructure	Rural	Cleaner & Greener	Thorney Infrastructure Programme - To improve the quality of green open spaces by enhancing footpaths throughout recreation ground	CA00175	Desirable infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£25,000	£80,000
Health & Community Infrastructure	Central & East	Health & Social Care	CAN Do Urban Regeneration - to improve the wellbeing and social care in the area		Desirable infrastructure	Medium Term (within 6-10 years)		£20,000	£1m

Health & Community Infrastructure	Central & East	Safer & Stronger	CAN Do Urban Regeneration - To improve the quality of infrastructure in the area		Desirable infrastructure	Short Term (within 1 – 5 years)		£150,000	£1.5m
Health & Community Infrastructure	Central & East	Cleaner & Greener	CAN Do Urban Regeneration - To improve the quality of green open spaces			Short Term (within 1 – 5 years)		£20,000	£120,000
Health & Community Infrastructure	Urban South	Safer & Stronger – this project has been completed	Cardea Community Pavilion –created a new community sports facility within the area		Essential Infrastructure	Within this financial year	Developer contributions	£80,000	£100,000
Health & Community Infrastructure	Urban South	Safer & Stronger	Improvements to Mountsteven Avenue Recreational ground.	CA00412	Desirable infrastructure	Within this financial year	Developer contributions	£30,000	£60,000
Health & Community Infrastructure	Urban South	Safer & Stronger	Improvements to the Oakdale Avenue Play Area –	CA00173	Desirable infrastructure	Within this financial year	Developer contributions	£30,000	£60,000
Health & Community Infrastructure	Urban South	Safer & Stronger	Horseshoe Park Improvement Plan – improvement of the facilities for young people.	CA00106	Desirable infrastructure	Within this financial year	Developer contributions	£30,000	£130,000
Health & Community Infrastructure	Central & East	Safer & Stronger	Community Radio Stations – to enhance community facilities to accomodate a community radio station	CA00588	Desirable infrastructure	Within this financial year	Developer contributions	£5,000	£25,000
Health & Community Infrastructure	Urban South	Safer & Stronger	Development of new Hampton Skate Park & Community Garden –	CA00276	Desirable infrastructure	Within this financial year	Developer contributions	£70,000	£220,000
Health & Community Infrastructure	Central & East	Health & Social Care	Millfield Community Centre - to enhance the health & wellbeing facilities in the area		Desirable infrastructure	Short Term (within 1 – 5 years)		£20,000	£65,000
Health & Community Infrastructure	Central & East	Safer & Stronger	Focus Centre - Installing perimeter fence, sensor operated taps / urinal / hand dryers. Repairs to home & away dug outs. Overall, improvement the infrastructure of the pavilion	CA00081	Desirable infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£20,000	£230,000
Health & Community Infrastructure	Urban South	Safer & Stronger – this project has been completed	Nene Valley Centre (formerly Riverside)		Desirable infrastructure			TBC	TBC
Health & Community Infrastructure	Central & East	Cleaner & Greener	Olive Branch Community Garden –Providing		Desirable infrastructure			N/A	N/A

Infrastructure			allotments to community groups.						
Health & Community Infrastructure	Central & East	Safer & Stronger	Digital Connectivity of Community facilities and groups – To enhance the Global connectivity for rural and urban areas of the city.		Essential Infrastructure	Short Term (within 1 – 5 years)		£20,000	£500,000
Health & Community Infrastructure	Urban South	Safer & Stronger	Digital Connectivity of Community facilities and groups- To enhance the Global connectivity for rural and urban areas of the city.		Essential Infrastructure	Short Term (within 1 – 5 years)		£20,000	£500,000
Health & Community Infrastructure	Urban North	Safer & Stronger	Digital Connectivity of Community facilities and groups - To enhance the global connectivity for rural and urban areas of the city.		Essential Infrastructure	Short Term (within 1 – 5 years)		£20,000	£500,000
Health & Community Infrastructure	Rural	Safer & Stronger	Digital Connectivity of Community facilities and groups - To enhance the global connectivity for rural and urban areas of the city.		Essential Infrastructure	Short Term (within 1 – 5 years)		£20,000	£500,000
Health & Community Infrastructure	Central & East	Safer & Stronger	Welland Skate Park Regeneration - To improve the quality of the green open spaces for the community.		Desirable infrastructure	Within this financial year	Developer contributions	£30,000	£120,000
Health & Community Infrastructure	Central & East	Safer & Stronger	Gladstone Park Community Centre –Lease& DUA with school. Enhancement of community facilities.		Desirable infrastructure	Short Term (within 1 – 5 years)		£50,000	£500,000
Health & Community Infrastructure	Central & East	Safer & Stronger	Stanley Recreation Ground – Improvements to the overall quality of the green open spaces for the community.	CA00172	Desirable infrastructure	Within this financial year	Developer contributions	£50,000	£130,000
Health & Community Infrastructure	Central & East	Safer & Stronger	PSL Grounds Millfield - To improve the quality of green open spaces.	CA00475	Desirable infrastructure	Within this financial year	Developer contributions	TBC	TBC
Health & Community Infrastructure	Central & East	Safer & Stronger	Eastfield Road Bus Shelter – Regeneration of a bus shelter	CA00574	Desirable infrastructure	Within this financial year	Developer contributions	£10,000	£55,000
Health & Community Infrastructure	Urban North	Safer & Stronger	Croyland Road Traffic Calming – installing road	CA00577	Desirable infrastructure	Within this financial year	Developer contributions	£20,00	£20,000

Infrastructure			traffic calming following evidence of need						
Health & Community Infrastructure	Central & East	Safer & Stronger	Century Square – Improvements – to enhance and improve the community infrastructure of the area	CA00604	Desirable infrastructure	Within this financial year	Developer contributions	£200,000	£950,000
Health & Community Infrastructure	Central & East	Safer & Stronger	Lighting Improvements @ Bishops Road Gardens – to improve the lighting infrastructure in the area.		Desirable infrastructure	Within this financial year	Developer contributions	£50,000	£150,000
Health & Community Infrastructure	Urban North	Safer & Stronger	Love Werrington – To improve the quality of infrastructure in the area. Community Project.		Desirable infrastructure	Short Term (within 1 – 5 years)	External body or organisation	£30,000	£200,000
Health & Community Infrastructure	Rural	Safer & Stronger	Rural wide traffic calming - To improve the quality of infrastructure in the area		Desirable infrastructure	Medium Term (within 6-10 years)	External body or organisation	£25,000	£160,000
Health & Community Infrastructure	Central & East	Safer & Stronger	Bishops Road Woodland Management – to clear a small strip of woodland either side of the path , linking to the car park area.		Desirable infrastructure	Within this financial year	Developer contributions	£20,000	£75,000
Health & Community Infrastructure	Rural	Safer & Stronger – this project has been completed	Etton Bus Shelter – renovation of a bus shelter in Etton	CA00647	Desirable infrastructure	Within this financial year	Developer contributions	£200.00	£1,600
Health & Community Infrastructure	Rural	Safer & Stronger – this project has been completed	Ailsworth Tennis Club Improvements – improvements to the tennis club	CA00640	Desirable infrastructure	Within this financial year	Developer contributions	£2,000	£20,000
Health & Community Infrastructure	Rural	Safer & Stronger	Maxey Play Park Improvements- Improvement to the play equipment in Maxey park		Desirable infrastructure	Within this financial year	Developer contributions	£30,000	£90,000
Health & Community Infrastructure	Central & East	Safer & Stronger	Gladstone Open Space Improvements -- to rejuvenate the area and improve the quality of green open spaces.	PR00200	Desirable infrastructure	Short Term (within 1 – 5 years)	External body or organisation	£30,000	£150,000
Health & Community Infrastructure	Urban South	Safer & Stronger	Great Haddon SUE: community hub co-located with secondary school, to include library access, a community centre and	PR001678	Essential Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	TBC	TBC

			leisure provision; community rooms to be co-located with new primary schools.						
Health & Community Infrastructure	Urban South	Safer & Stronger	Hampton Leys SUE: New community centre.	PR001680	Essential Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	TBC	TBC
Health & Community Infrastructure	Urban North	Safer & Stronger	Paston Reserve SUE: Community facilities associated with secondary school	PR001702	Essential Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	TBC	TBC
Health & Community Infrastructure	Urban North	Safer & Stronger	Norwood SUE: Provision of on-site community facilities to be agreed.	PR001703	Essential Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	TBC	TBC
Health & Community Infrastructure	Other Neighbourhood Scale Health & Community Infrastructure	<i>Other health & community infrastructure projects located in Urban South, Urban North, Rural or Central & East and contributing to the delivery of one or more of the following schemes: Safer & Stronger; Greener & Cleaner; Health & Social Care.</i>			Desirable infrastructure			TBC	TBC
Health & Community Infrastructure	Medical Practices and Surgeries	<i>Increased provision of medical services to meet growth needs through provision of new services or expansion of existing practices and surgeries.</i>						TBC	TBC
Health & Community Infrastructure	Sports and leisure	<i>Sports and leisure facilities to be identified by the Active Place Strategy report.</i>						TBC	TBC
Health & Community Infrastructure	Cultural facilities	<i>Regional / national multi-use venue</i>						TBC	TBC
Total project costs								£0.55m	£7.7m

Environmental Sustainability

- 3.29. Core strategy objective 2 seeks to “*develop a distinctive identity as the UK’s Environment Capital.*” This objective accords with the aspiration of the Sustainable Community Strategy for Peterborough, which seeks to become the Environment Capital of the UK. It is a corporate priority to implement the Environment Capital Agenda.
- 3.30. The Core Strategy supports this objective through a range of policy measures, such as improving the efficiency of buildings and promoting sustainable transport. Similarly the PDLP seeks to ‘protect and enhance biodiversity and geo-diversity and minimise the pollution of natural resources’ through objective 3.1.
- 3.31. A key part of the strategy to promote environmental sustainability is the creation of areas of high biodiversity supported by a network of green infrastructure, which is essential to ensuring that growth is sustainable. Green infrastructure can provide benefits to communities through improving the quality of open spaces and providing opportunities for recreation and leisure, through activities such as walking and cycling. Green infrastructure supports biodiversity through habitat creation and enabling the movement of flora and fauna. IDS environmental sustainability projects principally contribute to Peterborough’s Green Infrastructure network.

Key infrastructure

Nene Valley projects

- 3.32. The IDS identifies a range of projects to deliver a Nene Valley Green Infrastructure Corridor, providing benefits to biodiversity and also increase recreation opportunities and access to the countryside. These projects will promote the protection, enhancement and creation of wet meadows, wet woodland and open spaces adjacent to the river from Wansford to the Nene Washes, improving the river environment. Projects include:
- **Delivery of urban study projects;** Specific river enhancement projects include installation of fish/ eel pass at Orton Lock, greening of hard-engineered banks (coir roll installation), Electric Cut restoration scheme & Flood-plain Forest Project to better connect the flood plain & refuge pools to the main river.
 - **Nene Valley Flood Meadow Restoration;** Includes survey of flood meadow habitats & restoration & enhancement of wet meadows within Nene Park.
 - **Enhanced Public Access & Recreation Opportunities:** Includes Bluebell Wood riverside walk access enhancements, enhancing access & engagement with nature from the city centre towards the Boardwalks LNR and Nene Park access & facility improvements.

Welland Valley projects

- 3.33. The IDS identifies the following projects to enhance habitats and improve connectivity, whilst managing flooding and drainage in the Welland Valley:
- **Maxey Cut Climate Change Resilience project** - protect and enhance the habitats along the drain to provide greater connectivity through the Welland Valley. Develop management plans to combine drainage and biodiversity targets;
 - **Welland Valley Partnership habitat creation projects** - Improve connectivity and extent of meadows along flood plain. Promote additional wet woodland and floodplain habitat.

South Peterborough Green Parks

- 3.34. The South Peterborough Green Parks (SPGP) covers an area of land to the south of Peterborough stretching from the A1 in the west, through the Hamptons up to the Nene Washes and Whittlesey to the east. The area largely lies within Peterborough City Council’s administrative area

but also includes parts of Fenland District to the east and Huntingdonshire to the south. Historically, this area has been dominated by the brick industry with major clay extraction and brick manufacture.

3.35. The vision for the SPGP is to create:

“a large area of interconnected greenspaces with differing uses to the south and east of Peterborough. It will be an area where nature conservation, history, culture and recreation is integrated in a sustainable way with planned development. There will be a network of greenspaces of high biodiversity value that provide opportunities for wildlife as well as for people to appreciate, be involved with and enjoy nature close to where they live and work. Different parts of the park will have varying characteristics and uses within them...”

3.36. The SBGP supports growth through providing substantial opportunities for recreation and leisure, and enhancing, and improving connectivity between, habitats. The following projects are identified to support the SBGP:

- **Great Fen Access & Green Wheel Extension:** Development of sustainable walking, cycling & equestrian access routes between Peterborough & the Great Fen
- **Fenland Habitat Connectivity Project:** Promote the extension of the existing Fenland habitats at Woodwalton and Holme Fen throughout the Great Fen Project area and develop links northwards to Peterborough

Peterborough Fens

3.37. The Peterborough Fens project promotes green infrastructure through enhancing habitats and increasing connectivity. These projects also benefit new and existing residents through increased access to the opportunities for recreation and leisure.

- **Water for Farming and Wildlife:** Development of new ‘storage wetlands’ through partnership approach;
- **RSPB Thorney Farmland Bird Friendly Zone and Destination Fens (Fens for the Future):** Promote Countryside Stewardship and England Woodland Grant Scheme applications for land adjacent to existing urban areas to achieve greater access and multi-functionality.
- **Destination Fens:** Development of a Fenland tourism strategy
- **Fens Waterways Project**

City-wide Area

3.38. Enhancing connectivity and buffering of key urban & rural wildlife habitats, providing greater accessibility to the countryside and opportunities for Green Infrastructure connections, increasing opportunities for informal recreation and leisure activities and increasing the offer of, and enhance quality of Accessible Green Spaces in and adjoining the urban area and SUEs,

- **Extension & Buffering of Core Ecological Sites:** Includes Dogsthorpe Star Pit SSSI Extension/ Buffer (provision of new strategic GI site as part of north east Peterborough urban expansion)
- **Targeted Habitat Enhancements to Priority Habitats & Species:** Includes Strategic Species Habitat Connectivity Mapping Project (identification of key habitats and opportunities for enhancements), Ponds Project (restoration & creation of network of amphibian breeding ponds across city), Forest for Peterborough (planting of 183,500 trees in Peterborough over 20 years, plus associated habitat creation), Brownfield Project (identification and assessment of key Open Mosaic Habitats across city), B-Lines (promote flower-rich habitat creation or management within B-Lines network), Community Gardens Project (various growing areas & improved access at Ferndale Way, Welland) & Heritage Skills Project (creating multiple hubs for teaching heritage skills across city).
- **Rights of Way Enhancements** - Improve signing, interpretation and surfacing of key strategic access routes including The Green Wheel Network and long distance routes such

as The Hereward Way, Nene Way and Torpel Way for pedestrians, cyclists and horse riders.

John Clare Country Projects

3.39. The John Clare Country Project, centres on the poet John Clare's birthplace in Helpston. The area includes nature reserves, heritage centres, local shops, pubs and cafes, stone villages, cycle routes, bus routes and footpaths. Projects seek to deliver improvements for protection, restoration and creation of habitats including road verges, calcareous meadows and restored quarries on Nassaburgh Plateau. Barnack Hills & Holes is recognised as a national nature reserve and SSSI.

- **Extension & Buffering of Core Ecological Sites: Includes Barnack Hills and Holes SAC extension/buffer** (provision of additional accessible Green Infrastructure to address increased recreational pressure on SAC).
- **Limestone Grassland Habitat Enhancement & Creation:** Includes the Living Landscapes Project (limestone grassland habitat survey, restoration and creation)

Neighbourhood-scale infrastructure

3.40. In addition to the key infrastructure listed above, the Council will be supportive of small-scale and desirable projects to enhance environmental sustainability. Such projects may be principally neighbourhood-focussed, and could include:

- Provision of new or enhancement of existing local parks and open spaces;
- Local planting schemes;
- Local habitat and biodiversity projects.

Table 3: Environmental Sustainability Infrastructure Requirements

Thematic Package	Scheme type	Scheme	Project(s)	Project Code(s)	Prioritisation	Delivery Timescale	Potential funding source	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
Environmental Sustainability	Green Infrastructure	Nene Valley Green Infrastructure Corridor	Delivery of WFD Urban Study projects (Report identifies range of specific river enhancement projects including: - Orton fish and eel pass: Installation of fish pass at Orton Lock to meet WFD requirements; - Electric Cut Restoration Scheme: Enhance cut to benefit fish & other wildlife; - Flood-plain Forest Project: better connecting flood-plain & refuge pools to the main river (Orton Brook to Woodston Ponds); - Greening of Hard-engineered Banks: Installation of coir rolls etc. at key locations e.g. Fletton Quays	PR001391; PR001423	High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£2.58	£8.45
Environmental Sustainability	Green Infrastructure	Nene Valley Green Infrastructure Corridor	Nene Valley Flood Meadow Restoration: - Survey of flood meadow habitat: Comprehensive survey to identify specific restoration projects; - Bringing Nature Closer Project: Restoration & enhancement of wet meadows within Nene Park					TBC	TBC
Environmental Sustainability	Green Infrastructure	City-wide Projects	Enhanced Public Access & Recreation Opportunities: - Enhancing access & engagement with nature: developing opportunities in the city centre to Boardwalks area; - Bluebell Wood Riverside Walk Access Enhancements: Path and boardwalk improvements to create a circular walk; - Nene Park Access Improvements: improve	High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£0.50	£1.00	High Priority Infrastructure

			condition, length & width of shared routes & the variety of promoted trails for different users; - Growing Nene Park: increasing the quantity & quality of accessible green-space including improved access/ facilities at Thorpe Lea Meadows, Ferry Meadows & Castor.						
Environmental Sustainability	Green Infrastructure	Welland Valley	Maxey Cut Climate Change Resilience	PR001397	High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£0.50	£1.00
Environmental Sustainability	Green Infrastructure	Welland Valley	Welland Valley Partnership Habitat Creation	PR001654	High Priority Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£0.50	£2.00
Environmental Sustainability	Green Infrastructure	City-wide Projects	Rights of Way Enhancements: Improve signing, interpretation and surfacing of key strategic access routes including The Green Wheel Network and long distance routes such as The Hereward Way, Nene Way and Torpel Way for pedestrians, cyclists and horse riders.	PR001406	High Priority Infrastructure	Long Term (within 11 – 15 years)	Developer contributions	£0.10	£2.00
Environmental Sustainability	Green Infrastructure	South Peterborough Green Parks	Great Fen Access & Green Wheel Extension: Development of sustainable walking, cycling & equestrian access routes between Peterborough & the Great Fen	PR001404	High Priority Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£0.10	£1.00
Environmental Sustainability	Green Infrastructure	South Peterborough Green Parks	Fenland Habitat Connectivity Project: Promote the extension of the existing Fenland habitats at Woodwalton and Holme Fen throughout the Great Fen Project area and develop links northwards to Peterborough	PR001427	High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£1.00	£2.00
Environmental Sustainability	Green Infrastructure	Peterborough Fens	Targeted Habitat Enhancements: Water for Farming and Wildlife: Development of new 'storage wetlands' through partnership approach RSPB Thorney Farmland Bird Friendly Zone and Destination Fens (Fens for the Future)	PR001449	High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£0.08	£0.10
Environmental Sustainability	Green Infrastructure	Peterborough Fens	Enhanced Public Access & Recreation Opportunities: - Destination Fens: Development of a Fenland tourism strategy	PR001420	High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£0.07	£0.20

			- Fens Waterways Project						
Environmental Sustainability	Green Infrastructure	City-wide Projects	Dogsthorpe Star Pit SSSI Extension/ Buffer	PR001425	High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£1.00	£5.00
Environmental Sustainability	Green Infrastructure	City-wide Projects	Brownfield Project: Identification and assessment of key Open Mosaic Habitats across city		High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£0.05	£0.20
Environmental Sustainability	Green Infrastructure	City-wide Projects	Ponds Project: Restoration & creation of network of amphibian breeding ponds across city		High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£0.01	£0.50
Environmental Sustainability	Green Infrastructure	City-wide Projects	Strategic Species Habitat Connectivity Mapping Project: Identification of key habitats and opportunities for enhancements		High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£0.05	£0.10
Environmental Sustainability	Green Infrastructure	City-wide Projects	Forest for Peterborough Tree planting at locations across Peterborough	PR001652	High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£0.10	£1.00
Environmental Sustainability	Green Infrastructure	City-wide Projects	Heritage Skills Project: Creating multiple hubs for teaching heritage skills across city					TBC	TBC
Environmental Sustainability	Green Infrastructure	City-wide Projects	Community Gardens Project: Various growing areas & improved access at Ferndale Way, Welland		High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£0.10	£1.00
Environmental Sustainability	Green Infrastructure	City-wide Projects	B-Lines: Promote flower-rich habitat creation or management within B-Lines network		High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£0.10	£1.00
Environmental Sustainability	Green Infrastructure	John Clare Country Projects	Extension & Buffering of Core Ecological Sites Barnack Hills & Holes SSSI Extension		High Priority Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£0.50	£1.00
Environmental Sustainability	Green Infrastructure	John Clare Country Projects	Limestone Grassland Habitat Enhancement & Creation: Living Landscapes Project: Limestone grassland habitat survey, restoration and creation	PR001447	High Priority Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£0.50	£1.00
Environmental Sustainability	Green Infrastructure	Neighbourhood projects	<i>No projects currently identified, but could include provision of new or enhancement of existing local parks and open spaces, local planting schemes and local habitat and biodiversity project to support growth over plan period.</i>		Desirable infrastructure		Developer contributions	TBC	TBC
Total project costs (£million)								£9.54	£30.55

Skills and Education

- 3.41. Core Strategy objective 6 seeks to improve the quality and level of educational services and attainment throughout the area, by ensuring that all members of the population have equal access to opportunities for learning, training, skills and knowledge. As a Local Authority (LA), Peterborough City Council is responsible for delivering education services in its administrative area. It is a corporate priority of Peterborough City Council to improve educational attainment and skills.
- 3.42. Pupils and their families/carers may apply for admission to any school in England, and Peterborough City Council offers admissions based on a range of criteria. The number of school age children in Peterborough can change from year to year as a result of natural changes in the population. New development can also increase the demand for school places in the local area. Major developments (such as Sustainable Urban Extensions) may require entire new schools to serve these developments.
- 3.43. Peterborough's growth will generate the need for additional schools and other education facilities. In addition to the impacts of growth, education provision is under particular pressure from demographic changes - Peterborough has the second highest birth rate in the country.

Early years provision

- 3.44. The Council is required to secure sufficient early years' education and childcare. In July 2015 there were 289 early years 'settings' including child-minders, day nurseries, maintained nursery schools/units, nursery unit at independent school and pre-school playgroups. This provision provides 5,434 registered places.
- 3.45. Eligible two year olds and all three and four year olds are currently entitled to receive free early years education, equivalent to 15 hours per child per week. Through the Childcare Bill, the government is exploring increasing the provision of free early years education to 30 hours per week. Forecasting demand is therefore challenging at this time, and the potential impact of the proposal on early years education provision is unknown.

Primary and secondary provision

- 3.46. For primary pupils the entire local authority is divided into school catchment areas. Under admissions criteria in-catchment pupils get priority over others, apart from those who are in care. In addition to the schools with geographical catchments, All Saints CofE, Sacred Heart RC and St Thomas More RC admit pupils on faith grounds and do not have designated catchments.
- 3.47. Most of the local authority area is covered by secondary school catchment areas but the central area, east of Lincoln Road, is not. The Thomas Deacon Academy, City of Peterborough Academy, St John Fisher RC and The King's School CofE are all in this geographical area. The Thomas Deacon Academy admits on the basis of proximity; City of Peterborough Academy admits on the basis of having attended a primary school within the area; the other two schools admit on faith grounds.
- 3.48. For any school with a catchment area, in-catchment pupils have the second highest priority for admissions, behind only looked after children. Out of catchment pupils can be offered places at any school provided there is available capacity.

Post-16 provision

- 3.49. The Education and Skills Act 2008 raised the participation age for compulsory education to 18 years. Post-16 education can take place at a variety of settings, including schools, colleges, home education, work-based learning and part-time education. Additional post-16 education is likely to be required in the form of college placements and apprenticeships.

Free schools

- 3.50. Free schools can be set up by certain organisations other than the City Council and are outside of local authority control. Free schools can choose where they locate and set their curriculum. Free schools can play an important contribution to education provision in the area by providing additional capacity and increasing choice for pupils and families.

Funding

- 3.51. It can be challenging to ensure there are sufficient school places to meet demand, and that these school places are provided in the right places. Ideally, all pupils resident in Peterborough should live within a catchment area of a local school, with a place available if they so choose to attend.
- 3.52. The Council collects CIL from new developments and will use this to fund the provision of education facilities across the Council's area, as indicated on the R123 Infrastructure List. Major sites of 500 dwellings or more (such as SUEs) which generate a need for a new school(s) directly to serve the needs of the development are expected to provide facilities on site. The Council will secure the provision of new education facilities using planning obligations in s106 agreements.

Education infrastructure requirements

Early years provision

- 3.53. New development will result in requirements for early years provision across the Council area. This will mainly be in the form of grants to enable private providers to provide the service required. The location and scale of additional provision is yet to be determined.

Education provision at SUEs

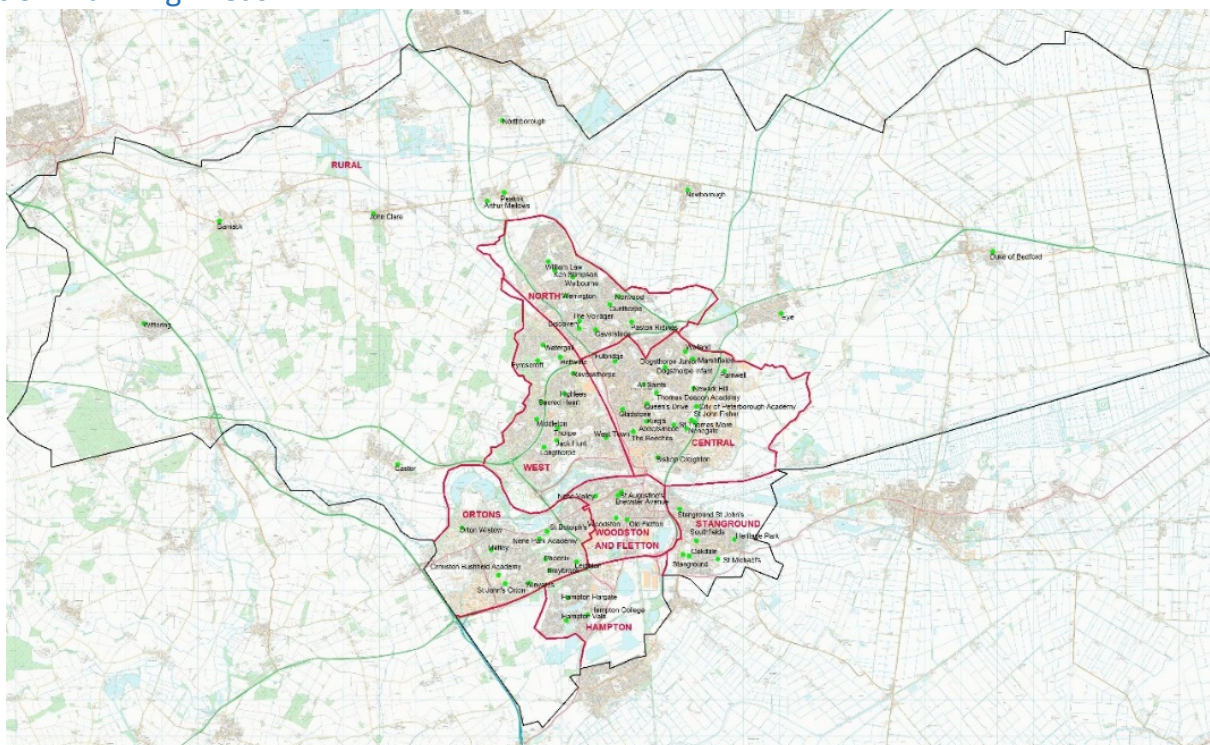
- 3.54. The most significant requirements for new education infrastructure provision will arise from the development of SUEs, namely at Paston Reserve, Norwood and Great Haddon. Therefore, in terms education provision the SUEs will be largely self-contained, with new schools provided on-site. To meet the education needs of the SUEs, the following education infrastructure is required:

- **Primary education -**
 - Two new primary schools to serve Paston Reserve and Norwood SUEs;
 - Two new primary schools to serve Hampton SUE; and
 - Three new primary schools to serve Great Haddon SUE.
- **Secondary education -**
 - Provision of a new secondary school (the Norwood Secondary School) to serve SUE development and north of Peterborough City;
 - New secondary school to serve Great Haddon SUE.

Additional education infrastructure requirements by planning area

- 3.55. In planning for primary and secondary school provision, the Council groups catchment areas into 'planning areas'. These areas planning areas are based on geographical proximity and physical barriers such as rail, major roads and the river, and are shown in the map below:
- 3.56. The Council published a "School Organisation Plan 2015 – 2020", which sets out the requirement for education provision in the short to medium term. The following growth requirements are identified by planning area between 2015 and 2020:

Map 2: Education Planning Areas



- **Central** – Expansion of existing schools in the Central area will be required to meet the needs of growth over the plan period. No schemes currently identified, but situation kept under review due to planned growth in the area.
- **North** – The new development at the Paston Reserve and Norwood SUEs will provide their own schools, as discussed above. It is likely that the needs of other new developments in this area can be met through existing provision.
- **West** – Expansion to Jack Hunt Secondary School is required to meet growth needs in this area.
- **Ortons** – No current schemes identified. However, depending on future pupil forecasts, Braybook Primary School may require expansion.
- **Stanground** – No schemes identified. St Michaels and Southfields both being expanded
- **Fletton/Woodston** - There is likely to be a need for additional school places, but so far no suitable sites have been identified.
- **Hampton** – The delivery of additional secondary school capacity is an urgent priority in the area. A successful bid for a Free School sponsored by Hampton College will meet this need. The Great Haddon SUE will generate a requirement for additional education infrastructure, including three new primary schools and a new secondary school.
- **Rural Areas** – It is necessary to monitor carefully the demography of the rural areas due to the distances involved and transport costs if children are unable to access their nearest primary school. Fluctuations in annual cohorts may be most suitably addressed through temporary measures such as mobile classrooms and / or internal alterations. There may be opportunity for expansion of the Duke of Bedford Primary School at Thorney. However at this time no schemes are identified.

Table 4: Education infrastructure requirements

Thematic Package	Scheme type	Scheme	Project(s)	Project Code	Prioritisation	Delivery Timescale	Potential funding source	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
Skills Education and	New or expanded early years provision	Early Years need	<i>No projects currently identified, but kept under review. Additional early years provision will be required to meet demand across Peterborough</i>	PR001365	High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£2.50	£5.00
Skills Education and	New Primary School	Primary education provision to serve SUEs	Paston Reserve 1 - Primary	PR001368	Essential Infrastructure	Short Term (within 1 – 5 years)	PCC funding	£6.00	£8.00
Skills Education and	New Primary School	Primary education provision to serve SUEs	Paston Reserve 2 (Norwood) - Primary	PR001369	Essential Infrastructure	Medium Term (within 6-10 years)	PCC funding	£8.00	£10.00
Skills Education and	New Primary School	Primary education provision to serve SUEs	Hampton Leys 1 - Primary	PR001374	Essential Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£6.00	£8.00
Skills Education and	New Primary School	Primary education provision to serve SUEs	Hampton Leys 2 - Primary	PR001379	Essential Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£6.00	£8.00
Skills Education and	New Primary School	Primary education provision to serve SUEs	Great Haddon 1 - Primary	PR001370	Essential Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£8.00	£10.00
Skills Education and	New Primary School	Primary education provision to serve SUEs	Great Haddon 2 - Primary	PR001371	Essential Infrastructure	Long Term (within 11 – 15 years)	Developer contributions	£8.00	£11.00
Skills Education and	New Primary School	Primary education provision to serve SUEs	Great Haddon 3 - Primary	PR001372	Essential Infrastructure	Long Term (within 11 – 15 years)	Developer contributions	£7.00	£8.00

Skills Education	and	New Secondary School	Secondary education provision to serve SUEs and north of Peterborough city	Norwood Secondary School	PR001383	Essential Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£20.00	£30.00
Skills Education	and	New Secondary School	Secondary education provision to serve SUEs	Great Haddon Secondary	PR001384	Essential Infrastructure	TBC	Developer contributions	£30.00	£35.00
Skills Education	and	School expansion	Expansion of existing schools in "Central" catchment area to meet growth needs over plan period	<i>No project currently identified, but situation kept under review due to planned growth in the area.</i>		Essential Infrastructure	TBC	Developer contributions	TBC	TBC
Skills Education	and	School expansion	Expansion of existing schools in "West" catchment area to meet growth needs over plan period	Expansion to Jack Hunt Secondary School		Essential Infrastructure	TBC	Developer contributions	TBC	TBC
Skills Education	and	School expansion	Expansion of existing schools in "Ortons" catchment area to meet growth needs over plan period	Expansion of Braybrook Primary School		High Priority Infrastructure	TBC	Developer contributions	TBC	TBC
Skills Education	and	School expansion	Expansion of existing schools in "Fletton/Woodston" catchment area to meet growth needs over plan period	<i>Additional school places likely to be required, but no suitable site identified at this time.</i>		High Priority Infrastructure	TBC	Developer contributions	TBC	TBC
Skills Education	and	School expansion	Expansion of existing schools in rural areas to meet growth needs over plan period	<i>No project currently identified, but situation kept under review.</i>		High Priority Infrastructure	TBC	Developer contributions	TBC	TBC
Total project costs (£million)									£101.50+	£133.00+

Transport

Policy context

- 3.57. Peterborough City Council is the highways authority for the Unitary Authority area. It is responsible for maintaining the highways network (excluding the strategic road network) and public rights of way in its area, and in regulating the activities of developers in relation to highways. The Strategic Road Network is the responsibility of Highways England. Public transport is principally delivered by commercial providers, with some public subsidy particularly in rural areas to ensure they remain viable. Vehicle parking is offered by Peterborough City Council and commercial operators.
- 3.58. The adopted Core Strategy seeks to ensure Peterborough grows sustainably through providing necessary transport infrastructure and encouraging a modal shift away from car use to sustainable forms of transport. The Core Strategy aims to achieve the following objectives relating to transport infrastructure:
- **OB15: Bus services and congestion** – to enhance existing bus services in both the urban and rural areas and implement improvements to reduce local congestion by enabling regular, accessible and frequent services that reflect the most popular journeys and destinations and encourage an attitude and modal shift in local residents' travel behaviour;
 - **OB16: Walking and cycling** – To develop a fully integrated walking and cycling network, which provides legible, safe and pleasant routes throughout the city and surrounding area whilst encouraging healthy and sustainable travel choices.
 - **OB17: Rail station** – To regenerate Peterborough rail station and its wider area as a strategic gateway to the city. This will include increased rail capacity and local services to further reduce dependency on the private car, better connections to the city and improved physical design to create a greater sense of welcome and arrival, and further development of the station as a major development opportunity area.
- 3.59. In April 2016, the Council published its *Long Term Transport Strategy (2011 to 2026) and Local Transport Plan 4 (2016 to 2021)* (LTTS & LTP4). The LTTS & LTP4 seeks to deliver a sustainable transport system that allows Peterborough to deliver its growth strategy (i.e. the adopted Core Strategy and eventually the new Peterborough Local Plan).
- 3.60. In addition to meeting growth needs, the LTTS & LTP4 will enable residents and visitors to make smarter, more sustainable travel choices across Peterborough. The LTTS & LTP4 will continue to improve walking, cycling and public transport networks and will facilitate a transition to ultra-low emission vehicles.
- 3.61. This IDS has been informed by the LTTS & LTP4. The transport infrastructure items identified in this IDS therefore also contribute toward achieving the LTTS & LTP4's vision and objectives. This section provides a summary of transport infrastructure requirements, with specific schemes and projects set out in table 5.

Transport infrastructure requirements

Smarter Choices

3.62. Peterborough will provide a package of Smarter Choices measures that encourage and promote sustainable travel to all people travelling in and around Peterborough therefore influencing their travel choices. To support this, the Travelchoice programme will provide:

- The provision of a customer service centre within Queensgate to predominantly offer members of the public information on bus services and coach bookings; but also for more general information on sustainable travel options in Peterborough;
- Promote sustainable travel within businesses, schools and residential developments through a range of measures including developing Travel Plans, including a school travel plan for all schools, work with new and existing businesses to help them implement workplace travel plans, require implementation of residential travel plans on large scale residential developments;
- To promote sustainable travel via social media to ensure key travel messages are distributed widely and innovatively;
- To utilise new technologies where possible to encourage people to travel sustainably e.g. smartcards for public transport usage, interactive maps, mobile apps and websites; and
- Provide a Travelchoice website which acts as a “one-stop-shop” for information on sustainable modes of travel in Peterborough, including walking, cycling, public transport and car sharing. The emphasis is on information to help people make travel choices about their everyday travel, (i.e. to work, school, leisure activities, shopping, healthcare, etc.).

Sustainable Transport

3.63. The LTTS & LTP4 seeks to increase the number of walking and cycling trips, through a well-developed and safe pedestrian connections and cycle network. Peterborough will have a high quality, reliable, easy to access and simple to understand public transport system.

3.64. Improving bridge access will connect neighbourhoods with the city centre:

- The London Road River Bridge Phase II proposal is to improve the eastern footway so that it can accommodate cyclists.
- Fletton Quays Footbridge: The Fletton Quays development is severed by the railway line and separated from the city centre by the River Nene. A new bridge is required to provide a suitable facility that is an attractive alternative to travelling into the city centre by car. This project encourages travel by sustainable modes, reduces the need to travel by car and improves connectivity in the city centre.
- Pedestrian and Cycle Bridge in Vicinity of Crescent Bridge: Crescent Bridge currently provides two narrow footways, which are unsuitable for cycling. In addition, due to the nature of the bridge it is extremely difficult for cyclists to access the relevant carriageway. Improvements to the bridge would help to provide a safe route into and out of the city centre.

3.65. The LTTS & LTP4 will make it easier for residents and visitors to travel to, from and around them by:

- Improving pedestrian and cycle routes, as well as bridleways and byways through the Rights of Way Improvement Plan (ROWIP) and on the Green Wheel;
- Working with Network Rail and local communities to close level crossing subject to acceptable mitigation measures;
- Improving sustainable transport links from rural areas and to connect to transport hubs;
- Directing HGVs onto the major roads to limit impact on rural communities.

Walking and cycling networks

- 3.66. The Primary Cycle Network (PCN) currently provides safe, coherent routes for cyclists looking to access key destinations and places of interest across the city. Expansion of the cycle network, with the provision of a cycle hub and cycle parking, will improve the quality of the cycle routes in Peterborough, provide attractive opportunities to make necessary journeys by cycle, support the UK Environment Capital status, increase the number of cyclists in Peterborough and reduce the physical barriers to cycling.
- 3.67. Strategic Walking Network expansion and consolidation will develop key pedestrian routes and create an attractive desirable link between Railway Station, bus station and city core, including through the provision of signalised crossing schemes.

Public transport

- 3.68. To ensure growth in Peterborough can happen sustainably, improved bus services are required which enable residents to travel sustainably around the city. The public transport network will be enhanced through various measures to:
- Improve and maintain the Primary Public Transport Corridor;
 - Expansion of the core network within Peterborough and the 10 minute frequency buses.
 - Improve accessibility to public transport, improve bus punctuality and provide high quality provision of key services and destinations;
 - Increase the number of bus services running in the evenings and at the weekends, thereby minimise the need to travel by car and making public transport more accessible and easy to access;
 - Provide improvements to demand responsive bus services in the rural parts of Peterborough, seeking to expand the Call Connect services, particularly into the east of the authority. This will involve working with neighbouring authorities and other partner organisations to co-ordinate and improve cross-boundary services.

Highways

Highway and Junction Improvements

- 3.69. Through the planning process, the Council will use planning obligation, CIL and other appropriate mechanisms to ensure new developments mitigate their impacts on the transport network. In addition, a number of improvements to key roads, the network of 'Parkways' and junctions are necessary to increase capacity, reduce congestion and accommodate future growth. Identified highway and junction improvements and secured developer lead schemes are listed in table 5.

Demand and Traffic Management Systems

- 3.70. Peterborough will use Intelligent Transport Systems and an expanded Urban Traffic Management Control (UTMC), linking to Real-Time Passenger Information (RTPI) and Active Travel Management (ATM), to collect data, manage the network and provide high quality accurate travel data to network users to inform their travel decisions before and during journeys. Through improved information, Peterborough will ensure an efficient use of the existing and future roadway and transport network, maximise efficiency of road network, ease congestion, inform travel decisions accurately before and during journey, inform motorists of closures and congestion on the parkway system.
- 3.71. Provide a vehicle parking system that supports economic vitality, promoting sustainability and Peterborough's Environment Capital aspirations. Improve enforcement. Work with partners/businesses to reduce parking 'footprints' and make more land available for development and improved commercial competitiveness.

- 3.72. A car parking strategy will seek to manage demand for parking spaces, improve accessibility for all users and promote car sharing. The strategy will encourage migration of long-term spaces from the city centre to the periphery and outer areas. Driver's parking decisions will be informed by Intelligent Transport Systems (ITS) and Variable Message Signs (VMS).
- 3.73. Providing an extensive network of recharging points throughout the Peterborough authority area will promote the installation of electric vehicle infrastructure and recharging points in commercial and residential developments.

City Centre Improvements

- 3.74. City Centre transport and accessibility will be improved through the following measures:
- Giving priority to buses on the roads to make public transport journeys the quickest and easiest way of getting around;
 - Creating better cycle routes and walkways around the city centre to give cyclists and pedestrians priority access;
 - Relocating car parks to free up land to create more city centre for public realm improvements and development opportunities;
 - Improving city taxi ranks;
 - Improving RTPI to make it easier for people to access bus and train times;
 - Providing interactive travel kiosks to give people information about the choice of travel options;
 - Look to create fixed loading times for lorries and freight vehicles outside of peak shopping times;
 - Make the city centre more user-friendly for all ages but focusing on older people and those with disabilities;
 - Improving access to and around the city centre for those with mobility difficulties;
 - Support the uptake of electric and ultra-low emissions vehicles;
 - Implementing public realm improvements.
- 3.75. Bourges Boulevard and Crescent Bridge roundabout present a major barrier to movement between Peterborough's retail core and the river, therefore presenting a barrier to the future development of the city. Improvements to the Bourges Boulevard Corridor will unlock congestion and significantly reduce delays, facilitating housing and economic growth and contributing toward the redevelopment of the city centre.

Rail infrastructure

- 3.76. The LTTS & LTP4 seeks to provide a rail network and connectivity which meets the needs of both passengers and freight users. The following schemes will support the rail network:
- Freight Logistics - Quality Partnership: This project will ensure Peterborough embraces opportunities to increase the amount of freight on the railway and reduce the impacts of lorries on the local network to reduce the environmental impacts of the movement of freight whilst supporting economic activity. To reduce the impact of freight movements on people's lives and environment, improve signage for freight, to support a shift for freight to more sustainable modes, to identify and publicise key freight routes and destinations, to encourage freight to use the parkway network as much as is practicable until they reach their final destination.
 - Hybrid or Rail Trans-shipment: A rail based logistics facility in Magna Park, Stanground. The Council will be working with the developer and Network Rail over highway improvements that are part of the planning conditions.
 - Level Crossing Closures/Enhancements (Woodcroft & Foxcovert Road): Improvements or possible closures and replacement with bridges of two level crossing as names in the project title. To improve safety at level crossings, increase connectivity in the area and possibly allow trains to travel at higher speeds.

Table 5: Transport infrastructure requirements

Thematic Package	Scheme type	Scheme	Project	Project Code	Prioritisation	Delivery Timescale	Potential funding source	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
Transport	Secured Developer Lead Schemes	Hampton Road Network (Development Trigger)	Western Relief Road	PR001272	High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£15	£20
Transport	Secured Developer Lead Schemes	Hampton Road Network (Development Trigger)	Yaxley Loop Road	PR001273	Critical Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£15	£20
Transport	Secured Developer Lead Schemes	Hampton Road Network (Development Trigger)	ECML Bridge		High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£25	£30
Transport	Secured Developer Lead Schemes	Site-specific improvements	A1139 Fletton Parkway Junction Improvements Junction 1	PR001330; PR001331	Critical Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£15	£20
Transport	Secured Developer Lead Schemes	Site-specific improvements	A1139 Fletton Parkway Junction Stage 1 Improvements Junction 3a	PR001334	Critical Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£5	£10
Transport	Smarter Choices	Travelchoice	Multiple projects including: - Travelchoice Centre (Queensgate); - Travel Plans (school, business, residential and village/rural); - Social marketing / research; - New Technology - advances in technology and best practice; - Travelchoice initiatives inc. website	PR001260	Essential Infrastructure	Short Term (within 1 – 5 years)	Other	£2	£3

216	Transport	Sustainable Transport	Walking and cycling improvements	<p>Multiple projects across district including:</p> <ul style="list-style-type: none"> - Primary Cycle Network (PCN), cycle hub, cycle parking; -- City Centre Improvements; - Strategic Walking Network expansion and consolidation; - Expansion of pedestrianisation; - Primary Cycle Network expansion and consolidation; - Strategic Walking Network, signalised crossing schemes; - Improving pedestrian and cycle routes, as well as bridleways and byways through the Rights of Way Improvement Plan (ROWIP) and on the Green Wheel; - Working with Network Rail and local communities to close level crossing subject to acceptable mitigation measures; - Improving sustainable transport links from rural areas and to connect to transport hubs; - Directing HGVs onto the major roads to limit impact on rural communities. 		Essential Infrastructure	Short Term (within 1 – 5 years)	Other	£5	£7
	Transport	Sustainable Transport	Site-specific improvements	<p>Foot/cycle bridges to improve connectivity:</p> <ul style="list-style-type: none"> - London Road River bridge phase II; - Fletton Quays footbridges; - Pedestrian and cycle bridge in vicinity of Crescent Bridge 	PR001293; PR001294; PR001295	Essential Infrastructure	Medium Term (within 6-10 years)	Other	£23	£35
	Transport	Sustainable Transport	Bus	<p>Multiple projects including:</p> <ul style="list-style-type: none"> - Extended Primary Public Transport Corridor (PTTC); - Innovative ticketing measures, including smartcard; - Min 10min frequency and additional core network; - Interchange and bus stop improvements. 		Essential Infrastructure	Short Term (within 1 – 5 years)	Other	£5	£7

Transport	Sustainable Transport	Other bus improvements	Improve rural bus service - demand responsive service, Improve cross boundary bus service, Extend timetable of bus services at evenings and weekends, bus priority measures	PR001304	Essential Infrastructure	Short Term (within 1 – 5 years)	Other	£1	£2
Transport	Highway	Intelligent Transport Systems (ITS)	Urban Traffic Management Control (UTMC), Real Time Passenger Information (RTPI)	PR001262; PR001263	Essential Infrastructure	Short Term (within 1 – 5 years)	Other	£1	£2
Transport	Highway	Demand and Traffic Management Systems	Multiple projects including: - Car park strategy; - Active Traffic Management (ATM); - Variable Message Signs (VMS); - Car Sharing; - Electric car charging points; - Car Park demand management	PR001315; PR001319; PR001320; PR001322; PR001323	Essential Infrastructure	Short Term (within 1 – 5 years)	Other	£5	£8
Transport	Highway	City Centre Improvements	City Centre Improvements	PR001326	Essential Infrastructure	Short Term (within 1 – 5 years)	Other	£1	£2
Transport	Highway	City Centre Improvements	Bourges Boulevard Corridor: - East Embankment - Boongate Dualling; - East Embankment - Fengate Capacity Improvements; - Town Bridge Improvements; - Rivergate Gyratory improvements.	PR001325; PR001327; PR001328	Critical Infrastructure	Medium Term (within 6-10 years)	Other	£33	£50
Transport	Highway	Parkway Highway Improvements	A15 Paston Parkway/A47 Soke Parkway Junction 20 Improvements	PR001338	Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£5	£7
Transport	Highway	Parkway Highway Improvements	A1/A605 Oundle Road (Alwalton) Junction		Critical Infrastructure	Medium Term (within 6-10 years)	Other	£5	£10
Transport	Highway	Parkway Highway Improvements	A1139 Fletton Parkway Junction Improvements Jn 2	PR001331	Critical Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£1	£3
Transport	Highway	Parkway Highway Improvements	A1139 Fletton Parkway Junction Improvements Jn 3		Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£1	£3

Transport	Highway	Parkway Highway Improvements	A1139 Fletton Parkway Junction Improvements Jn 3 - 3a	PR001333; PR001334	Critical Infrastructure	Medium Term (within 6-10 years)	Other	£30	£50
Transport	Highway	Parkway Highway Improvements	A1139 Fletton Parkway Junction Improvements Jn 3a		Critical Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£1	£3
Transport	Highway	Parkway Highway Improvements	Nene Parkway Junction Stage 2 Improvements Jn 15		Critical Infrastructure	Medium Term (within 6-10 years)	Other	£5	£10
Transport	Highway	Parkway Highway Improvements	A47/A15 Lincoln Road Jn 18 Improvements	PR001337	Critical Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£4	£6
Transport	Highway	Parkway Highway Improvements	A15 Junction improvements Jn 21	PR001339	Critical Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£5	£7
Transport	Highway	Parkway Highway Improvements	Glinton Northborough Bypass between Jn 22 and Market Deeping		Critical Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£75	£90
Transport	Highway	Parkway Highway Improvements	Nene Parkway Widening - Jn 32 - 33 (with 50mph speed limit) narrow lane widening	PR001342	Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£3	£5
Transport	Highway	Parkway Highway Improvements	Nene Parkway Widening - Jn 32 - 33 with full width widening		Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£40	£50
Transport	Highway	Parkway Highway Improvements	Nene Parkway Junction Improvements Jn 33	PR001343	Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£1	£5
Transport	Highway	Parkway Highway Improvements	Nene Parkway Junction Improvements Jn 15		Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£5	£10
Transport	Highway	Parkway Highway Improvements	Nene Parkway Junction Improvements Jn 33-15 widening		Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£5	£10
Transport	Highway	Parkway Highway Improvements	Nene Parkway Junction Improvements Jn 31-3 widening		Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£1	£3

Transport	Highway	Parkway Highway Improvements	Nene Parkway Junction Improvements Jn 32-33 full width widening		Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£40	£50
Transport	Highway	Other Highway Improvements	A605 Junction with B1095 Junction improvements		Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£10	£15
Transport	Highway	Other Highway Improvements	Jn 68 Stanground Fire station Improvements with PT priority	PR001345	Critical Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£1	£3
Transport	Highway	Trunk Road Improvements	A1 Wittering Junction Improvement	PR001347	Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£25	£25
Transport	Highway	Development Access	Norwood Access	PR001348	Critical Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£15	£20
Transport	Highway	Development Access	A16 dualling Norwood to A47		Critical Infrastructure	Medium Term (within 6-10 years)	Developer contributions	£5	£10
Transport	Highway	Development Access	Eastern Industries access - Parnwell Way	PR001350	Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£8	£10
Transport	Freight	Freight Logistics - Quality Partnership		PR001352	Essential Infrastructure	Short Term (within 1 – 5 years)	Other	£1	£1
Transport	Freight	Hybrid or rail trans shipment		PR001353	Essential Infrastructure	Short Term (within 1 – 5 years)	Other	£15	£20
Transport	Railway	Peterborough station enhancement			Essential Infrastructure	Medium Term (within 6-10 years)	Other	£5	£10
Transport	Railway	Level Crossing closures/enhancements		PR001357	Essential Infrastructure	Short Term (within 1 – 5 years)	Other	£10	£15
Transport	Railway	Werrington Grade Separated Junction - ECML and Spalding Line			Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£15	£20

Transport	Railway	Rail freight improvements			Critical Infrastructure	Short Term (within 1 – 5 years)	Other	£10	£15
Transport	Highway	Parkway Highway Improvements	Smart City Network		Essential Infrastructure	Short Term (within 1 – 5 years)	Other	£4	£5
Total project costs (£million)								£502	£707

Utilities and Services

3.77. The Core Strategy seeks to ensure that the future growth is supported by investment in utilities infrastructure, such as water supply and treatment and household waste recycling.

- **OB27: Utilities infrastructure** – To secure in advance the funding and delivery of sufficient infrastructural capacity to accommodate and support the levels of growth planned for the district up to 2026, in particular through increased sewage treatment network capacity and ensuring sufficient water security to accommodate new development. To reduce pressure on the area's utilities by adopting measures to manage and reduce existing and future resource demand.
- **OB29: Flood risk** – To reduce the impacts of flooding and climate change on Peterborough by ensuring that all new development as a minimum complies with PPS25 [*since replaced by NPPF*] and wherever possible that development is directed away from areas at risk of flooding, and by ensuring the adoption of SuDS wherever practicable in new development.

3.78. The following utilities infrastructure items are required to support the needs of growth:

Water infrastructure

3.79. The Council is currently updating its Water Cycle Study (WCS) and Strategic Flood Risk Assessment (SFRA). The aim of this update is to ensure that water infrastructure, and the risks from flooding, can be managed sustainably alongside the expected growth of Peterborough. The WCS and SFRA Updates may recommend the development of new or enhancement of existing infrastructure relating to the management of water resources and/or flood risk. Updated findings and recommendations are expected to be reported in early 2017.

3.80. This IDS Update does not, therefore, identify water-resource or flood management infrastructure. For detail on such infrastructure requirements, please refer to the updated WCS and SFRA (once published).

Waste infrastructure

3.81. The following strategic waste infrastructure is required to meet the needs of growth over the plan period:

- **Anaerobic Digestion Plant:** An anaerobic digestion plant will maintain the diversion of food waste from residual treatment and enable the Council to generate renewable heat and/or electricity;
- **Southern Householders Recycling Centre:** Provide a modern and efficient Household Recycling Centre (HRC) for the city, which is well located, well designed and accepts a wide variety of materials for reuse/recycling.
- **Bring Sites (per 800 dwellings):** Temporary and permanent bring site facilities are provided to serve residents in Peterborough, improving the ratio of Council provided bring sites to 1:800. This may include the replacement and improvement of existing facilities.

Table 6: Utilities and Services Infrastructure Requirements

Thematic Package	Scheme type	Scheme	Project	Project Code	Prioritisation	Delivery Timescale	Potential funding source	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
Utilities and Services	Water infrastructure	<i>Infrastructure for the provision or treatment of potable and / or waste water, as identified by Water Cycle Study.</i>			TBC	TBC	TBC	TBC	TBC
Utilities and Services	Waste infrastructure	Anaerobic Digestion Plant		PR001491	Essential Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£6	£10
Utilities and Services	Waste infrastructure	Southern Householders Recycling Centre		PR001494	Essential Infrastructure	Long Term (within 11 – 15 years)	Developer contributions	£4	£6.50
Utilities and Services	Waste infrastructure	Bring Sites		PR001496	Essential Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£1	£5
Total project costs (£million)								£11+	£21.50+

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CABINET	AGENDA ITEM No. 8
7 NOVEMBER 2016	PUBLIC REPORT

Cabinet Member responsible:	Councillor Gavin Eley, Cabinet Member for Waste and Street Scene	
Contact Officer(s):	James Collingridge, Amey Partnership Manager	Tel. 864736

TASK AND FINISH GROUP REPORT ON THE REVIEW OF THE AMEY STREET CLEANSING CONTRACT

RECOMMENDATIONS	
FROM: Sustainable Growth and Environment Capital, Street Cleansing Task and Finish Group	Deadline date: N/A
That Cabinet consider the recommendations of the Street Cleansing Task and Finish Group Final Report (Appendix 1).	

1. ORIGIN OF REPORT

1.1 This report is submitted to Cabinet following consideration by the Sustainable Growth and Environment Capital Scrutiny Committee on the 25 October 2016.

2. PURPOSE AND REASON FOR REPORT

2.1 The purpose of this report is to obtain the views of Cabinet following a review of the Street Cleansing elements within the Amey Contract.

2.2 Recommendation 5 (Hit Squad), has a range of options with varying financial implications. It should be noted that that all options could respond to cleansing incidents, however if the option was taken to only have a barrow beat they would be limited to being purely on foot. All other options would allow the teams to be fully mobile and if a caged 3.5t vehicle was opted for they could also respond to fly tipping.

2.2 This report is for Cabinet to consider under its Terms of Reference No. 3.2.3 'to take a leading role in promoting the economic, environmental and social well-being of the area'.

3. TIMESCALE

Is this a Major Policy Item/Statutory Plan?	NO	If Yes, date for relevant Cabinet Meeting	N/A
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4. KEY ISSUES

4.1 Please refer to Appendix 1 - Task and Finish Group Street Cleansing Final Report

5. CONSULTATION

5.1 Sustainable Growth and Environment Capital Scrutiny 25 October 2016.

6. ANTICIPATED OUTCOMES

- 6.1 If the recommendations from the report are taken forwards, those that have no monetary value can be implemented using current resourcing. Recommendations 5 and 11 need financial input, and if Cabinet were minded to approve these would then require integration as part of phase 2 of the budget and will be subject to consultation and approval by full council in March.
- 6.2 If all recommendations are successfully implemented it is expected this will have a positive impact on the current levels of litter within the City. However the financial implications of this will need to be considered..

7. REASONS FOR RECOMMENDATIONS

- 7.1 The recommendations put forward as part of the report are made as a result of the formation of a cross party Street Cleansing Task and Finish Group review of current cleansing standards. The Task and Finish Group viewed the current equipment available for Amey to use and looked at the intensity classifications for cleansing of all the streets within the review.
- 7.2 The Task and Finish Group are aware that Amey are currently meeting their contractual standards and that further consideration needs to be given to enhancements, education, and enforcement to improve the service further.

8. ALTERNATIVE OPTIONS CONSIDERED

- 8.1 The option to retain the current Street Cleansing standards was considered by the Task and Finish Group when producing their report, it was felt that this would not be an acceptable outcome for residents.

9. IMPLICATIONS

Financial

- 9.1 The report contains 3 elements that carry financial implications, that if approved will need to go into phase 2 of the budget to be discussed through Budget Working Group and public consultation, finally being ratified by Full Council in March 2017. The financial implications range from £144,000 - £208,000
- 9.2 The report contains the four different financial options for the potential hit squad as follows. The Group did not express a preference between these options .
- £72k Two person team (driver and operator) and 3.5t caged vehicle;
 - £93k Three person team (driver and 2 operators) and 3.5t caged vehicle;
 - £86k Mechanical sweeper with driver and operator; and
 - £29k Barrow beat / lengthsman.
- 9.3 The financial implications for increased street cleansing on areas close to the city centre would be:
- To cleanse streets within North and South Gladstone with a mechanical sweeper with driver & operative - £86,000 per annum;
 - To have a daily presence on Lincoln road through a Lengthsman - £29,000 per annum.

Legal

- 9.3 The changes being proposed to the Amey contract are:
- a) An increase in frequency of certain tasks which Amey is already contracted to perform; and
 - b) Reinstatement of the Hit Squad.
- 9.4 These changes to the Amey contract would be formalised through the contractual Change Control process to vary the current contract.

10. BACKGROUND DOCUMENTS

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

- 10.1 Environment Protection Act –
https://www.gov.uk/government/uploads/system/attachment_data/file/221087/pb11577b-cop-litter.pdf

11. APPENDICES

Appendix 1 - Task and Finish Group Street Cleansing Final Report

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SUSTAINABLE GROWTH AND ENVIRONMENT CAPITAL SCRUTINY COMMITTEE

TASK AND FINISH GROUP

Review of Amey Street Cleansing Contract

25 October 2016

Report of the Sustainable Growth and Environment Capital Scrutiny Task and Finish Group

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1. INTRODUCTION

At its meeting on 14 July 2016, the Sustainable Growth and Environment Capital Scrutiny Committee recommended that a Task and Finish Group be established to review the Amey Street Cleansing Contract and to present their recommendations back to the Committee at its meeting on 25 October 2016.

The Sustainable Growth and Environment Capital Scrutiny Committee received a report at its meeting on 8 September 2016 to agree the Terms of Reference and membership of the Task and Finish Group to undertake the review.

The cross party Task and Finish group comprised of the following members:



Cllr John Peach, Chairman
Conservative, Park Ward



Cllr Judy Fox,
Independent Werrington



Cllr Nazim Khan MBE
Labour, North



Cllr John Okonkowski
UKIP, Orton Longville



Cllr Simon Barkham
Liberal Democrats, Paston & Walton



Cllr Keith Sharp
Liberal Party, Dogsthorpe

Officers supporting the Task and Finish Group were:

- Paulina Ford, Senior Democratic Services Officer
- James Collingridge, Amey Partnership Manager

2. SUMMARY OF RECOMMENDATIONS

Recommendation 1

That a 2 month trial take place using a glutton and a sweeper instead of a sweeper and manual litter pick, this will be carried out in the area of Serjeant street and adjoining roads. The findings to be reported back to the Sustainable Growth and Environment Capital Committee.

Recommendation 2

To undertake waste composition analysis of litter bins being used for household or trade waste to try and ascertain where the waste is coming from and prosecute where able, Amey to identify the bins where they get black bags deposited next to the bins and also where they have suspicions that traders are using them. This will be carried out over a 3 month period and will report back to the Sustainable Growth and Environment Capital Committee with the findings.

Recommendation 3

To increase enforcement of littering across the city and to publish fines to deter further actions of this nature.

Recommendation 4

Areas of high parking density to have a trial to move the cars on the day the sweeper will attend to see if this can increase levels of cleanliness. Communicate to residents through letters and on road signage.

Recommendation 5

Implement a 2 man hit squad that can target areas of high litter on a daily basis, these areas will be identified through calls for services and also knowledge of streets that have particularly high levels of litter.

Recommendation 6

Put in place an education programme for both children and adults and work with the community connectors and community leaders to understand how best to communicate the message that littering is unacceptable.

Recommendation 7

Amey to coordinate the sweeper teams so that they attend streets after the refuse collection and not before.

Recommendation 8

Ward councillors to proactively support and promote volunteer groups in their areas to carry out litter picks.

Recommendation 9

Amey to identify the worst streets as you leave the city centre and look to have the number of visits to these streets increased with some needing attention at least once per day.

Recommendation 10

Liaise with probation to see if they could help to compliment the current Amey service and offer extra litter picking in areas of high demand. This could be a new project under the proposed umbrella of 'Project Clean Peterborough'

Recommendation 11

Amey to look at increasing the level of street cleansing on areas bordering the city centre e.g. Millfield.

Recommendation 12

Further ongoing discussions with Amey to look at economies of scale to see if the unit rate could decrease if we were to increase the amount of work going through.

3. PURPOSE AND TERMS OF REFERENCEPurpose of the Review

To look at the current street cleansing levels across the city and assess if they meet the current demand.

Terms of Reference

1. To look at the current street cleansing levels across the city to assess if they are appropriate to the specific area.
2. To assess whether the appropriate machinery is being used for each location.

3. To work with officers to address local issues including communication breakdowns that hinder effective cleansing such as parked cars when mechanically sweeping the roads.
4. To look at ways to get more effective community engagement to bring pride back to their local areas and educate residents to use the litter bins provided.
5. To report back to the Sustainable Growth and Environment Capital Committee in October on the progress of the group with any recommendation.

Responsibilities of the Task and Finish Group

Working within the terms of reference the group will be required to analyse those areas of the city where street cleansing is of concern. This will include looking at the current frequency and what machinery is used to facilitate the cleansing, the group will then need to ascertain if they feel an increased level of cleansing or a different approach to cleaning is required. If it is decided that an increase is needed the group will be required to analyse if current higher frequency areas can be reduced to accommodate the increase.

4. PROCESS AND METHODOLOGY USED FOR THE INVESTIGATION

4.1 Methodology

- o Site visit for demonstration of cleansing machines used by Amey operatives
- o Research and statistics – Report on complaints and calls for service with regards to litter city wide, current grading levels of all streets within Peterborough, The EPA guidelines for street cleansing frequencies and verbal information on other cleansing methods.
- o Questioning of Amey representatives and Amey Partnership Manager
- o Local knowledge
- o Financial Information – This included the current costs of street cleansing breaking this down into high, medium and low frequency areas and a cost example of moving a street from low to high frequency.
- o Demonstrating the Environment Protection Act, High to Low cleansing frequency

4.2 Process

The timetable of the events leading to the production of this report are set out below:

Meeting Date	Items discussed / Guests Attending
8 September 2016 – 5.30pm	Initial Meeting to agree terms of reference
20 September 2016 – 5.30pm	Meeting to discuss base line evidence available from other Authorities, current data available, identify key witnesses and specialist interest groups.
30 September 2016 – 10.00am	Site visit to Russell Street for demonstration of cleansing machines by Amey operatives. Amey Contracts Manager and Operative Supervisor in attendance.
30 September 2016 – 5.00pm	Meeting to discuss conclusions and recommendations from research, data received and evidence seen and heard.
10 October 2016 - 5.30pm	Meeting to discuss draft report and finalise.

Key Witness's / Expert Advisers interviewed:

- James Collingridge, Amey Partnership Manager
- Kieron King, Amey Account manager
- Chris Jackson, Amey Street Care Manager
- Rachel Dance, Street Care Supervisor
- 2 x Street Care Operatives

The Task and Finish Group would like to thank everybody who assisted them during the course of the review for their support and openness. This assistance was greatly appreciated.

5. BACKGROUND

The Amey (Enterprise Managed Services) contract was let in April 2011, it is a 23 year contract that encompasses a variety of services including, Street Cleansing, Grounds Maintenance, Refuse and Recycling, Property and Transport.

As part of the contract Amey are responsible for cleansing the streets within Peterborough, they were given a list of all the streets within Peterborough with the relevant frequency of cleansing to be included. This has over 90 % of the city as a low frequency cleanse, this frequency sets Amey time scales to bring areas back to grade A which is litter free from various levels as set out in the table below: -

	High	Medium	Low
Grade A		After Cleansing	
Grade B	6 hrs	3 working days	3 wks
Grade C	3 hrs	2 working days	1 wk
Grade D	1 hrs	2 working days	1wk



Grade A



Grade B



Grade C



Grade D

PCC have a KPI in place to monitor street cleaning which is 'Failure to bring an area back to Grade A standard in accordance with the agreed timeframe set out above demonstrated through 95% of quality audits. The streets are split 41 High intensity 29 Medium and 1911 Low. High intensity being the City centre areas.' This KPI carries a monetary fine against Amey if failure is demonstrated.

Amey have seen changes to the way they deliver their service due to the financial constraints Peterborough City Council (the authority) has seen. As a result they have moved to a much more mechanicalised cleaning regime which offers great productivity. This results in a sweeper and litter picker being used to cleanse the streets the sweeper will do the road and pathways where possible with the litter picker collecting any other waste.

The street cleansing element of the Amey contract to cleanse high, medium, low and special circumstance areas is set at £941,934.16. The following table below demonstrates how this is broken down: -

De-litter (& Cleanse where necessary) ALL Streets in Areas of <u>High Intensity</u> of Use	£575,036.36
De-litter (& Cleanse where necessary) ALL Pedestrian Areas in City Centre (<u>High Intensity</u>)	£71,936.52
De-litter (& Cleanse where necessary) ALL Streets in Areas of <u>Medium Intensity</u> of Use	£65,258.70
De-litter (& Cleanse where necessary) ALL Streets in Areas of <u>Low Intensity</u> of Use Areas	£217,445.77
De-litter (& Cleanse where necessary) ALL Areas with <u>Special Circumstances</u>	£12,256.82

6. FINDINGS AND CONCLUSIONS

The group found that the current machinery used by Amey was adequate where the circumstances allowed e.g. the sweeper gave a good finish when cars were moved. They also felt that the Glutton could offer benefits to the teams where parked cars are present although it may not be as productive as the sweeper and litter picker the finish is much better.

Some areas of the city that are classed as low frequency require additional resource to keep on top of the ongoing litter issues but also recognise the budget pressures in increasing staffing.

There are currently limited fines being given for littering in high density littered areas, the group sees enforcement as a key element to tackle the cleanliness of the streets. It is felt that both hard and soft enforcement is needed e.g. soft enforcement through educating that littering is an antisocial behaviour and is detrimental to their area and hard by issuing fines and publicising that people will not be allowed to get away with littering.

It is recognised that there is evidence to suggest that making litter bins more visible will help residents to use them more and hope that this can be looked at in Peterborough.

We would also like to note although the Terms of Reference did not permit us to look at fly tipping we do see this also as a major issue across the city and believe that some of the recommendations around enforcement and education will help to combat this issue also.

Conclusions:

We conclude that Amey need to be supported via the Peterborough City Council client team and communities to provide proactive education and enforcement, it is recognised that by just increasing cleansing frequencies this would not improve the current situation. We would like to see education delivered through multi lingual methods and linking in with community leaders and community connectors to ensure the correct method of communication is used.

Alongside this we feel that there are other options to explore to increase the level of service to areas of the city that are suffering from extensive littering with barriers to productive cleansing such as parked cars. These other options will look at informing residents when Amey will be sweeping their streets to allow them to move their cars in time and also look at a roaming hit squad that proactively respond to high levels of litter and calls for service from members of the public.

The recommendations of the Task and Finish Group will look to address areas of high littering and trial solutions to combat issues such as trade waste going in to street litter bins and parked cars preventing adequate cleaning.

7. RECOMMENDATIONS**Recommendation 1**

That a 2 month trial take place using a glutton and a sweeper instead of a sweeper and manual litter pick, this trial will be carried out around the Serjeant street area and adjoining streets. These areas have been chosen as they have particularly high levels of litter but also have the inherent issues of parked cars preventing the sweepers from cleaning.

Recommendation 2

To undertake waste composition analysis of litter bins we feel are being used for household or trade waste to try and ascertain where the waste is coming from and prosecute where able. Amey will look to understand where litter bins outside commercial properties / flats are becoming full through black bags or other trade waste. Where these are identified the bags and bins will be emptied to look for any evidence that can be used to prosecute the individuals.

Recommendation 3

Increased enforcement publishing fines to deter further actions of this nature. Through doing this we will target high littering areas across the city for days of action, we would look for the Prevention and Enforcement Service team to support such activities and fine individuals for littering. Before

any enforcement activities are carried out we would like residents to be informed through newspaper articles and social media of the potential fines and that we will now be proactively looking to catch individuals. We would like to publicise the names of any residents that are fined to ensure the message that we will not tolerate littering is sent out.

Recommendation 4

Areas of high parking density to have a trial to move the cars on the day the sweeper will attend to see if this can increase levels of cleanliness. We propose to trail this scheme in Oxford Road. All residents will be made aware of what days the street will be swept by a mail drop to all houses and also on street signage. The scheme will work by agreeing a day to suspend the double yellow lines on one side of the road so cars can park on that side and allow the sweeper to cleanse the whole street.

Recommendation 5

To implement a 2 man hit squad which will have a van and equipment to respond to high level littering issues as they arise on a daily basis. These areas will be identified through current knowledge of high litter streets and also calls for service. The team will work Monday - Friday and can be diverted to any area of the city as is required to meet demand.

Recommendation 6

Educate both children and adults around why littering is unacceptable and the costs that this is having on the authority is key. There needs to be clear and concise messages sent out through various mediums to ensure all residents understand that littering is an anti-social behaviour and to instil pride in the area they live in. We want to see officers work with Community Leaders and Community connectors to ensure the message is distributed in the correct way and can be understood by all.

Recommendation 7

It was noted that on a regular basis the road sweepers will cleanse a street and then the refuse collection is carried out causing more litter. We would like to see the sweeper rounds coordinated with the refuse collection to ensure they are carried out following collections. We would also ask that all crews are reminded that if they drop any litter following collection it is cleaned up before they leave the street.

Recommendation 8

Ward councillors to proactively support and promote volunteer groups in their areas to carry out litter picks, this will be teamed with Amey providing litter pickers and bags so that the litter picks can be carried out safely. Amey will liaise directly with the groups to supply the litter pickers and also to arrange removal of the litter collected following the event.

Recommendation 9

It was recognised that some of the streets as you leave the city centre are classified as a 'Low' frequency clean but they still have the volume of foot fall from residents leaving the city centre. As such we would like Amey to identify the worst streets as you leave the city centre and look to have the number of visits to these streets increased with some needing attention at least once per day.

Recommendation 10

Liaise with probation to see if they could assist in complimenting the current Amey service and offer extra litter picking in areas of high demand. This could come under the umbrella of 'Project Clean Peterborough'. Amey to liaise with probation to offer litter picking equipment and help with removing the waste following litter picks.

Recommendation 11

Look to increase the level of street cleansing on areas bordering the city centre this is following our visit and regular issues raised within the area of Millfield and South / North Gladstone.

Recommendation 12

Further ongoing discussions with Amey to look at economies of scale to see if the unit rate could decrease if the amount of work going through were to increase.

8. FINANCIAL IMPLICATIONS

The Hit Squad would have an annual cost to the authority. The various options for the Hit squad with financial impacts are as follows based on a Monday to Friday working week: -

- £72k Two person team (driver & op) & 3.5t caged vehicle
- £93k Three person team (driver & 2 ops) & 3.5t caged vehicle
- £86k Mechanical sweeper with driver & op
- £29k Barrow beat / lengthsman

With regards to increasing cleansing in areas close to the City Centre there would be the following costs: -

- To cleanse streets within North and South Gladstone with a mechanical sweeper with driver & operative - £86,000 per annum
- To have a daily presence on Lincoln road through a Lengthsman - £29,000 per annum.

9. LEGAL IMPLICATIONS

If the recommendation to incorporate a hit squad and additional cleansing is carried forwards, then a formal notice of change will be applied to the Amey contract to have this added to the fixed street cleansing annual fee.

10. List of background papers and research sources used during the investigation

- Environment protection act – https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/221087/pb11577b-cop-litter.pdf
- Appendix 1.0 Sample of Street cleansing frequencies
- Appendix 2.0 Litter report

Further information on this review is available from:

Democratic Services Team
Governance Directorate
Town Hall
Bridge Street
Peterborough
PE1 1HG

Telephone – (01733) 747474
Email – scrutiny@peterborough.gov.uk

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High Intensity

USRN	STREET_NAME	District	Neighbourhood	Intensity	Centre Length (m)
30100912	Acland Street	Gladstone	CE1	1 - High	52
30100992	Albert Place	Central	CE1	1 - High	95
30100915	Bells Place	Central	CE1	1 - High	47
30100931	Bright Street	Gladstone	CE1	1 - High	421
30100933	Brook Street	Central	CE1	1 - High	232
30100930	Chapel Street	Central	CE1	1 - High	166
30100934	City Road	Central	CE1	1 - High	415
30100938	Cowgate	Central	CE1	1 - High	167
30100940	Crawthorne Road	Central	CE1	1 - High	392
30100907	Cromwell Road	Gladstone South	CE1	1 - High	1,048
30100908	Cross Street	Central	CE1	1 - High	88
30100909	Deacon Street	Gladstone	CE1	1 - High	144
30100942	Embankment Road (A15)	Central	CE1	1 - High	148
30100946	Fitzwilliam Street	Central	CE1	1 - High	211
30100947	Geneva Street	Central	CE1	1 - High	138
30100948	Gravel Walk	Central	CE1	1 - High	161
30100955	North Street	Central	CE1	1 - High	155
30100956	Northminster	Central	CE1	1 - High	268
30100917	Priestgate	Central	CE1	1 - High	410
30100927	St Peters Road	Central	CE1	1 - High	202
30100961	Stanley Road	Central	CE1	1 - High	83
30100968	Trinity Street	Central	CE1	1 - High	105
30100970	Viersen Platz	Central	CE1	1 - High	466
30100976	Vineyard Road	Central	CE1	1 - High	213
30100971	Wentworth Street	Central	CE1	1 - High	249
30100973	Westgate	Central	CE1	1 - High	540
30100974	Wheel Yard	Central	CE1	1 - High	122
				Total	6,737

Medium Intensity

USRN	STREET_NAME	District	Neighbourhood	Intensity	Centre Length (m)
30101098	Bishops Road	East Ward	CE2	2 - Med	1,120
30101366	Bourges Boulevard (A15)	Central	CE1	2 - Med	1,018
30101004	Broadway	Central	CE1	2 - Med	1,580
30100977	Church Walk	Central	CE1	2 - Med	319
30101383	Deaconscroft	Ravensthorpe	NW3	2 - Med	316
30100923	King Street	Central	CE1	2 - Med	58
30101333	Lincoln Road	Central	CE1	2 - Med	673
30100952	Midgate	Central	CE1	2 - Med	92
30101405	Moulton Grove	Ravensthorpe	NW3	2 - Med	159
30101406	Mountbatten Way	Ravensthorpe	NW3	2 - Med	501
30101637	Norburn	North Bretton	NW3	2 - Med	691
30101410	Odecroft	Ravensthorpe	NW3	2 - Med	119
30101639	Outfield	North Bretton	NW3	2 - Med	203
30101411	Overstone Court	Ravensthorpe	NW3	2 - Med	117
30101650	Oxclose	North Bretton	NW3	2 - Med	704
30100924	Park Road	Park Ward	CE2	2 - Med	1,693
30101412	Pendleton	Ravensthorpe	NW3	2 - Med	227
30101414	Raleigh Way	Ravensthorpe	NW3	2 - Med	607
30100983	Rivergate (A15)	Central	CE1	2 - Med	486
30101415	Sandford	Ravensthorpe	NW3	2 - Med	124
30101417	Smallwood	Ravensthorpe	NW3	2 - Med	223
30100991	St Johns Street	East	CE2	2 - Med	452
30100926	St Marks Street	Park Ward	CE2	2 - Med	239
30101348	St Pauls Road	North	CE1	2 - Med	1,032
30101969	Stumpacre	North Bretton	NW3	2 - Med	339
30101418	Swanspool	Ravensthorpe	NW3	2 - Med	84
30101432	White Cross	Ravensthorpe	NW3	2 - Med	113
30101422	Wicken Way	Ravensthorpe	NW3	2 - Med	221

USRN	STREET_NAME	District	Neighbourhood	Intensity	Centre Length (m)
30101423	Willonholt	Ravensthorpe	NW3	2 - Med	194
				Total	13,705

Low Frequency

USRN	STREET_NAME	District	Neighbourhood	Intensity	Centre Length (m)
30100019	Abbey Place (B1040)	Thorney	NW1	3 - Low	181
30101497	Abbey Road	Walton	NW2	3 - Low	164
30100681	Abbotsbury	Orton Malborne	S2	3 - Low	472
30101673	Abbots Grove	Werrington	NW2	3 - Low	519
30100087	Aboyne Avenue	Orton Waterville	S2	3 - Low	222
30101881	Acacia Avenue	Dogsthorpe	CE2	3 - Low	189
30102976	Access Road To Rear Of A	Netherton	NW3	3 - Low	84
30100900	Access Road To Rear Of K	Netherton	NW3	3 - Low	82
30102951	Access Road To The Rear C	Netherton	NW3	3 - Low	101
30102950	Access Road To The Rear C	Netherton	NW3	3 - Low	76
30101832	Acer Road	Dogsthorpe	CE2	3 - Low	165
30101629	Adderley	Bretton	NW3	3 - Low	327
30101674	Addington Way	Werrington	NW2	3 - Low	69
30101675	Ainsdale Drive	Werrington	NW2	3 - Low	598
30101010	Airedale Close	Old Dogsthorpe	CE2	3 - Low	64
30102808	Alba Road	Hampton Hargate	S2	3 - Low	110
30100574	Albany Walk	Woodston	S1	3 - Low	321
30101249	Alconbury Close	Stanground	S1	3 - Low	43
30102095	Alder Road	Hampton Hargate	S2	3 - Low	310
30100788	Aldermans Drive	West Town	NW3	3 - Low	682
30101833	Aldsworth Close	Dogsthorpe	CE2	3 - Low	59
30101067	Alexandra Road	Old Dogsthorpe	CE2	3 - Low	987
30100997	All Saints Road	Park Ward	CE2	3 - Low	328
30101259	Allan Avenue	Stanground	S1	3 - Low	549
30101305	Allen Road	Old Dogsthorpe	CE2	3 - Low	254
30100319	Allerton Close	Barnack	NW1	3 - Low	73
30102668	Allerton Gardens	Welland Estate	CE2	3 - Low	191
30100551	Allotment Lane	Castor	NW1	3 - Low	115
30100998	Alma Road	Millfield	CE2	3 - Low	359
30101834	Almond Road	Dogsthorpe	CE2	3 - Low	485
30101377	Almoners Lane	West Town	NW3	3 - Low	254
30101676	Amberley Slope	Werrington	NW2	3 - Low	468
30101802	Ambleside Gardens	Gunthorpe	NW2	3 - Low	446
30101250	Andrea Close	Stanground	S1	3 - Low	57
30100073	Andrew Close	Ailsworth	NW1	3 - Low	141
30101582	Andrews Crescent	Paston	NW2	3 - Low	204
30101251	Anglian Close	Stanground	S1	3 - Low	102
30100789	Angus Court	West Town	NW3	3 - Low	182
30102344	Anthony Close	Dogsthorpe	CE2	3 - Low	64
30102096	Appleton Close	Hampton Hargate	S2	3 - Low	54
30101252	Appleyard	Stanground	S1	3 - Low	233
30100569	Woodgate	Helpston	NW1	3 - Low	250
30101924	Woodgate Lane	Maxey	NW1	3 - Low	159
30101773	Woodhall Rise	Werrington	NW2	3 - Low	531
30101298	Woodhurst Road	Stanground	S1	3 - Low	590
30100570	Woodland Lea	Helpston	NW1	3 - Low	189
30100285	Woodroffe Road	Wittering	NW1	3 - Low	102
30100454	Woolfellhill Road	Eye	NW1	3 - Low	532
30101471	Woolgard	Bretton	NW3	3 - Low	103
30100651	Wootton Avenue	Fletton	S1	3 - Low	492
30101555	Wordsworth Close	Walton	NW2	3 - Low	81
30100719	Worsley	Orton Goldhay	S2	3 - Low	69
30100336	Wothorpe Hill	Wothorpe	NW1	3 - Low	482
30101299	Wright Avenue	Stanground	S1	3 - Low	341
30100505	Wrights Drove	Crowland	NW1	3 - Low	693
30102832	Wroxton Court	Eye	NW1	3 - Low	42

USRN	STREET_NAME	District	Neighbourhood	Intensity	Centre Length (m)
30101659	Wulfric Square	Bretton	NW3	3 - Low	805
30101774	Wycliffe Grove	Werrington	NW2	3 - Low	577
30101604	Wye Place	Gunthorpe	NW2	3 - Low	55
30102755	Wye Valley Road	Fletton	S1	3 - Low	129
30100159	Wyman Way	Orton Waterville	S2	3 - Low	139
30101929	Wyndham Park	Orton Wistow	S2	3 - Low	353
30100767	Yarwell Close	Orton Longueville	S2	3 - Low	78
30101926	Yarwell Road	Wansford	NW1	3 - Low	109
30100893	Yew Tree Walk	Longthorpe	NW3	3 - Low	300
30101357	York Road	Millfield	CE2	3 - Low	188
Total					17,768

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LITTER REPORT

<u>Labels</u>	<u>Count</u>
Bird Faeces	23
Dog Fouling	66
Litter Removal	619
Pavement Cleaning Request	1372
Weed Removal/Spraying Request	80
Grand Total	2335

<u>Labels</u>	<u>Count</u>
High Intensity Area	29
Low Intensity Area	1107
Grand Total	1199

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CABINET	AGENDA ITEM No. 9
7 NOVEMBER 2016	PUBLIC REPORT

Cabinet Member(s) responsible:	Councillor David Seaton, Cabinet Member for Resources	
Contact Officer(s):	John Harrison, Corporate Director: Resources Steven Pilsworth, Service Director Financial Services	Tel. 452520 Tel. 384564

MEDIUM TERM FINANCIAL STRATEGY 2017/18 TO 2026/27

R E C O M M E N D A T I O N S	
FROM : Cabinet Member for Resources	Deadline date : N/A
That Cabinet approve the Phase One Budget Proposals (Appendix 1), including a Council Tax increase of 4 per cent, as the basis for public consultation.	

1. ORIGIN OF REPORT

- 1.1. The Cabinet meeting of 26 September 2016 considered a report 'Medium Term Financial Strategy and Budgetary Control Report – July 2016' and within this report considered the budget process timelines for setting a balanced budget for 2017/18 and options for allowing the maximum possible consultation period with the public.
- 1.2. On 12 October 2016, Council agreed to continue a two-phased approach to the consultation process on a permanent basis. This will ensure that the views of all residents, partner organisations, businesses and other interested parties to understand the scale of the financial challenge and have the opportunity to feed back their views, commencing with the first tranche of budget proposals.

2. PURPOSE AND REASON FOR REPORT

- 2.1. This report comes to Cabinet as part of the council's Budget and Policy Framework that requires Cabinet to initiate and propose budget proposals to set a balanced budget for the forthcoming financial year.
- 2.2. The purpose of this report is to:
 - 2.2.1. Recommend that Cabinet approve the first phase of budget proposals for consultation to contribute towards closing the budget gap of £18.8m in 2017/18, and the strategy of working to close the budget gaps in 2018/19 and beyond. Subject to Scrutiny feedback and comments from residents, partner organisations, businesses and other interested parties, Cabinet will recommend budget proposals to Council in December 2016 to implement at the earliest opportunity.
 - 2.2.2. Outline the approach for the remaining budget process.
 - 2.2.3. Outline the financial challenge the council faces in setting a balanced budget for 2017/18.

- 2.3. This report is for Cabinet to consider under its Terms of Reference No. 3.2.1 which gives Cabinet collective responsibility for the delivery of all strategic Executive functions within the Council's Major Policy and Budget Framework and lead the Council's overall improvement programmes to deliver excellent services.

3. TIMESCALES

Is this a Major Policy Item/Statutory Plan?	YES	If Yes, date for relevant Cabinet Meeting	7 NOVEMBER 2016
Date for relevant Council Meeting	14 DECEMBER 2016	Date for submission to Government department	N/A

4. EXECUTIVE SUMMARY

- 4.1 The report outlines the financial position of the Council for 2017/18, as well as Cabinet's approach to tackling the challenge by releasing budget proposals in two phases. The deficit is currently forecast to be £18.8m and the savings proposals total £9.9m. The phase 1 Budget position is currently balanced with the use of £8.9million of the Grant Equalisation (GE) reserve. The budget gap in 2018/19 is £17.8million. The phase 2 budget proposals will be brought forward in January 2017 and will aim reduce the reliance on reserves, and to help close the budget gaps in following years.

5. FINANCIAL POSITION AND BUDGET PROPOSALS

- 5.1. The budget proposals must be set in the context of the incredibly challenging financial position that all councils face. Since the financial crisis of 2008, the public sector has seen unprecedented reductions in funding. In the six years to 2016/17, the council has seen its government funding cut by £54m, which equates to nearly 50 per cent of its government grant.
- 5.2. For next year (2017/18), it is forecast that the Council will see a further government grant reduction of £7.5m. The Comprehensive Spending Review on 23rd November will give an indication of what the final scale of grant reductions will be, however the true scale of the cuts will not be known until the provisional Local Government Finance Settlement is published. Whilst this information is usually released in late December, the late timing of the Comprehensive Spending review may mean that the Provisional Settlement is not published until early 2017.
- 5.3. In addition, it faces financial pressures of £11.3m as a result of an increasing demand for services and changes to the Council's statutory duties. This creates a significant challenge of finding £18.8m of savings and efficiencies to balance the budget, which will increase to a gap of £38m by 2021/22.
- 5.4. The first tranche of budget proposals accompanies this report (Appendix 1) and includes both savings and emerging pressures. However, these proposals alone do not provide a balanced budget for 2017/18, only with the use of the Grant Equalisation Reserve will it be balanced and it will be necessary for Cabinet to identify and consult on a second tranche of savings commencing January 2017 to reduce the reliance on the reserve and look to close the gap in future years.

5.5. Summary of Phase 1 budget proposals:

	2017/18	2018/19	2019/20	2020/21	2021/22
	£000	£000	£000	£000	£000
Opening Budget before the GE reserve	15,289	24,347	31,170	33,807	34,285
Planned use of the GE reserve	(11,188)				
Opening Budget Gap (2016/17 Strategy)	4,101	24,347	31,170	33,807	34,285
Phase 1 – Pressures	3,330	2,377	2,844	3,136	3,428
Phase 1 – Investments	182	272	330	352	352
Add back planned use of the GE reserve	11,188				
Initial Budget Gap	18,801	26,996	34,344	37,295	38,065

5.6 The next table outlines the position if all Phase 1 proposals are accepted. The phase 1 Budget position is currently balanced, however only with the use of £8.9million of the Grant Equalisation reserve. The budget gap in 2018/19 is £17.8million. Further urgent work is needed in phase 2 to reduce the reliance on reserves, and to help close the budget gaps in following years.

Initial Budget Gap	18,801	26,996	34,344	37,295	38,065
Phase 1 - Efficiencies	(2,692)	(3,729)	(3,410)	(3,507)	(4,060)
Phase 1 – Income	(7,256)	(2,870)	(2,718)	(2,720)	(2,722)
Revised Budget Gap	8,853	20,397	28,216	31,068	31,283
Use of the GE reserve (£11,444)	(8,853)	(2,591)			
Total Budget Gap	0	17,806	28,216	31,068	31,283

5.7. As part of the budget-setting process, Cabinet is also considering recommendations regarding the level of Council Tax support that the Council provides to working-age claimants. It has been recommended that the Council continues with the existing level of support it currently provides in 2017/18. This is included as a separate item on the agenda of this meeting.

5.8. The Phase 1 Budget Conversation document can be found in Appendix 1. The Phase 2 budget proposals will follow in January and Members and interested parties will again be able to provide feedback on this second tranche.

6. CONSULTATION APPROACH

6.1. Cabinet have been working over a period of five months and several meetings with the Cross-Party Budget Working Group to seek views on all Cabinet budget proposals, including the opportunity to make alternative suggestions. As part of these meetings, the Budget Working Group explored options to commence consultation at the earliest opportunity

- 6.2. The budget process will have two phases for Cabinet to put forward budget proposals, recommending these proposals to two separate Council meetings. The first meeting held in December will be to consider the first tranche of budget proposals. The second meeting will be the formal process to set out a lawful and balanced budget for the remaining budget proposals to be published during January 2017 and recommended by Cabinet for approval by Council on 8th March 2017. This timeline is outlined below:

Meeting	Content	Date
Phase One		
Cabinet	Release of first tranche of budget proposals	7 th November 2016
Scrutiny	Formal scrutiny of budget proposals	16 th November 2016
Cabinet	To recommend the first tranche of budget proposals to Council having regard to feedback	5 th December 2016
Council	Approve the first tranche of budget proposals	14 th December 2015
Phase Two (including the remaining budget documents for Council Tax, reserves and the Medium Term Financial Strategy)		
Cabinet	Release of second tranche of budget proposals	6 th February 2017
Scrutiny	Formal scrutiny of budget proposals	8 th February 2017
Cabinet	To recommend the second tranche of budget proposals to Council having regard to feedback	27 th February 2017
Council	Approval of budget and council tax	8 th March 2017

- 6.3. Alongside the budget process, there is a legislative requirement to approve the council's council tax support scheme annually each year. The timeline is as follows:

Meeting	Content	Date
Cabinet	Recommend the scheme to Council for approval	16 th January 2017
Council	Approve the Council Tax Support Scheme	25 th January 2017

- 6.4. The following budget events will be held during phase one to enable residents, partner organisations, businesses and other interested parties to feedback on budget proposals and council priorities:

- Scrutiny
- Discussion with the trade unions
- Discussion with the business community
- Borderline Peterborough Local Commissioning Group
- Peterborough Housing Partnership
- Disability Forum
- Connect Group
- Schools Forum
- Parish Councils
- Peterborough Community Assistance Scheme
- Youth Council

- 6.5. A hard copy of the phase one budget proposals and Budget Conversation document will be available in all libraries and Town Hall and Bayard Place receptions. The council will also receive responses via an on-line survey on its website.
- 6.6. A copy of the phase one budget proposals will be published on insite, and will be available to all staff to enable them to provide responses.
- 6.7. We will also promote the Budget Conversation through the local media and through the council's Facebook and Twitter accounts to encourage as many people as possible to have their say.
- 6.8. The Council will look to repeat this approach with the Phase 2 proposals to be released in January 2017.

7. ANTICIPATED OUTCOMES

- 7.1. Following the release of the first tranche of budget proposals to tackle the financial gap and outlining Cabinet's priorities and vision for Peterborough, Cabinet is seeking the opinions of all residents, partner organisations, businesses and other interested parties to understand which council services matter most. The Council must set a balanced budget for 2017/18 within the financial resources it will have next year and the feedback received will help inform Cabinet in considering budget proposals within the second tranche.

8. REASONS FOR RECOMMENDATIONS

- 8.1. The Council must set a lawful and balanced budget. The approach outlined in this report work towards this requirement.

9. ALTERNATIVE OPTIONS CONSIDERED

- 9.1. No alternative option has been considered as the Cabinet is responsible under the Constitution for initiating Budget Proposals and the Council is statutorily obliged to set a lawful and balanced budget by 11th March annually.

10. IMPLICATIONS

Elected Members

- 10.1. Members must have regard to the advice of the Section 151 Officer. The Council may take decisions which are at variance with this advice, providing there are reasonable grounds to do so.
- 10.2. Section 106 of the Local Government Finance Act 1992 applies whereby it is an offence for any Members with arrears of Council Tax which have been outstanding for two months or more to attend any meeting of the Council or its committees at which a decision affecting the budget is made, unless the Members concerned declare at the outset of the meeting they are in arrears and will not be voting on the decision for that reason.

Legal Implications

- 10.3. In terms of the Council's executive arrangements, the adoption of the Council's Budget is a role shared between the Cabinet and the Council, whereby the Cabinet (Leader) is responsible for formulating the budget proposals and full Council is responsible for then approving (or not) those proposals and setting the budget and council tax requirement.
- 10.4. For the remainder of the year, the principal purpose of the Budget is to set the upper limits of what the executive (Leader, Cabinet or officer under delegated executive authority) may

decide to spend the Council's resources on. The Council cannot through the Budget overrule an executive decision as to how to spend the money, but the Budget will require the Cabinet to exercise their responsibilities for decision making so as not to make a decision where they are 'minded to determine the matter contrary to, or not wholly in accordance with the authority's budget'. This means that a decision that leads to excess expenditure, a virement from one budget heading to another over the amount allowed by Council in the Budget Book or expenditure of unexpected new money outside of the Budget is required to have approval of the Council before the Leader and Cabinet can make that decision.

- 10.5. When it comes to make its decision on 9 March 2016, the Council is under a legal duty to meet the full requirements of section 31A of the Local Government Finance Act 1992 which includes the obligation to produce a balanced budget.
- 10.6. A principle of fairness applies to consultation on the budget proposals, both consultation required under s65 of the Local Government Finance Act 1992 and more generally as proposed here, which operates as a set of rules of law. These rules are that:
- Consultation must be at a time when proposals are still at a formative stage;
 - The proposer must give sufficient reasons for any proposal to permit of intelligent consideration and response;
 - Adequate time must be given for consideration and response; and
 - The product of consultation must be conscientiously taken into account in finalising any statutory proposals.
- 10.7. Added to which are two further principles that allow for variation in the form of consultation, which are:
- The degree of specificity with which, in fairness, the public authority should conduct its consultation exercise may be influenced by the identity of those whom it is consulting; and
 - The demands of fairness are likely to be somewhat higher when an authority contemplates depriving someone of an existing benefit or advantage than when the claimant is a bare applicant for a future benefit.
- 10.8. It should be noted that the consultation to be undertaken as a result of this report is on the Budget proposals, and consequently the Cabinet's general approach to the savings requirements, and not on the various decisions to take whatever actions that may be implicit in the proposals and later adoption of that budget, each of which may or may not require their own consultation process.
- 10.9. By virtue of section 25, Local Government Act 2003, when the Council is making the calculation of its budget requirement, it must have regard to the report of the Director of Finance, as to the robustness of the estimates made for the purposes of the calculations and the adequacy of the proposed financial reserves. It is essential, as a matter of prudence that the financial position continues to be closely monitored. In particular, members must satisfy themselves that sufficient mechanisms are in place to ensure both that savings are delivered and that new expenditure is contained within the available resources. Accordingly, any proposals put forward must identify the realistic measures and mechanisms to produce those savings.

Human Resource Implications

- 10.10. There will be no implications on staffing as part of the phase one proposals.

Equality Impact Assessments

- 10.11. All budget proposals published in this first tranche have been considered with regards to equality issues and where appropriate equality impact assessments have been completed and available on the council's website.

11. BACKGROUND DOCUMENTS

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

- 11.1 None.

12. APPENDICES

Appendix 1 – Phase 1 Budget Conversation Document

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**Medium Term Financial Strategy
Budget 2017/18 Phase One Proposals
Document from Cabinet**

October 2016

**STRICTLY EMBARGOED UNTIL
5pm on 28 October 2016**

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1. INTRODUCTION

This document sets out the first of two sets of budget proposals that will be considered by Cabinet to ensure Peterborough City Council has a balanced budget for 2017/18.

These proposals have been set in the context of the incredibly challenging financial position that all councils face. Peterborough is no exception to this. Since the financial crash of 2008, the public sector has seen unprecedented reductions in funding.

In the six years to 2016/17, the council has seen its government funding cut by £54million, which equates to nearly 50 per cent of its government grant. When you include the financial pressures the council has tackled alongside reductions to grant – a total of £158million has been saved since 2010. The council is expecting grants to be reduced further by £7.5million next year.

The government will also set out plans to deliver further spending reductions in the Autumn Statement on 23 November 2016. The Local Government Finance Settlement will follow this sometime near Christmas or early in the New Year. As such there remains uncertainty as to the amount of government grant Peterborough will receive in 2017/18 and onwards.

Our current estimate is that we will need to find nearly £19million of savings and efficiencies for next year to balance our books, or generate additional income to offset the reduction in our budget while protecting services for residents. We will also continue to invest in the city to ensure Peterborough is a great place to live, work, visit and stay.

In doing so, the council maintains its unerring focus on three big issues for the people of Peterborough – prosperity, education and quality of life. These issues are at the heart of everything the council does and in particular how we make increasingly difficult decisions about where to spend the money we have available to provide services.

We are also committed to delivering improved efficiency ahead of any reduction to services. In the 2016/17 budget there were no reductions to services, despite increasing pressure on services and severely reduced government funding. In fact, there were a number of investments in services including subsidised bus routes, street cleansing, a city-wide spring clean and park improvements.

Cabinet has also approved the council's efficiency strategy, outlining how we have delivered improved services and saved money, as well as how we intend to tackle the challenges moving forward. The strategy can be found by visiting www.peterborough.gov.uk/CouncilFinances

The first set of budget proposals, published on Friday 28 October 2016, sets out how the council will make savings totalling £10million. The current budget plans assume further use of £9million from the Grant Equalisation reserve to balance the budget. In later years, as there are further grant reductions, this budget gap widens further. Given this, along with the fact that reserves can only be used once, the council will look to bring forward further savings in phase two in the new year. This will aim to reduce the reliance on reserves and help close the budget gap in future years.

To be clear, we still have tough challenges ahead. However, with a clear vision for the future and careful financial management we believe we will see the city continue to develop into the strong and vibrant community we all want. This vision has already achieved the following for the benefit of the city;

- Peterborough is one of the fastest growing cities in the UK.

- Peterborough is the UK's first Gigabit city with some of the fastest internet speeds in the country.
- Unemployment continues to fall as new jobs are created. The number of residents claiming Job Seekers' Allowance is 3,000 lower than just three years ago.
- More than 90 per cent of schools in Peterborough are now rated good or outstanding by Ofsted - above the national average and the highest ever achieved in the city.
- The city council's energy tariff, Peterborough Energy, has saved residents who have switched a combined £1.3million. More than 5,000 households get their gas and electricity from Peterborough Energy.
- All of our libraries remain open and through self-service technology we have extended opening hours. Local authorities across the UK want to adopt this innovative technology.
- City centre regeneration has continued to attract new businesses and investment to Peterborough. Projects are currently underway on Lower Bridge Street and Bishop's Road.
- A project to upgrade the Fletton Parkway was completed earlier in 2016 and has, in part, helped to attract a number of new businesses and jobs to the city including House of Fraser.
- Plans to regenerate Fletton Quays were approved earlier in 2016 and work is due to begin on the site imminently. The scheme is led by the Peterborough Investment Partnership, of which the council is a joint partner.
- Peterborough is ranked fourth in the UK for the annual growth in the city's housing stock. In a bid to further increase the number of homes constructed in the city, the council and Cross Keys Homes are creating a joint company that will build new houses in Peterborough.

On Friday 28 October 2016 the council launches a city-wide budget consultation to find out what local residents and business people think about the initial proposals presented in this document. More information is available on page eight.

This document does not seek to outline all of the services we provide or how our total budget is spent. Rather it outlines the financial challenges we face and how we intend to respond to these challenges. A chart on page twelve (Appendix 1) outlines our total budget for 2016/17 of £163.4m and how much is spent in each department.

We have also included some of the investments we are intending to make in the coming year.

We aim to be open and transparent about our proposed spending plans and publish the first round of proposals at this time to give residents, partner organisations, businesses and other interested parties the chance to give their comments.

2. APPROACH TO TACKLING THE FINANCIAL GAP

This document outlines the Cabinet's first phase proposals for how we will tackle the financial gap. These proposals demonstrate the Cabinet's commitment to protect, as far as possible, the services you care about the most and our vision for the city.

Our approach is now focused on the following:

- Building a **strong and healthy economy** which provides jobs for our residents and helps to reduce dependency on welfare benefits. The council would then benefit financially from business rates, additional council tax receipts and the New Homes Bonus, and reinvest this to support the needs of our residents. While growth can bring additional income for the council, it also creates pressures on services.
- **Generating income** in new ways to make the council less dependent on government funding. New income will also give us the independence to support our residents and their needs. Ways we can generate income include selling our services to other authorities, such as planning, legal and regulatory services, and through innovative energy schemes. We will also look at how we use our assets most effectively to generate a return for the council.
- Changing our culture to be **more enterprising** as a council by looking for ways to improve value for money and reduce costs.
- **Changing the way we deliver services and the way we work.** We intend to reduce the demand residents have for our specialist services by enabling them to live independent and healthy lives. Providing the right support at an early stage should reduce how often residents need critical and more expensive services. Where there is a need for specialist services, we need to ensure that they properly meet residents' needs.
- **Innovative use of technology.** This will underpin our overall approach. As a council we are recognised as a leader in this field and we will continue to identify, and take advantage of, the benefits that new technology brings.

3. PRIORITIES

The Cabinet remains firm in its priorities this year against the funding challenges it faces. It is worth reiterating those priorities:

- Growth, regeneration and economic development of the city to bring new investment and jobs. Supporting people into work and off benefits is vital to the city's economy and to the wellbeing of the people concerned.
- Improving educational attainment and skills for all children and young people, allowing them to seize the opportunities offered by new jobs and our university provision, thereby keeping their talent and skills in the city.
- Safeguarding vulnerable children and adults.
- Pursuing the Environment Capital agenda to position Peterborough as a leading city in environmental matters, including reducing the city's carbon footprint.

- Supporting Peterborough's culture and leisure trust, Vivacity, to continue to deliver arts and culture.
- Keeping our communities safe, cohesive and healthy.
- Achieve the best health and wellbeing for the city.

4. COST INCREASES AND PRESSURES

Alongside the unprecedented reductions in funding, we are also experiencing significant financial pressures. We have a range of statutory services that we are required by law to provide, and demand for these services is increasing. In some cases, changes in legislation also brings additional costs. Whilst there are considerable pressures in the budget, nevertheless there is still a strong commitment by the Cabinet to invest in priority areas.

This document, therefore, also outlines the financial pressures we are facing which we need to fund. Some of the most significant are outlined below:

- The government has announced that it intends to change legislation so that councils are required to offer support to care leavers until the age of 25. Presently we provide this support until they reach 21. This proposed change has the potential to more than double the number of young people the council supports after leaving care at the age of 18.
- A continued rise in the number of unaccompanied children seeking asylum who we have a statutory duty to care for.
- An increase in pension costs arising from the three yearly valuation of the pension fund.

We remain fully committed to the growth, regeneration and economic development of the city to bring new investment and jobs. We want to build upon the progress we have made in the past year in bringing new companies into the city by continuing to position Peterborough as the destination of choice, not only for our own residents, but also for visitors and investors in the future.

5. IMPLICATIONS ON COUNCIL TAX

Council tax bills are made up of council charges and charges from other public bodies to fund their services. The remainder of the bill paid by Peterborough residents funds police, fire and parish councils, with each authority setting its own council tax charge.

We continue to have one of the lowest council tax levels in the country. Out of 56 unitary authorities across the country, Peterborough has the fifth lowest council tax (£121 per year lower than the English average and £344 lower than the most expensive).

The council has chosen to freeze council tax in four of the last six years. If the council hadn't chosen to freeze bills for residents, and instead increased council tax by the government threshold each year, a Band D property would have been paying an extra £116 in council tax a year.

Unlike in earlier years, we expect that the government's council tax freeze grant will no longer be available in 2017/18. Freeze grants were in place to mitigate the financial impact from not increasing

council tax, allowing councils to freeze council tax whilst still receiving an increased level of income. As this is no longer an option, alternative positions must be considered.

Given the scale of the challenges that the council faces going forward, the desire to keep council tax unchanged must be offset against the need to protect vital services. The current Medium Term Financial Strategy assumed a two per cent increase in council tax. Therefore, having fully considered the level of pressures identified and savings required, it is proposed that council tax rises by four per cent, which includes an Adult Social Care Precept of two per cent.

The Adult Social Care Precept was introduced by government as part of the Provisional Local Government Finance Settlement for 2016/17. Local authorities were given the flexibility to levy an extra two per cent 'precept' on residents to fund the increasing demands for Adult Social Care. This money can only be spent on Adult Social Care, and must continue to be spent on Adult Social Care in the future.

Government expects all local authorities with responsibility for Adult Social Care to levy the Adult Social Care Precept, and in 2016/17, 95 per cent of councils did so.

Peterborough is one of the fastest growing cities in UK. Between 2010 and 2021 it is predicted that the number of people aged 85 and over is set to increase by 52 per cent. As life expectancy increases older people are living with multiple long-term conditions associated with ageing. For example, supporting people with dementia is a growing pressure on Adult Social Care budgets in the UK.

Between 2014 and 2020 we expect the number of people in Peterborough living with dementia will increase by 15 per cent. There are also growing numbers of residents in Peterborough living with a learning or other disability. Further pressures on our Adult Social Care budget come from the increase in the national living wage and changes to legislation, such as those linked to Deprivation of Liberty Safeguards.

This proposed four per cent increase would mean that overall the Band D council tax charge would rise from £1,173.04 to £1,219.84 per year - an increase of 90p per week. The average property in Peterborough is in Band B, meaning council tax would rise from £912.37 to £948.76 per year - an increase of 70p per week. The council tax bill that households in Peterborough receive also includes elements from police, fire and in some cases parish councils. The actual increase that households face will depend on decisions taken by these bodies.

The government continues to set limits on the maximum increase in council tax. As before, if any council proposes an increase higher than two per cent (excluding the Adult Social Care precept), they are required to put the matter to local taxpayers through a referendum. The final council tax charge will be agreed by Council on 8 March 2017.

It is also proposed that the Adult Social Care Precept of two per cent will also be levied in 2018/19.

It must be noted that where pensioners are in receipt of full council tax support, this support will remain and they will not be impacted by any increase.

6. OVERALL BUDGET POSITION

The table below outlines the financial challenge the council faces. The reduction in grants and pressures faced mean the council needs to find savings of nearly £19m next year. Further grant reductions in the following year increase the budget gap to nearly £27m.

	2017/18	2018/19	2019/20	2020/21	2021/22
	£000	£000	£000	£000	£000
Opening Budget before the GE reserve	15,289	24,347	31,170	33,807	34,285
Planned use of the GE reserve	(11,188)				
Opening Budget Gap (2016/17 Strategy)	4,101	24,347	31,170	33,807	34,285
Phase 1 - Pressures	3,330	2,377	2,844	3,136	3,428
Phase 1 - Investments	182	272	330	352	352
Add back planned use of the GE reserve	11,188				
Initial Budget Gap	18,801	26,996	34,344	37,295	38,065

The next table outlines the position if all phase one proposals are accepted. The phase one budget position is currently balanced with the use of £8.9million of the Grant Equalisation reserve. The budget gap in 2018/19 is £17.8million. Further urgent work is needed in phase two to reduce the reliance on reserves, and to help close the budget gaps in following years.

The Cabinet remains committed to taking the decisions and actions necessary to deliver financial sustainability for the council.

Initial Budget Gap	18,801	26,996	34,344	37,295	38,065
Phase 1 - Efficiencies	(2,692)	(3,729)	(3,410)	(3,507)	(4,060)
Phase 1 - Income	(7,256)	(2,870)	(2,718)	(2,720)	(2,722)
Revised Budget Gap	8,853	20,397	28,216	31,068	31,283
Use of the GE reserve (£11,444)	(8,853)	(2,591)			
Total Budget Gap	0	17,806	28,216	31,068	31,283

7. BUDGET CONSULTATION

The Cabinet wants to hear the opinions of all residents, partner organisations, businesses and other interested parties as part of the budget setting process.

People will be able to give their opinions by completing an online survey on the city council website - www.peterborough.gov.uk. Hard copies of the consultation document will also be available from the receptions of the Town Hall, Bayard Place and all city libraries.

Comments received up to 5pm on Thursday 1 December 2016 will be considered by Cabinet on Monday 5 December 2016.

The consultation will close at 5pm on Monday 12 December 2016. Council will consider the phase one proposals on Wednesday 14 December 2016.

The Budget Conversation will ask the following questions:

1. Do you have any comments to make about the first phase budget proposals?

.....
.....
.....
.....
.....
.....
.....
.....
.....
.....

2. Having read the first phase proposals document, how much do you now feel you understand about why the council must make savings of almost £19million in 2017/18? Tick the answer you agree with.

- A great deal
- A fair amount
- Not very much
- Nothing at all

3. If you have any specific ideas about how the council can save money or generate additional income to protect services, please state these here:

.....
.....
.....
.....
.....
.....
.....

So that we can check this survey is representative of Peterborough overall, please complete the following questions.

Are you?

Male

Female

Please tick which of the following best describes who you are:

Resident

Business person

Member of council staff

City councillor

Work, but don't live in Peterborough

Member of community or voluntary organisation

Regular visitor

Other (please state).....

Which of these age groups do you fall into?

Under 16

16 to 24 years

25 to 34 years

35 to 44 years

45 to 54 years

55 to 64 years

65 to 74 years

75 years or over

Prefer not to say

What is your ethnic group?

A White

English/ Welsh/ Scottish/ Northern Irish/ British

Gypsy or Irish Traveller

Any other white background

B Mixed/ multiple ethnic groups

White and Black Caribbean

White and Black African

White and Asian

Any other mixed/ multiple ethnic background

C Asian/ Asian British

Indian

Pakistani

Bangladeshi

Chinese

Any other Asian background, write in

D Black/ African/ Caribbean/ Black British

African

Caribbean
Any other Black/ African/ Caribbean background

E Other ethnic group
Any other ethnic group

Do you consider yourself to have a disability?

Yes.....

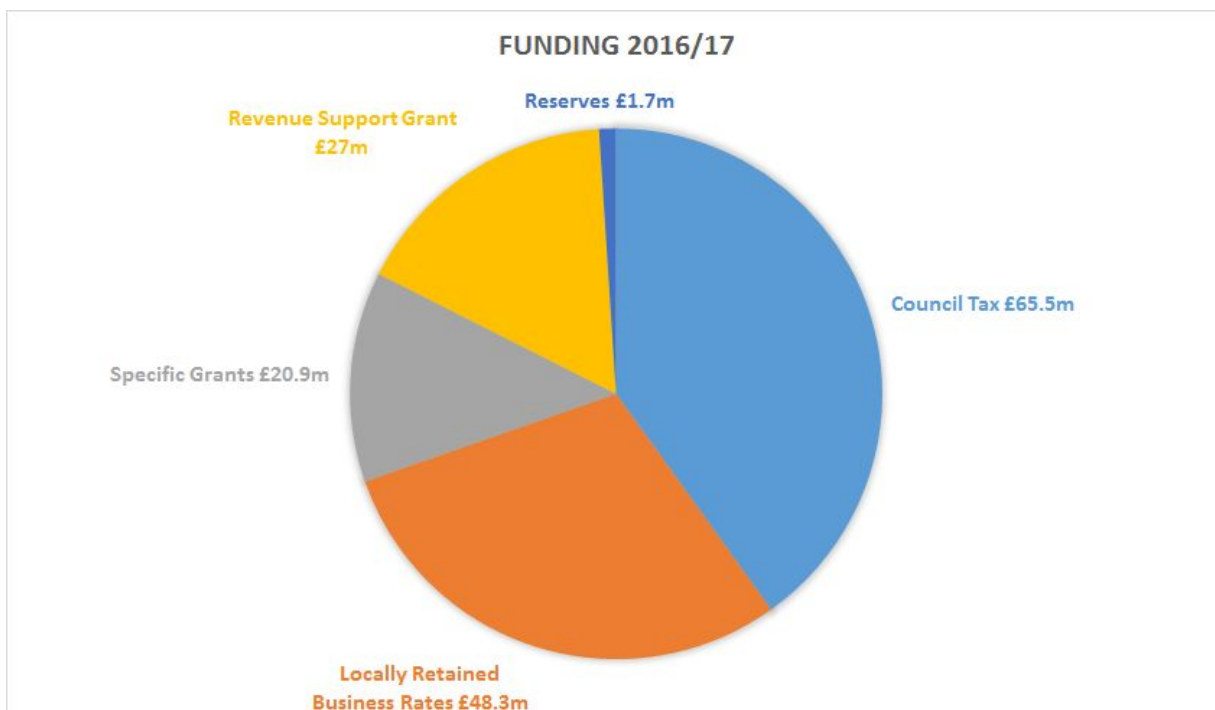
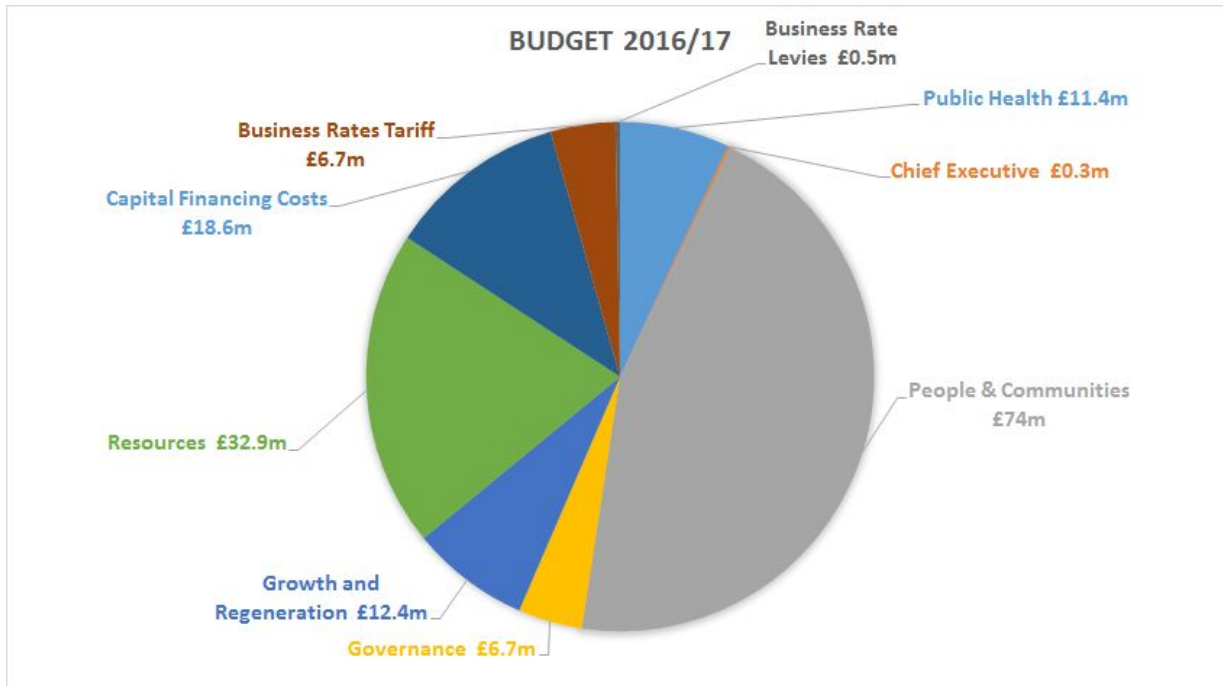
No

Thank you for taking the time to complete this survey

Please hand this completed questionnaire into either the reception desks of the Town Hall or Bayard Place. Alternatively they can be returned by post to: Communications Team, Peterborough City Council, Town Hall, Bridge Street, Peterborough, PE1 1HG.

APPENDIX 1 – OVERALL COUNCIL BUDGET AND FUNDING

The council's total net budget in 2016/17 is £163.4 million (this excludes school budgets and expenditure and funding for housing benefits).



APPENDIX 2

PEOPLE AND COMMUNITIES - SERVICE IMPLICATIONS (SAVINGS/INVESTMENTS)

The People and Communities directorate is responsible for ensuring the needs of our residents are met, particularly those that are most vulnerable. The department works with adults, children, families and communities, including schools, health services and the police.

SAVING - REVENUE

Shared director loan arrangement

In October the city council's corporate director of people and communities temporarily took charge of children, families and adult services at Cambridgeshire County Council. This loan arrangement will save the council £89,309 a year. The saving listed below is based on the arrangement being in place for six months of the 2017/18 financial year, but at this stage no end date has been set so this figure could reduce or increase.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Shared director loan agreement	-45	0	0	0	0

Adult Social Care

Adult Social Care is responsible for providing council-run services and buying in and overseeing services from a range of organisations for the people of Peterborough. Those services include assessing and reviewing people's needs and managing their care, safeguarding adults who could be at risk of abuse, and providing intensive support to help people get over a fall or an illness to reduce their need for long-term care, known as re-ablement. We provide services or direct payments to ensure ongoing long-term support for those with physical, learning and mental health difficulties and other complex needs. We also support people in reaching their potential for independence over a longer period.

Private, independent and voluntary sector organisations help us support people to maintain their independence and stay in their own homes through a range of residential, home-based and community support services.

Our assessment and care delivery services for people with mental health needs are provided by Cambridgeshire and Peterborough NHS Foundation Trust (CPFT).

The budget proposals protect funding for the most vulnerable adults and focus on helping people to live independently for as long as possible.

SAVINGS – REVENUE

Adult Social Care Precept

The Adult Social Care Precept was introduced by government as part of the Provisional Local Government Finance Settlement for 2016/17. Local authorities were given the flexibility to levy an extra

two per cent 'precept' on residents to fund the increasing demands for Adult Social Care. This money can only be spent on Adult Social Care, and must continue to be spent on Adult Social Care in the future.

Government expects all local authorities to levy the Adult Social Care Precept, and in 2016/17 95 per cent of councils with responsibility for Adult Social Care did so.

Peterborough is one of the fastest growing cities in the UK. Between 2010 and 2021 it is predicted that the number of people aged 85 and over is set to increase by 52 per cent. As life expectancy increases older people are living with multiple long-term conditions associated with ageing. For example, supporting people with dementia is a growing pressure on Adult Social Care budgets in the UK. Between 2014 and 2020 we expect the number of people in Peterborough living with dementia will increase by 15 per cent.

There are also growing numbers of residents in Peterborough living with a learning or other disability. Further pressures on our Adult Social Care budget come from the increase in the national living wage and changes to legislation, such as those linked to Deprivation of Liberty Safeguards.

Therefore this proposal seeks to levy the Adult Social Care Precept of two per cent.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Adult Social Care Precept 2017/18	-1,287	-1,331	-1,333	-1,334	-1,335

It is also proposed that the Adult Social Care Precept of two per cent will also be levied in 2018/19, having the following impact on the council's budget.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Adult Social Care precept 2018/19	0	-1,334	-1,380	-1,381	-1,382

Better Care Fund

The Better Care Fund, announced by the government in June 2013, transfers funding from the health service to local authorities. The fund enables the council to protect vital Adult Social Care services at a time when local authority grants are reducing. It also enables both sectors to jointly agree how money is spent. The funding is to encourage more joined-up health and social care services and to reduce admissions to hospital, which will benefit individuals and reduce costs to the council and health service.

It is vital to protect social care services at a time when the population is growing. There are more people with long-term conditions and the population is living longer. In addition, funding is allocated to bring about lasting transformation to health and social care services.

This Better Care funding produces a saving for the 2017/18 budget of £1.7million, the majority of which offsets the reduction in government grants to the local authority, ensuring we can continue to provide vital services for those who need our care and support. £1.3 million will be invested in services as detailed in the section below on investment for Adult Social Care (this is on top of investment of £0.9m approved in previous budgets).

As plans are subject to agreement with the Cambridgeshire and Peterborough Clinical Commissioning Group on an annual basis, we are including figures one year ahead only.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Better Care Fund	-1,689	0	0	0	0

INVESTMENTS - REVENUE

Better Care Fund

The Better Care Fund, announced by the government in June 2013, transfers funding from the health service to local authorities. The fund enables the council to protect vital Adult Social Care services at a time when local authority grants are reducing.

The Better Care funding received by the council for 2017/18 will be used to support existing Adult Social Care services. However we also propose to invest £1.35m to bring about transformation within health and social care services.

Investment proposals include developing the use of assistive technology for service users and working with our health partners to build capacity to support communities to be able to support elderly or frail adults. This support would include helping elderly or frail adults to remain living at home for as long as possible, and where they have to get into hospital, to allow them to be discharged as soon as it would be safe to do so.

Issue	2016/17 £k	2017/18	2018/19	2019/20	2020/21
Better Care Fund	1,355	0	0	0	0

Education

This service is responsible for working with schools in Peterborough to provide the best possible education for children and young people. This includes providing a range of support for pupils with special educational needs, challenging schools and ensuring schools are providing the best educational opportunities for children and young people to help them reach their full potential. Significant improvements have been made in recent years with the percentage of schools rated good or better by Ofsted now exceeding all our neighbours and above the England average.

There have also been significant pressures arising from the increase in the population of Peterborough. This has particularly impacted upon education, both in terms of school places and also the need to provide services to a greater number of children and young people.

SAVINGS - REVENUE**Charging schools converting to academies**

Just over a quarter of the city's schools are academies meaning they run independently of the city council and receive funding directly from government. More and more schools are choosing to become academies.

When a school converts to an academy there are costs associated with the administration, procedure and legalities, for example the transfer of land, buildings and finances. To date, officers of the council have provided this work and these services free of charge.

However, with more schools choosing to pursue academy status it is proposed that the council charges a fee of £5,000 to cover its costs for providing this help and support. The forecast assumes that one school per year transfers to academy status.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Charging schools converting to academies	-5	-5	-5	- 5	- 5

Children's Services

Children's Services provides early help and safeguarding services to the most vulnerable children and their families, including children with disabilities and emotional and physical needs.

The budget proposals protect funding for education and children's social care services as they both remain key priorities for the council.

Children's Services is responsible for overseeing and providing services for families and children in Peterborough. We do this through:-

- Providing children and families with early support
- Helping families with problems and keeping children safe
- Giving the best opportunities to children and young people in care
- Working with schools and others to make sure that children succeed

INVESTMENTS - REVENUE**Leaving care at 25**

The government has announced that it intends to change legislation so that councils are required to offer support to care leavers until the age of 25. Presently we provide this support until they reach 21. This proposed change has the potential to more than double the number of young people the council

supports after leaving care at the age of 18. Therefore additional investment is needed in staffing so that the young people receive the required support.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Leaving care at 25	260	260	260	260	260

Unaccompanied asylum seeking children

In the past three financial years savings have been made in the council's placement budget, the money spent on providing homes for children and young people in care.

A saving target of £375,000 was previously agreed for 2017/18, however a continued rise in the number of unaccompanied children seeking asylum who we have a statutory duty to care for means this saving cannot be made. When this saving was agreed in 2012, the number of unaccompanied asylum seeking children arriving in the city was far lower and the recent spike could not have been predicted.

As a result additional investment is needed to provide placements for unaccompanied asylum seeking children in our care.

Implications past 2017/18 are difficult to predict at this stage as they will be influenced by government decisions on how unaccompanied asylum seeking children are transferred across the country and the extent to which the new council's new permanency service is able to provide more placements for children and young people.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Unaccompanied asylum seeking children	600	0	0	0	0

Communities

Communities is responsible for assessing the needs of all the city's residents and deciding on the right services to meet those needs. It undertakes all the people services commissioning for the council to ensure the services we provide or buy-in are the right services, delivered at the right time, for the right people, in the right place and at the right price to ensure we are giving real value for money. It also delivers a wide range of community and targeted services including:

- Housing and re-ablement
- Prevention and enforcement
- Youth and youth offending
- Early help services to support individuals, families and communities who don't need specialist services, but do need some help
- Drug and alcohol
- Domestic abuse
- Sexual health
- Community cohesion

The focus of the service is to identify difficulties early and provide services to stop these escalating.

Communities is also responsible for ensuring neighbourhood issues and concerns that impact on people's confidence or pride are resolved, including unauthorised traveller encampments, housing enforcement, entrenched environmental crime and community tensions.

SAVING/INVESTMENT - REVENUE

Managing demand - Digital Front Door project

The Digital Front Door project creates a new model for residents to access information and advice and to ensure they reach the right services first time. The project is based on the following key design principles:

- We will only ask people for any information once
- We will maximise any opportunity for the resident to self-serve
- We will ensure the process is resident-led and takes account of their views
- Resident information is consistent
- Wherever possible we will provide resolution for residents at the first point of contact by involving more experienced specialist staff
- Access will be available in the most appropriate locations for residents, including community centres and libraries

The project will enable residents to help themselves or resolve their own queries by re-designing and improving the way residents access the council and its services.

The Digital Front Door project will encourage residents to access information and services via our website first and foremost and, where that isn't practical, the telephone. This will involve creating an online customer account where people can log on and access services. Practically this will result in improved information and sign-posting to available services on the council's website.

The Front Door project will also simplify the way our residents make bookings, payments and appointments. By making these improvements it will free up more time for vulnerable residents to receive a better quality of service. We plan to give advice and guidance in order to promote the use of these self-serve methods.

An important point to make is that while digital solutions will not suit every individual, they could resolve high volumes of more basic enquiries from people who are able to, and choose to, use these methods. This will leave the council more time to focus on those who can't use digital methods or who have more complex needs. Access will also be available at community centres and libraries.

The savings will be generated by reducing demand on high cost services by resolving queries at the first point of contact and providing self-service methods for residents. The original proposal was approved as part of last year's budget. We now consider that we can increase this saving as follows:

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Managing demand - Digital Front Door project	-163	-794	-280	-280	-280

Investment is also needed in the project to be able to achieve the savings above, as outlined below.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Managing demand - Digital Front Door project	115	325	0	0	0

APPENDIX 3

RESOURCES - SERVICE IMPLICATIONS (SAVINGS/INVESTMENTS)

The Resources department consists of the following:

Financial services

- Financial planning and corporate accounting
- Finance and management accounting support to council departments
- Internal audit, Fraud and Insurance
- Serco Strategic Partnership (business support, shared transactional services, business transformation, procurement, customer services, finance systems, strategic property)
- Serco ICT partnership and Digital, including City Fibre – broadband partnership

Commercial group

- Amey Strategic Partnership which includes refuse collection, street cleaning, parks, trees and open spaces, building cleaning and passenger services
- Waste management and waste disposal including the Energy Recovery Facility
- Vivacity (culture, recreation and libraries)
- Westcombe Engineering
- Energy efficiency including our energy performance contract, placing solar panels on residents' roofs with Empower

Cemeteries, cremation and registrars

- Bereavement services
- Registration service

City Services and Communications

- City Services supports city centre retailers and oversees services from CCTV cameras and car parks to events such as the Perkins Great Eastern Run. It also manages the City Market.
- The Communications team supports all council departments by advising how best to explain their services to residents. It promotes the council through the media, writes communications strategies for major initiatives, produces press releases, marketing campaigns and manages the council's website and social media.

Regulatory services

- This team provides regulatory and licensing services such as trading standards, environmental health, health and safety, and enforcement teams who deal with issues such as noise nuisance and air quality.

SAVINGS – REVENUE

Cross Keys VAT shelter review

The city council transferred its housing stock to housing association Cross Keys Homes in 2004. Housing associations are at a disadvantage compared to local authorities because they are not able to recover VAT on their expenditure.

The VAT shelter agreement enables the VAT on capital works to housing that was transferred to Cross Keys to be reclaimed and the benefit split equally between the council and housing association.

It had been budgeted that this arrangement would end in 2014. However the external advice to Cross Keys has been that it will stay in effect for longer than thought. That means a total of £375,000 will be available to support the 2017/18 budget. Figures are dependent on the amount of capital works carried out by Cross Keys.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Cross Keys Homes VAT shelter agreement	-375	-200	0	0	0

Analytical and benchmarking tool

In the investments section below is a proposal is to make use of an analytical and benchmarking tool built for local government called CFO Insights. The online platform gives access to information on the financial performance, socio-economic context and service outcomes of every council in England, Scotland and Wales.

The database has been built in collaboration with the Chartered Institute of Public Finance and Accountancy, and provides the ability for the council to support effective decision making by comparing the performance and spend of council services and contrasting them with other councils.

The tool will better support the council to look for ways of making efficiencies and savings and to share in best practice provided by other councils which in turn should lead to budget savings and efficiencies. There is a savings target attached to using the analytical tool of £20,000 for 2017/18, increasing in the following two years.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Insights and analytics	-20	-40	-60	-60	-60

Minimum revenue provision

The council can borrow money to fund its capital investment programme. Capital borrowing funds investment in a range of assets across the city including roads and schools. The council does not borrow to fund day to day spending.

The cost of borrowing impacts on the council's revenue budget (day to day spending) as follows, similar to a typical repayment mortgage on a house:

- Interest payments on the loan
- Amounts set aside for the repayment of the loan – known as Minimum Revenue Provision (MRP)

As part of the 2016/17 budget it was agreed to change the repayment period for historic and supported borrowing debt. This involved aligning our debt repayment with the life of those assets, repaying over 42 years instead of 25.

Following this initial review of debt repayment and feedback from the council's external auditors, a revised methodology for calculating the weighted asset life has been devised which has enabled the council to extend the repayment period from 42 to 46 years. These changes were approved in time for inclusion in the 2015/16 accounts, which have been approved by the auditors.

This will increase the total amount of interest over the full term of the loan but in the current financial climate it will protect frontline services for residents.

Guidance from the Department of Communities and Local Government says that aligning MRP to the lifetime of assets represents a prudent approach. It means that council taxpayers are being charged each year in line with the lifetime of assets and prevents current taxpayers meeting the cost of future usage.

The council believes this is fairer for residents as it would ensure that everyone who uses those assets contributes to them, rather than today's taxpayers subsidising future users. Budget planning would ensure that each year there was sufficient budget available to cover the costs. Any saving on the annual MRP charge however is partially offset by an increased interest cost due to paying the debt off over a longer period.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Minimum revenue provision	-149	-149	-149	-149	-149

Inflation review

The council has reviewed the level of inflation assumed in its Medium Term Financial Strategy. The saving below is based on an assumed lower level of inflation, however the council will need to manage its budget and contracts to ensure this level of saving is achieved.

One of the issues that may impact on this is the nationally-set pay award for staff. The savings below are based on the presumption of a one per cent pay award being agreed for staff.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Inflation review	-1,057	-1,126	-1,161	-1,118	-1,531

Collection fund surplus

There will be growth in council tax income in the current year above predictions because of the city's rising population. This has identified that we can expect to receive a further £36,000 in 2016/17, which can be rolled forward to protect services during 2017/18. The council is required to finalise the council tax collection fund position by mid-January so any further updates will be included in phase two of the budget setting process.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Collection fund surplus	-36	0	0	0	0

Internal audit

The council has some pressures in internal audit due to the loss of income from a partnership (this is outlined in more detail in the next section). To offset the pressure from the loss of income, the council has looked at options to make efficiencies within the service. These proposals include selling additional audit services to schools. The efficiencies are expected to meet the shortfall mentioned below, so the loss of income is cancelled out.

Issue	2017/18 £k	2018/19	2019/20	2020/2 1	2021/22
Internal Audit, Fraud and Insurance	- 52	- 52	-52	-52	-52

INVESTMENTS - REVENUE

Impact of academisation on business rates

Just over a quarter of the city's schools are academies meaning they run independently of the city council and receive funding directly from government. More and more schools are choosing to become academies.

Local education authorities pay for business rates on their schools out of the dedicated schools grant from central government. However, academies receive an 80 per cent discount on their business rates.

With every school that converts to an academy, the council sees a reduction in the amount it receives in business rates and therefore won't receive the amount that has been budgeted for in coming years.

These figures are based on the one school that we know is transferring to academy status, and then one additional school becoming an academy each year, so the figures could go up or down.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Impact of academisation on business rates	70	96	122	148	174

Analytical and benchmarking tool

This proposal is to invest in the use of analytical and benchmarking tool CFO Insights mentioned in the section above to deliver efficiencies and savings for the council.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Insights and analytics	10	10	0	0	0

Shrub cutting and park attendants

In the 2014/15 budget it was agreed to reduce the frequency of shrub cutting so that 50 per cent of the city received a cut one year and the remaining 50 per cent the following year. Complaints have been received from residents across the city about the size of shrubs and the impact this is having on the appearance of the city. Therefore it's proposed that annual shrub cutting resumes for the entire city at a cost of £79,000.

In addition, it was agreed in the same budget to remove attendant cover in Central and Itter parks during the winter months. This has led to complaints about an increase in anti-social behaviour and therefore an investment of £48,209 is proposed to reinstate attendant cover in both parks during the winter season. The attendants would also carry out maintenance and cleansing.

Given the need to hit the winter season for shrub cutting and to cover the parks, the council will look to progress this to ensure it is in place for the 2016/17 winter season.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Investment in shrub cutting and park attendance	127	127	127	127	127

Internal audit partnership

The council's internal audit function currently runs a shared service with Cambridge City Council and South Cambridgeshire District Council. The two district councils are working more closely with Huntingdonshire District Council on a range of services, including considering internal audit.

Peterborough did not consider that a four council partnership would be workable and is likely to cease the current arrangement in March 2017. As such there will be a loss of income from those other councils.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Internal audit partnership	52	52	52	52	52

APPENDIX 4**GROWTH AND REGENERATION - SERVICE IMPLICATIONS (SAVINGS/INVESTMENTS)**

Peterborough is one of the fastest growing cities in the country. The Growth and Regeneration directorate is in charge of driving that growth and overseeing major regeneration projects in the city.

Growth and regeneration leads to additional income for the council through the New Homes Bonus and business rates.

The Growth and Regeneration directorate consists of the following:

Peterborough Highway Services

This partnership with Skanska, the council's highways contractor, is responsible for maintaining and improving our roads and street lights, gritting roads in the winter, public transport and planning the future of transport in Peterborough and its surrounding villages.

Planning services

Peterborough City Council was named Local Authority Planning Team of the Year at the 2015 Awards for Planning Excellence. The awards are run by the Royal Town Planning Institute (RTPI).

This service includes surveyors, planners and other technical teams who work with residents and businesses to ensure new development fits with the city's growth plans. The service also works with schools and local communities to help make our city greener and is responsible for our environment capital aspiration.

In recent years the planning team has started to generate income through selling services, such as planning policy and development control expertise, to other local authorities throughout the UK. In total, the planning service now generates approximately £500,000 per year which is used to reduce the running cost of the department. Last year we also formed a joint planning service with Fenland District Council.

Opportunity Peterborough

The council's wholly-owned company Opportunity Peterborough supports our agenda to grow the city by 20,000 jobs and 25,500 houses by 2026, by attracting inward investment and marketing the city to businesses.

Growth joint venture company – Peterborough Investment Partnership

This partnership is supporting the regeneration of city centre sites in the council's ownership including Fletton Quays (also known as South Bank/Riverside Opportunity Area).

Property Services

Corporate property including asset disposals and our property joint venture NPS Peterborough

SAVINGS – REVENUE**Concessionary bus fares**

Older residents, or those with specific disabilities, can access free travel on buses. Across the city there are approximately 30,282 residents who hold concessionary fare passes. The council has to reimburse bus companies for these concessionary fares.

Analysis of the number of concessionary fare journeys taking place each year was undertaken in 2013 to estimate future need up to 2024, taking into account the growth of the city and an increase in the number of people eligible for a bus pass. As a result the budget for concessionary bus fares is scheduled to increase by £200,000 per year until 2023/24.

However, the use of bus passes has been lower than predicted, partly because the age for concessionary bus pass eligibility has increased in line with the pensionable age for women. Therefore the savings reflect the actual level of demand for concessionary bus travel. This saving will not impact on people's ability to travel for free.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Concessionary bus fares	-686	-838	-978	-1,118	-1,258

Highways efficiency savings

Peterborough Highways Services is a ten year partnership with Skanska to provide highway maintenance services. At the start of the partnership in October 2013, efficiency savings totalling £7.5m over ten years were agreed, totalling £750,000 per year.

As the partnership has evolved, further efficiency savings have been identified, with no reduction in service, including £180,000 already removed from budgets in 2016/17, and a further £120,000 identified in 2017/18. Although some of these are one-off, it is proposed that this level of efficiency can be built into the budget on an ongoing basis in the expectation of ongoing efficiencies.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Highways efficiency savings	-120	-120	-120	-120	-120

Highway maintenance

As part of the 2015/16 budget, it was agreed to reduce to the revenue budget spent on maintaining residential roads and footpaths by £450,000 until October 2017. This meant that only those schemes which are necessary to ensure the safety of the public have been carried out. It is proposed that this reduction in the budget is extended until March 2022.

In addition, preventative work has been undertaken to ensure surfaces are maintained to last as long as possible. This will also be extended.

Additional capital investment of £250,000 is therefore being proposed to extend the council's preventative programme to maintain lower usage residential roads which are showing signs of deterioration. Micro-asphalt treatments would be applied to the existing road surface to slow the deterioration of the roads and prevent the need for more costly resurfacing in the short-term. Typical costs for a micro-asphalt treatment are £10 per metre squared as opposed to £30 - £40 per metre squared for resurfacing.

The table below shows the overall saving of the proposal.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Highway maintenance- Roads and footpaths maintenance	-240	-450	-450	-450	-450
Highway maintenance cost of delivery (capital investment cost)	5	21	37	53	69
Highways maintenance - overall savings	-235	-429	-413	-397	-381

Capital receipts update

In line with its Asset Management Strategy, the council sells any surplus assets and uses the income to reinvest in services. The previous asset management plan assumed that a number of assets would be sold during 2015/16 and the funding transferred to the Grant Equalisation reserve mentioned previously in this document. These assets remain unsold, however the plan is to sell them in 2016/17 and use that income to support the 2017/18 budget.

Where there remains ongoing discussion about the future of assets, these are not included in the assumed sales income below. A further update, including the final list of planned disposals, will be included in phase two.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Capital receipts update	-3,864	0	0	0	0

INVESTMENTS - REVENUE

North Westgate regeneration

North Westgate is a site in the city centre, close to the train station. It was first identified as a major redevelopment opportunity by the Peterborough Development Corporation in the 1971 City Centre Plan. Since then a number of schemes have been proposed by developers but not yet brought forward. The council is demonstrating that where it takes a lead role it can unlock regeneration potential, including at Fletton Quays. A similar approach is now proposed for North Westgate.

One of the key issues hindering the site's redevelopment is complex and multiple land ownership, with the council currently having little ownership interest. By the council working commercially with key landowners, assembling land and property (if necessary through compulsory purchase) and leading the redevelopment process, there is a much greater chance that the potential of North Westgate will be realised.

Over three years from 2017/18 it is proposed that £15m capital funding investment will be made available to support land assembly and take forward a scheme. There will be a revenue cost to the council as a result of borrowing this money to invest as outlined below.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
North Westgate regeneration	45	135	203	225	225

APPENDIX 5**GOVERNANCE - SERVICE IMPLICATIONS (SAVINGS/INVESTMENTS)**

The Governance department consists of:

Legal and Democratic services

This team provides legal services to all council departments as well as Rutland County Council, Fenland District Council, East Cambridgeshire District Council and Corby Council. It supports Full Council, Cabinet and all committee meetings, civic services to the Mayor, support services to councillors as well as a range of other related services. It also manages elections and the electoral register.

Human Resources and organisation development

The Human Resources team aims to make the council the employer of choice and improve the council's performance through its people. It works with managers in recruiting, developing, managing and engaging employees to produce a skilled, committed, flexible and diverse workforce. HR provides services to the council which include employee relations, policy and reward, occupational health, workforce development and training and development. HR is also responsible for internal communications and employee engagement.

Performance and Information

This team provides a central performance management and business intelligence function, oversees information governance and coordinates information requests. It is responsible for data protection and provides the Caldicott Guardian role and the Senior Information Risk Officer. The team also provides systems support for the social care case records systems.

SAVINGS – REVENUE**Alternative governance no longer required**

In July 2015 the council agreed to adopt an alternative form of governance to take effect from the Annual Council meeting in 2016. A decision was taken at the Annual Council meeting not to proceed with the new arrangements, thereby saving the council £50,000.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Alternative governance	-50	-50	-50	-50	-50

Shared chief executive with Cambridgeshire County Council

In June councillors agreed to make permanent the shared chief executive arrangement with Cambridgeshire County Council. The agreement is that both authorities will split her salary and additional costs. Therefore this will save the council £110,000 in 2017/18 and beyond.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Shared chief executive	-110	-110	-110	-110	-110

INVESTMENTS - REVENUE**Car lease arrangements**

In 2014/15 a scheme was introduced to enable employees to lease cars via the council through a salary sacrifice scheme. It provides savings to both the employee as it is tax deductible and to the employer through reduced National Insurance contributions.

The take-up of the scheme has been lower than anticipated and as a result it will not generate the projected level of saving for the council from National Insurance contributions.

As a result there is a need to make an investment to meet the shortfall in expected income.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Car lease arrangements	54	54	54	54	54

Legal services recruitment and retention of staff

In recent years the council has lost a number of long standing and experienced lawyers to neighbouring local authorities who are paying higher salaries.

By way of an example, LGSS which is a shared service jointly owned by Cambridgeshire County Council, Milton Keynes Council and Northamptonshire County Council, pays £56,000 for a principal lawyer. The equivalent role in Peterborough would be a senior lawyer, which attracts a salary between £40,619 and £44,322. A lawyer position at LGSS is £48,000, compared with between £33,106 and £40,619 in Peterborough.

The current team is well established and has built its reputation resulting in the award for Local Government Legal Team of the Year at the 2015 Lawyers in Local Government Awards. To maintain a stable legal service which can meet the growing needs of the council, it is proposed to increase lawyer salaries.

If lawyers chose to leave for other organisations, it could be difficult for the council to recruit experienced staff when other organisations are offering higher salaries. In this instance the council would have to spend more money using external legal companies.

This proposal seeks to increase the salary of each lawyer by one pay grade above, costing £132,525 in total. This will not match the salaries being paid elsewhere, but it is hoped it will provide enough of an incentive to encourage staff to remain working in Peterborough.

The council's legal service has an external income budget of £350,000, which is delivered through providing legal services to other local authorities, including Rutland County Council, East Cambridgeshire District Council, Corby Borough Council and most recently Fenland District Council.

The fee levels will be reviewed to ensure that the charges remain competitive while still providing an appropriate margin on costs. Where fees can be increased, this will reduce the pressure outlined below.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Legal services recruitment and retention of staff	133	133	133	133	133

Member allowances

At the full council meeting on 12 October 2016 councillors approved a number of recommendations following a review of the members' allowance scheme by the Independent Members' Allowance Panel. To implement these recommendations there will need to be investment in the budget as outlined below.

The changes include an increase in the basic allowance from £7,962.08 to £10,100 and for special responsibility allowances to be paid as a percentage of the leader's allowance, as opposed to a percentage of the basic allowance.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Member allowances	186	186	186	186	186

There should also be some savings arising (e.g. through an increase in car parking fees for members) so the final cost is likely to be less than the figure quoted above.

APPENDIX 6 **STAFF IMPLICATIONS**

This section outlines any issues that affect the costs of staffing. There will be no impact on staff numbers as a result of the phase one proposals.

Cost of local government pensions

All staff on local government terms and conditions are entitled to join the local government pension scheme. The overall scheme is the same across the country and government determines the level of benefits and the level of contributions that employees make to the scheme.

Each fund is assessed every three years by an actuary to assess its position and its ability to meet future liabilities. The assessment of the Cambridgeshire fund is currently underway. The findings of the actuary will be reported later this year and will come into effect from April 2017.

If further funding is needed, then given that government determines the level of benefits and the employee contributions, then the only element that can vary is the employer contributions paid by councils. Whilst measures introduced by government (later retirement, removing final salary arrangements, employees paying more) have reduced some cost pressures, some further measures also added cost pressures within the scheme (reducing accrual requirements for example).

As such it is expected that there will be cost pressures from the Local Government Pension Scheme across the country and locally. The table indicates the potential pressures from 2017/18 onwards. The actual position will be confirmed by the actuary early in the new year.

Issue	2017/18 £k	2018/19	2019/20	2020/21	2021/22
Inflation review (pensions)	500	1,250	2,000	2,250	2,500

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CABINET	AGENDA ITEM No. 10
7 NOVEMBER 2016	PUBLIC REPORT

Cabinet Member(s) responsible:	Councillor David Seaton, Cabinet Member for Resources	
Contact Officer(s):	John Harrison, Corporate Director Resources Steven Pilsworth, Service Director Financial Services	Tel. 452520 384564

COUNCIL TAX SUPPORT SCHEME CONSULTATION

R E C O M M E N D A T I O N S	
FROM : Corporate Director Resources	Deadline date : 16 November 2016
That Cabinet approve consultation on Peterborough's Council Tax Support Scheme 1 April 2017 – 31 March 2018 that contains the following local components:	
<p>a) No change to the existing scheme reduction of 30% for all eligible working age claimants, and;</p> <p>b) Aligns the Council Tax Support Scheme to Housing Benefit rules making it less complicated for claimants.</p>	

1. ORIGIN OF REPORT

- 1.1 This report is submitted to Cabinet following discussion by the Corporate Management Team (CMT), Cabinet Policy Forum and the cross party Budget Working Group.

2. PURPOSE AND REASON FOR REPORT

- 2.1 The purpose of this report is to commence consultation for a localised council tax support scheme for the financial year 2017/18. There is a statutory requirement for the council to set a localised council tax support scheme by 31 January 2017 and forms part of the formal budget process under the Budget and Policy framework.
- 2.2 This report is for Cabinet to consider under its Terms of Reference Number 3.2.1 which states 'to take collective responsibility for the delivery of all strategic Executive functions within the council's Major Policy and Budget Framework and lead the council's overall improvement programmes to deliver excellent services.'

3. TIMESCALE

Is this a Major Policy Item/Statutory Plan?	YES	If Yes, date for relevant Cabinet Meeting	16 JANUARY 2017
Date for relevant Council meeting	25 JANUARY 2017	Date for submission to Government Dept – Communities and Local Government	31 JANUARY 2017

4. BACKGROUND

- 4.1 Peterborough City Council's Council Tax Support Scheme (CTSS) is based on the Council Tax Reduction Default Scheme Regulations amended each year through changes to the government regulations. The council is obliged to consult on the local scheme for the

forthcoming financial year (2017/2018). This report outlines the local components of the scheme that the council could consult upon.

- 4.2 Since April 2013 council tax benefit was abolished by Government and replaced with a localised Council Tax Support Scheme (CTSS). This meant councils had to develop a local scheme, and had less funding to do so. This change mean that:
- Some people who did not have to pay any council tax will now have to pay something
 - Some people who have some help may have to pay more
- 4.3 From 1 April 2013, the council introduced a scheme whereby council tax benefit would be reduced by 30% for working age claimants at an estimated overall cost of £2.4m. The 30% reduction has remained the same since its introduction.
- 4.4 Following further grant reductions in 2015/16, the council consulted on whether to change the scheme to 35% or 40%. Ultimately the scheme remained at 30%. The further grant reductions planned for 2016/17 will affect the grant provided for council tax support (which is now subsumed within the councils main grant – which is due to phased out by 2019/20). As such the council could consider consulting on further changes to benefit levels to mitigate this, although pensioners remain protected under current government policy.
- 4.5 A one per cent increase or decrease in the scheme is approximately £75k per annum. Currently council tax support payers now pay an average of £228.00 more and a one percent increase or decrease would amend this amount by £7.60. Since the introduction of the scheme there has been a sharp increase in the number of households being issued with court summons which adds an additional cost of £75.00 and if referred onto enforcement action a further £235.00 of costs and the possibility of a further £110.00 if goods are removed. These costs are paid off first before recovery of council tax.
- 4.6 The estimated settlement funding assessment reduction in 2017/18 is a further £6.4m or 9.8%. Scaling proportionately the original roll in of the council tax support scheme into the settlement funding assessment, it is estimated that the council tax support component has decreased by £3.3m since 2013/14 (36%). The scheme has remained at 30% during this time with savings having to be made elsewhere. If the scheme were to reduce from 30% to 25% the council would require to find an additional £375k of savings from the budget.
- 4.7 Claimants have been reducing year on year, the caseload in June 2013 was 11,435, in April 2014 10,760, April 2015 10,497 and by April 2016 was 10,198 cases. This is positive for the council as either these claimants now pay more council tax or have left the area.
- 4.8 The council is proposing no change to the existing scheme reduction of 30% for all eligible working age claimants in the context of the content within this report.
- 4.9 The council introduced a discretionary council tax hardship policy under current legislation that operates alongside the operation of council tax. Claimants need to meet policy eligibility criteria to qualify for a reduction in council tax. This report provides an update on this policy and utilisation of the policy since its introduction.

5. PROPOSED CHANGES FOR CONSULTATION

Council Tax Support Scheme (CTSS) 1 April 2017 to 31 March 2018

- 5.1 Government announced last year that it was proposing changes to Housing Benefit rules and tax credits with some further amendments not being effective until April 2017. Last year the council introduced amendments to the council tax support scheme to align the scheme with changes that were introduced this financial year. By continuing to align the council tax support scheme to Housing Benefit Rules will make it less complicated for claimants and enable an easier transition to implementing Universal Credit. The following changes are the current proposed government known changes that the council is anticipating:

- a) Child allowances will no longer be applied for the third and subsequent children born after 6 April 2017 in claims, for child tax credit, housing benefit and universal credit, although there will be provision for 'exceptional' circumstances' such as multiple births. This amendment is to help government with welfare budget savings.

The council is proposing to continue to align with housing benefit changes and will therefore not see an increase in council tax support expenditure.

- b) Housing Benefit element of Universal Credit removed for under 21s from April 2017. It is expected that there may be exceptions to this change, for example:
- Vulnerable young people
 - Those who may not be able to return home to their parents
 - Parents
 - Those in work for six months prior to making a claim

It is difficult to analyse the impact on these claimants as there may be a large number of claimants that could be excluded dependent on how government implement this change and any exclusions. At this stage, it is assumed that this amendment would be negligible on council tax support.

- 5.2 In addition, the council is proposing to maintain an overall reduction in entitlement of 30% for all eligible working age claimants.

Council tax discretionary hardship policy

- 5.3 The council implemented a discretionary council tax hardship policy on 1 April 2016 for those in genuine financial difficulty, setting aside a budget to administer the scheme via Peterborough Citizen Advice Bureau and providing financial relief if certain criteria were met, namely:

- Exist for those experiencing significant financial hardship
- For those in receipt of council tax support
- Is discretionary and would be subject to demonstrating that effort has been made to control finances and sought advice
- Would apply from the point of introduction, and not for arrears

- 5.4 To date there have been very few referrals from Peterborough Citizen Advice Bureau (CAB) and have not had any other clients requesting support to apply for hardship relief. The council tax and recovery teams regularly signpost clients to the CAB to seek debt management advice and refer to their role administering the council's hardship policy where appropriate.

- 5.5 However, CAB would like to review and comment on the scheme operation. Given the policy has only been in place since April, the feedback requested from CAB and any other interested parties on its operation and the introduction of Universal Credit, it is recommended that the policy is maintained for 2017/18 at existing levels.

- 5.6 The council acts responsibly in collecting council tax and recognises that in some instances people may struggle to pay their council tax. In March 2014, the council signed up to the Citizen's Advice Bureau (CAB) Collection of Council Tax Arrears Good Practice Protocol. The protocol confirms the commitment by the council to do all it can to support people struggling with debt to help them avoid becoming in arrears.

6. IMPACT OF THESE CHANGES

- 6.1 An initial assessment of revenue implications does not identify any direct financial implications.

7. CONSULTATION

- 7.1 The proposed changes outlined in this report will have regard of feedback from consultation will become Peterborough's council tax support scheme for 1 April 2017 – 31 March 2018 including an introduction of a discretionary hardship policy. Cabinet launch the consultation after 7 November 2016 and will remain open until 13 January 2017 although Cabinet will receive an update of responses to date for their January Cabinet meeting.
- 7.2 An online consultation document is available to respond to the consultation and some hard copies will be made available on request in the Town Hall and Bayard Receptions and Central Library. Members' scrutiny will be undertaken as part of the scrutiny meeting set aside for phase one budget discussion including stakeholder consultation meetings.
- 7.3 Feedback from the consultation will be incorporated into recommendation by Cabinet to Council in January 2017.

8. ANTICIPATED OUTCOMES

- 8.1 This report launches the consultation for the operational council tax support scheme from 1 April 2017 and the discretionary council tax hardship policy as part of the formal budget process outlined in the council's Major Policy and Budget Framework. The consultation responses will inform the design of the operational scheme and any financial implications arising from the final design will be factored into the medium term financial strategy.

9. REASONS FOR RECOMMENDATIONS

- 9.1 The council is statutorily required to approve a council tax support scheme by the 31 January 2017 having had regard for the council's financial position and feedback from responses to the consultation. As part of this consultation, the council is consulting on a council tax discretionary hardship policy.

10. ALTERNATIVE OPTIONS CONSIDERED

- 10.1 The council is statutorily required to approve a local scheme by 31 January but could choose to make no changes to the current 2016/17 local scheme. Cabinet have discussed the current 30% council tax support scheme with the cross party Budget Working Group as part of ongoing budget discussions. Options discussed were:
- One option would be to increase the 30% scheme, however this would have a negative impact on low income households with claimants having to pay more council tax.
 - Another option would be to reduce the 30% scheme, however, this would require the council to find savings of up to £2.4m from elsewhere in the budget.

11. IMPLICATIONS

- 11.1 Financial and legal implications have been considered elsewhere in this report. An equality impact assessment has been completed to assess the implications that may arise from the proposed technical changes.

12. BACKGROUND DOCUMENTS

- Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985)
- 12.1 The Council Tax Reduction Schemes (Prescribed Requirements) (England) (Amendment) Regulations 2015.

CABINET	AGENDA ITEM No. 11
7 NOVEMBER 2016	PUBLIC REPORT

Cabinet Member(s) responsible:	Councillor John Holdich, Leader of the Council and Cabinet Member for Education, Skills and University	
Contact Officer(s):	Kim Sawyer, Director of Governance	Tel. 452361

EXECUTIVE PROCEDURE RULES

R E C O M M E N D A T I O N S	
FROM : Leader of the Council and Cabinet Member for Education, Skills and University	Deadline date: Council on 14 December 2016
The Cabinet are asked to:	
<ol style="list-style-type: none"> 1. Approve the proposed changes to the Executive Procedure Rules (Part 4 - Section 7) as set out in Appendix 1; 2. Request that Council note these changes at its meeting on 14 December 2016. 	

1. ORIGIN OF REPORT

- 1.1 Cabinet on 21 March approved changes to the Executive Procedure Rules (Part 4 - Section 7) to take account of the hybrid model and to update the procedures to take account of other matters.
- 1.2 The hybrid model was not adopted and therefore the changes proposed by the Executive were not reviewed by Council. Subsequently, Council set up a Committee Review Group to review the committee arrangements, including scrutiny arrangements. The Group reported to Council in October on the results of its review and will report in December on revised scrutiny procedure rules. The Group also recommends that the Executive consider retaining some of the principles of pre-decision scrutiny. Those recommendations are in this report.
- 1.3 The Executive Procedure Rules have been updated in a number of important ways and this report sets out those changes.

2. PURPOSE AND REASON FOR REPORT

- 2.1 The purpose of this report is to obtain Cabinet's approval to the amended executive procedure rules set out in **Appendix 1** for ratification by Council.
- 2.2 This report is for Cabinet to consider under its terms of reference 3.2.5 to review and recommend to Council changes to the Council's Constitution, protocols and procedure rules.

3. TIMESCALE

Is this a Major Policy Item/Statutory Plan?	NO
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Date for relevant Council meeting	12 OCTOBER 2016
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4. BACKGROUND

- 4.1. Cabinet on 21 March approved changes to the Executive Procedure Rules to take account of the hybrid model and to update the procedures to take account of other matters.
- 4.2. Following the decision by Council at its annual meeting in May, to not proceed with the hybrid model, the Cabinet need to reconsider their procedures rules to take account of that decision.
- 4.3. The procedure rules have been amended to delete reference to the hybrid model. However, the Committee Review Group set up by Council to review the committee structure recommend that the Executive encourage pre-decision scrutiny. It considered that call in may be avoided by better use of pre-decision scrutiny and that this should be encouraged.
- 4.4. The hybrid model attempted to enshrine pre-scrutiny into the Council's decision making processes. However, the concern about the hybrid model was that it extended a 28 day timetable for decision making to a minimum of 42 days. In some cases this is impractical and goes beyond the statutory provisions. They favoured a more informal arrangement using scrutiny committees' current powers.
- 4.5. The constitution gives scrutiny committees the opportunity to pre-scrutinise executive decisions. The Forward Plan is a standing agenda item on all Scrutiny Committee agendas so each committee has an opportunity to see all decisions coming before Cabinet in the next month and any Scrutiny Committee can ask to review those reports prior to submission to Cabinet. These powers are rarely used.
- 4.6. Where decisions have gone to scrutiny before going to Cabinet, Cabinet have endorsed their recommendations. In comparison, in the last two years, there have been five requests to call in an executive decision and none were called in by the Committee. This demonstrates that pre-scrutiny can be more effective than call-in and would indicate that Scrutiny Committees could operate more effectively by relying on their existing rights to early engagement in key decisions.
- 4.7. The Group therefore recommend that the Executive consider including the following wording in their executive procedure rules:

5.3 By agreement with the relevant Cabinet member, the executive decision making timetable can be delayed to allow a scrutiny committee to consider and make recommendations on a policy proposal or proposed decision, prior to the decision being taken. Should there be any disagreement the Leader shall have the final say in any dispute between the Cabinet Member and the Scrutiny Committee requesting the item for pre-scrutiny.
- 4.8. The Group has made recommendations to Council to change the call in arrangements to ensure they are more efficient and avoid delays in implementing decisions and revised scrutiny procedure rules will be submitted to Council in December.
- 4.9. When consulting on the hybrid model, there was concern that there was no explicit provision for scrutiny committees to speak at Cabinet meetings. Paragraph 3.4 "business to be transacted" enables scrutiny to place an item on the executive agenda. However, there is no provision for the Chair of a scrutiny committee to speak at Cabinet on recommendations from his or her scrutiny committee. The Cabinet in March agreed to make provision for this and therefore the following provision has been retained.

Members of Scrutiny Committee: *Where a Scrutiny Committee has made recommendations to the Cabinet, the Cabinet meeting will consider the recommendations of the Scrutiny Committee before making a decision and the Chairman of the relevant Scrutiny Committee, or his or her nominee may speak in support of their Committee's recommendations subject to the Leader agreeing. (Paragraph 11.4)*

4.10. Other matters not relating to pre-scrutiny have been retained and are summarised below:

- (a) Public and Private Meetings of Cabinet – This section has been amended to comply with the Localism Act and subsequent regulations to give 28 clear days' notice of private meetings. (paragraph 1.7)
- (b) The Executive Agenda – It removes the requirement for the Monitoring Officer to place an item on the agenda of a cabinet meeting at the request of a Member. It is for the Leader to decide the cabinet agenda, subject to any reports submitted by a scrutiny committee or full Council. Members may ask the Leader to put an item on the agenda. (paragraph 2.4)
- (c) Forward Plan - This section has been amended to comply with the Localism Act and subsequent regulations in relation to key decisions. (paragraph 4)
- (d) Question Time: The previous executive procedure rules made provision for Cabinet to hold quarterly question time meetings. As this has not been used and no proposals were made by the previous working group to retain this process, it is proposed to delete this section.

5. CONSULTATION

- 5.1 Members were represented on the previous Design & Implementation Working Group and they raised the issue of speaking rights of scrutiny chairs at Cabinet meetings following consultation with scrutiny members.
- 5.2 The Committee Review Group on 30 August reviewed the current scrutiny arrangements as requested by Council and have made the recommendations to the October meeting of Council.

6. ANTICIPATED OUTCOMES

- 6.1 The proposed changes will ensure the Cabinet Procedure Rules are in line with current legislation and best practice.

7. REASONS FOR RECOMMENDATIONS

- 7.1. The Cabinet procedure rules were updated in March but since that time, Council decided not to implement a hybrid model. Reference to the hybrid model need to be removed from the procedure rules agreed by Cabinet.
- 7.2. The Committee Review Group was asked to review the Council's scrutiny arrangements and it has asked the Executive to consider its recommended changes to the rules. The amended rules will need to be reviewed by Council in December, as part of the review of the committee structure.

8. ALTERNATIVE OPTIONS CONSIDERED

- 8.1. The Monitoring Officer is required to keep the constitution up to date, taking into account current legislation. The Cabinet may consider that speaking rights of scrutiny chairs are not required, as the Chair or Cabinet have the power to agree arrangements once a request is received. However, these are recommended to avoid confusion. There is no requirement to adopt pre-scrutiny arrangements as recommended in this report.

9. IMPLICATIONS

9.1 Legal Implications

The Leader has responsibility under s.9E of the Local Government Act 2000 to set out the arrangements for executive decision making. The Executive Procedure Rules detail the manner in which the Leader proposes to make decisions, largely through the Cabinet process. The Council cannot interfere or change the Leader's arrangements and for this reason, Council is only asked to note these procedure rules for inclusion within the Constitution.

9.2 Financial Implications

There are no specific financial implications arising from this report

10. BACKGROUND DOCUMENTS

- 10.1 None

11. APPENDICES

Appendix 1 - Executive Procedure Rules

Section 7 - Executive Procedure Rules

1. POWERS AND DELEGATIONS

1.1 Power to make executive decisions

The Leader may provide executive functions to be discharged by:

- (a) the Cabinet as a whole;
- (b) a Committee of the Cabinet;
- (c) an individual Member of the Cabinet;
- (d) an officer;
- (e) joint arrangements; or
- (f) another local authority.

1.2 Delegation by the Leader

The Leader will present to the Annual Meeting of the Council a written record of delegations to be made by him or her for inclusion in the Council's Scheme of Delegation as set out in Part 3 to this Constitution. The document presented by the Leader will contain the following information about Executive functions in relation to the coming year:

- (a) the names, ~~addresses~~ and wards of the Members appointed to the Cabinet;
- (b) the extent of any authority delegated to Cabinet Members individually, including details of the limitation on their authority;
- (c) the terms of reference and constitution of such Executive Committees as the Leader appoints and the names of Cabinet Members appointed to them;
- (d) the nature and extent of any delegation of Executive functions to any other authority or any joint arrangements, and the names of those Executive Members appointed to any joint Committee for the coming year; and
- (e) the nature and extent of any delegation to officers with details of any limitation on that delegation, and the title of the officer to whom the delegation is made.

1.3 Sub-delegation of executive functions

1.3.1 Where the Cabinet, a Committee of the Executive or an individual Member of the Cabinet is responsible for an executive function, they may not delegate further to a sub-Committee or officer without the consent of the Leader.

1.3.2 Even where Executive functions have been delegated, that fact does not prevent the discharge of delegated functions by the person or body who delegated.

1.3.3 Where the Cabinet or a Cabinet Member delegates to a Committee, or joint arrangements, it or they shall make known publicly the terms of reference and constitution of the committee. Likewise, when delegating to an officer, it or they shall make known the nature and extent of the delegation, together with details of any limitation on that delegation.

1.4 Amendments to Delegations

- 1.4.1 The Leader may amend the scheme of delegation relating to Executive functions at any time. To do so, the Leader must give written notice to the Monitoring Officer and to the person, body or Committee concerned. The notice must set out the extent of the amendment to the scheme of delegation, and whether it entails the withdrawal of delegation from any person, body, Committee or the Cabinet as a whole. The Monitoring Officer will present a report to the next Ordinary meeting of the Council setting out the changes made by the Leader.
- 1.4.2 Where the Leader seeks to withdraw delegation from a Committee of the Cabinet, notice will be deemed to be served on that Committee when he or she has served it on its Chairman.
- 1.5 Conflicts of Interest**
- 1.5.1 Where any Cabinet Member has a conflict of interest this should be dealt with as set out in the Council's Code of Conduct in Part 5 of this Constitution.
- 1.5.2 If the exercise of an Executive function has been delegated to a Committee of the Cabinet, an individual Member or an officer, and should a conflict of interest arise, then the function will be exercised in the first instance by the person or body by whom the delegation was made.

2. PUBLIC AND PRIVATE MEETINGS

- 2.1 Executive decisions which have been delegated to the Cabinet as a whole will be taken at a meeting convened in accordance with the Access to Information Rules in Part 4 Section 5 of ~~this~~ Constitution.
- 2.2 Where Executive decisions are delegated to a Committee of the Cabinet, the rules applying to Executive decisions taken by them shall be the same as those applying to those taken by the Cabinet as a whole.
- 2.3 All Cabinet meetings or any sub-committees where executive decisions are to be made will be held in public except when the Leader or Cabinet has resolved to:
- (a) exclude the press and public from all or part of a meeting in accordance with the Access to Information Rules or
 - (b) exclude a member or members of the public in order to maintain orderly conduct or prevent misbehaviour at the meeting in accordance with Council's standing orders.
- 2.4 Where the Cabinet or a sub-committee will need to meet in private to take a decision which involves exempt or confidential information, the meeting may only take place if:
- (a) notice has been published at the Town Hall and on the Council's website giving the reasons for holding the meeting in private at least 28 clear (calendar) days before the meeting. This notice will be included in the forward plan.
 - (b) a further notice is published at the Town Hall and on the Council's website at least 5 clear days before the meeting giving the reasons for holding the meeting in private and any representations received. This will form part of the Cabinet agenda.

- 2.5 Where the date of a private meeting of Cabinet or its sub-committees makes compliance with (a) and (b) impractical, the meeting may only be held and any decision taken if agreement is obtained that the meeting is urgent and cannot reasonably be deferred from:
- (a) the Chairman of the relevant Scrutiny Committee
 - (b) If there is no Chairman or he/she is unable to act, then the Mayor or
 - (c) in his/her absence, the Deputy Mayor
- 2.6 A notice setting out the reasons why the private meeting is urgent and cannot reasonably be deferred must be published at the Town Hall and on the Council's website as soon as reasonably practicable after agreement has been obtained.¹

3. CABINET MEETINGS

3.1 Frequency of Cabinet meetings

The Cabinet will meet up to 10 times per municipal year at times to be agreed by the Leader. The Cabinet shall meet at the Council's main offices, at the Town Hall or another location to be agreed by the Leader.

3.2 Quorum

The quorum for a meeting of the Cabinet, or a Committee of it, shall be three Members.

3.3 Chairman

The Leader will preside at any meeting of the Executive or its Committees at which he or she is present, or may appoint another person to do so.

3.4 Business to be transacted

At each meeting of the Cabinet the following business will be conducted:

- (a) Apologies for absence from Members
- (b) Receive the minutes of the previous meeting.
- (c) Declarations of interest, if any
- (d) To receive any petitions
- (e) Matters referred to the Cabinet by a scrutiny committee or by the Council for reconsideration by the Cabinet
- (f) Consideration of business on the Forward Plan

- (g) Consideration of other reports from a scrutiny committee

¹ *(The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.)*

- (h) Urgent Items of business with the consent of the Leader provided the rules under paragraph 4 to 8 below have been followed. The Leader will explain why the matter is urgent and the reasons given will be recorded in Cabinet's minutes.

3.5 Consultation

All reports to the Cabinet from any Cabinet Member or an officer on proposals relating to the Budget and Policy Framework must include details of the nature, extent and outcome of consultation with the Scrutiny Committees and with stakeholders. Reports about other matters will include details and outcome of consultation as appropriate. The level of consultation required will be appropriate to the nature of the matter under consideration.

3.6 The Executive agenda

- 3.6.1 The Leader will decide upon the schedule for the meetings of the Cabinet. He or she may put on the agenda of any Executive meeting any matter which he or she wishes, whether or not authority has been delegated to the Cabinet, a Committee of it or any Cabinet Member or officer in respect of that matter. The Monitoring Officer will comply with the Leader's requests in this respect.
- 3.6.2 The Monitoring Officer will ensure that an item is placed on the agenda of the next available meeting of the Cabinet where a scrutiny committee, or the full Council have resolved that an item be considered by the Cabinet.
- 3.6.3 Any Member or Committee may ask the Leader to put an item on the agenda of an Executive meeting for consideration. If the Leader agrees, the Monitoring Officer will put an item on the agenda. The item will give the name of the Member or Committee that asked for the item to be considered.
- 3.6.4 The Monitoring Officer and/or the Chief Financial Officer may include an item for consideration on the agenda of a Cabinet meeting and may require the Proper Officer to call such a meeting in pursuance of their statutory duties. In other circumstances, where any two of the Head of Paid Service, Chief Financial Officer and Monitoring Officer are of the opinion that a meeting of the Cabinet needs to be called to consider a matter that requires a decision, they may jointly include an item on the agenda of a Cabinet meeting. If there is no meeting of the Cabinet soon enough to deal with the issue in question, then the person(s) entitled to include an item on the agenda may also require that a meeting be convened at which the matter will be considered.
- 3.6.5 The Chief Executive and Directors may include an item on the agenda of a Cabinet meeting and shall be entitled to attend that meeting, speak on the item in question and have his or her views recorded in the minutes of the meeting.

4. PROCEDURE BEFORE TAKING KEY DECISIONS

- 4.1 Subject to paragraphs 6 (urgency) and 7 (special urgency) below, a key decision may not be taken unless:
 - (a) the Forward Plan of Executive Decisions has been published and includes the matter in question for a period of at least 28 clear (calendar) days;

- (b) at least five clear working days have elapsed since the publication of a report; and
- (c) where the decision is to be taken at a meeting of the Cabinet or its Committees, notice of the meeting has been given in accordance with Access to Information Rules Part 4 Section 5 of the Constitution.

5. THE FORWARD PLAN OF EXECUTIVE DECISIONS

5.1 The Forward Plan of Executive Decisions will contain all matters subject to an executive decision to be taken by the Cabinet, a Committee of the Cabinet, individual Cabinet Members, officer **key decisions**, or under joint arrangements in the course of the discharge of an Executive function during the period covered by the Forward Plan. It will describe the following particulars in so far as the information is available or might reasonably be obtained:

- (a) that a key decision is being made on behalf of the local authority
- (b) the matter in respect of which a decision is to be made;
- (c) where the decision taker is an individual, his or her name and title, if any and where the decision taker is a body, its name and details of membership;
- (d) the date on which, or the period within which, the decision will be taken;
- (e) the identity of the principal groups whom the decision taker proposes to consult before taking the decision;
- (f) the steps any person might take who wishes to make representations to the Cabinet or decision taker about the matter in respect of which the decision is to be made, and the date by which those steps must be taken;
- (g) a list of the documents submitted to the decision taker for consideration in relation to the matter.
- (h) the address from which, subject to any prohibition or restriction on their disclosure, copies of, or extracts from, any document listed is available.
- (i) that other documents relevant to those matters may be submitted to the decision maker; and
- (j) the procedure for requesting details of those documents (if any) as they become available.

5.2 Exempt information need not be included in the Forward Plan and confidential information cannot be included.

5.3 By agreement with the relevant Cabinet Member, the executive decision making timetable can be delayed to allow a scrutiny committee to consider and make recommendations on a policy proposal or proposed decision, prior to the decision being taken. -If the Cabinet Member and Scrutiny Chair are unable to reach agreement upon whether a matter should be referred for pre-scrutiny, the Leader will make the final decision as to whether the matter should be referred to a Scrutiny Committee before the decision is made have the final say upon the referral.

6. GENERAL EXCEPTION - URGENCY

6.1 If a matter which is likely to be a key decision has not been included in the Forward Plan, then subject to paragraph 7 below, the decision may still be taken if:

- (a) the decision must be taken by such a date that it is impracticable to defer the decision until it has been included in the next Forward Plan and until the start of the first period to which the next forward plan relates;
- (b) the Monitoring Officer has informed the Chairman of the relevant Scrutiny Committee, or if there is no such person, each Member of that Committee by notice in writing, of the matter to which the decision is to be made;
- (c) the Monitoring Officer has made copies of that notice available to the public at the offices of the Council; and
- (d) at least five clear working days have elapsed since the Monitoring Officer complied with paragraphs 6.1 (b) and (c) above.

6.2 Where such a decision is taken collectively, it must be taken in public subject to these provisions.

7. SPECIAL URGENCY

If by virtue of the date by which a decision must be taken the provisions in paragraph 6 above cannot be followed, then the decision can only be taken if the decision taker (if an individual) or the Chairman of the body making the decision, obtains the agreement of the Chairman of the relevant Scrutiny Committee that the taking of the decision cannot be reasonably deferred. If there is no Chairman of the relevant Scrutiny Committee, or if the Chairman is unable to act, then the agreement of the Mayor, or in his or her absence the Deputy Mayor will suffice.

8. ~~QUARTERLY~~ REPORTS ON SPECIAL URGENCY DECISIONS

The Leader will submit ~~quarterly~~ reports to the Council on ~~any the~~ Executive decisions taken in the circumstances set out in paragraph 7 (Special Urgency) above in the preceding three months. The report will include the number of decisions so taken and a summary of the matters in respect of which those decisions were taken.

9. RECORD OF DECISIONS

After any meeting of the Cabinet or any of its Committees, whether held in public or private, the Monitoring Officer or, where no officer was present, the person presiding at the meeting, will produce a record of every decision taken at that meeting as soon as practicable and in accordance with the timetable for call-in arrangements. The record will include a statement of the reasons for each decision and any alternative options considered and rejected at that meeting.

10. NOTICE OF MEETING OF THE CABINET

Members of the Cabinet or its Committees will be entitled to receive five clear working days' notice of a meeting to which they are summoned, unless the meeting is convened at shorter notice as a matter of urgency.

11. ATTENDANCE AT MEETING OF THE CABINET

- 11.1 **Cabinet Members:** All Cabinet Members will be served notice of all meetings of Committees of the Cabinet, whether or not they are Members of that Committee.

All Cabinet Members are entitled to attend any meeting of any Committee of the Executive.

- 11.2 **Officers:** Directors with an item to be discussed at a public meeting of the Cabinet shall be able to attend the meeting and speak to that item and to have their views recorded.

- 11.3 **Ward members:** Ward Members shall be served notice of meetings of the Cabinet where the Cabinet will discuss an item which affects that Member's Ward. Ward Members shall have the right to address the Cabinet and make representations or ask questions on behalf of their constituents who will not be entitled to participate or ask questions themselves. This includes when exempt matters are under discussion, where the matter relates to the member's ward, subject to the same conditions as apply to attendance at committee or sub-committee meetings set out in Part 4, Section 1, paragraph 7.5.

- 11.4 [Members of Scrutiny Committee: Where a Scrutiny Committee has made recommendations to the Cabinet, the Cabinet meeting will consider the recommendations of the Scrutiny Committee before making a decision and the Chairman of the relevant Scrutiny Committee, or his or her nominee may speak in support of their Committee's recommendations subject to the Leader agreeing.](#)

12. DECISIONS BY INDIVIDUAL MEMBERS OF THE CABINET

12.1 Reports intended to be taken into account

Where a Cabinet Member receives an officer report which he or she intends to take into account in making any key decision, then he or she will not make the decision until at least five clear days after receipt of that report.

12.2 Record of individual decision

By no later than 5.30pm on the second working day after an executive decision has been taken by a Cabinet Member or a key decision has been taken by an officer, he or she will prepare, or instruct the Monitoring Officer to prepare, a record of the decision, a statement of the reasons for it and any alternative options considered and rejected. The rules set out in Section 5 – Access to Information Procedures will also apply to the making of decisions by Cabinet Members. This does not require the disclosure of exempt or confidential information or advice from a political assistant.

13. CABINET WORKING PARTIES

The Leader, the Cabinet or a Cabinet Member may only appoint a working party to advise about a particular issue if the matter cannot be referred to a Scrutiny Committee. The Leader, Cabinet or Cabinet Member will decide how many Members and officers the working party will have, and whether Members from more than one political group should be represented. The working party will not have any decision-making powers, but will make recommendations and reports to the decision-maker that appointed it.

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CABINET	AGENDA ITEM No. 12
7 NOVEMBER 2016	PUBLIC REPORT

Cabinet Member(s) responsible:	Councillor Peter Hiller, Cabinet Member for Growth, Planning, Housing and Economic Development	
Contact Officer(s):	Steve Bowyer, Chief Executive, Opportunity Peterborough	317489

ENDORSEMENT OF THE 2016-17 OPPORTUNITY PETERBOROUGH BUSINESS PLAN

R E C O M M E N D A T I O N S	
FROM : Steve Bowyer, Chief Executive, Opportunity Peterborough	Deadline date : N/A
<p>1. Cabinet endorses the 2016/17 business plan for Opportunity Peterborough.</p>	

1. ORIGIN OF REPORT

- 1.1 This report is submitted to Cabinet following approval of the business plan by the Board of Opportunity Peterborough (OP) on 22 March 2016.

2. PURPOSE AND REASON FOR REPORT

- 2.1 The purpose of this report is for the Council, as the sole shareholder of Opportunity Peterborough, to endorse its annual business plan. As sole shareholder it is important that the Council is satisfied that the draft business plan will deliver city objectives.
- 2.2 This report is for Cabinet to consider under its Terms of Reference No 3.2.3 'to take a leading role in promoting the economic, environmental and social well being of the area'.

3. TIMESCALE

Is this a Major Policy Item/Statutory Plan?	No
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4. ENDORSEMENT OF THE 2016-17 OP BUSINESS PLAN

- 4.1.1 The company's focus is purely and simply the economic growth of Peterborough. If it is successful in achieving that, it should be successful in sustaining its funding and in bringing new revenue to the city (eg through business rates increase). OP will explore any viable route to encouraging economic growth with both short term outcomes (increased investment and job creation by local companies) and longer term benefits (enhanced skills in the local labour market and improved city profile building sustained economic confidence). This diverse and innovative approach to driving economic growth has been recognised by the Department for Business, Energy and Industrial

Strategy when it awarded OP 'Highly Commended' in its national Enterprising Britain Awards 2016.

4.1.2 During 2016/17 OP will focus on the following core priorities:

- i. Driving inward investment to the city to enhance local business rates
- ii. Supporting local business growth through enterprise development, scale-up programmes, and bringing innovations to market
- iii. Securing Peterborough's profile on the wider national and international arena through the future cities and skills programmes and engagement with key strategic partners in the private sector, government and academia
- iv. Supporting local skills development through the Skills Service, careers shows and crucial city programmes such as the university of Peterborough
- v. Securing additional funding to OP and the city to support its economic growth and OP's long-term sustainability

4.1.3 The business plan was approved by the OP Board on 22 March 2016. The OP Board meets quarterly and receives updates on progress and any business-critical issues. The Leader of the Council and the Cabinet Member for Growth, Planning, Housing and Economic Development are members of the Board. The priority areas for the company in supporting the economic growth of the city, as set out in the business plan, are communicated to local businesses and other organisations through the company's Bondholder network and its events and newsletters, and through the OP's website (www.opportunitypeterborough.co.uk).

4.2 Financial Implications

4.2.1 OP is audited separately as a company limited by guarantee. The 2015/16 audit is available and has revealed a clean audit for the company. OP now operates with the Council making a contribution of £100k per annum (£130k in 2015/16) to reflect OP's work in driving inward investment and increasing business rate returns for the Council. The remainder of OP's finances are achieved through funding applications secured and additional contracted work.

4.3 Human Resources Implications

4.5.1 OP has a headcount of 26: ten of which are full employment staff; fourteen are on fixed-term contracts relating to projects; with in addition, one contractor and one on secondment from PCC Children's Services. A thorough assessment of wind-up costs implications has been undertaken by OP and these are included in the company's finance planning.

5. CONSULTATION

5.1 The Council is represented on the Board of Opportunity Peterborough by the Leader and Cabinet Member for Growth, Planning, Housing and Economic Development and they have been instrumental in the company's decision to approve the draft business plan.

6. ANTICIPATED OUTCOMES

6.1 The Business Plan (Appendix 1) sets out the Strategic Priorities that will guide OP's work during 2016/17.

7. REASONS FOR RECOMMENDATIONS

- 7.1 It is required that the Council considers and agrees the draft business plan. The specific schemes for implementation will potentially evolve during the course of the plan period and it is therefore appropriate that funding is approved by the Council through its normal decision-making processes.

8. ALTERNATIVE OPTIONS CONSIDERED

- 8.1 The alternative would be that the draft business plan is not be approved, which would significantly limit the operations of Opportunity Peterborough as the City's Economic Development Company.

9. BACKGROUND DOCUMENTS

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

None.

10. APPENDICES

Appendix 1 - Opportunity Peterborough Draft Business Plan 2016/17

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Opportunity Peterborough

**BUSINESS PLAN
2016/17**

&

2016-2019 VISION

***SECURING PETERBOROUGH'S
ECONOMIC GROWTH***

V3 23 MARCH 2016

1. VISION

[1.1] To drive the economic growth of the city, and secure Opportunity Peterborough's position as a widely respected, sustainable, deliverer of economic development, inward investment, and business and skills advice.

2. VISION & PLAN OVERVIEW

[2.1] On 1st February 2016, Opportunity Peterborough Board members met to consider the future of the company and assess a vision document for the company's growth and sustainability for the period 2016-2019. The vision document sets out a strategic approach for this period, forms the basis of this detailed business plan for the coming year, and is included at **Annex 1**.

[2.2] The remainder of this business plan will set out the detailed delivery mechanisms (finances, objectives, targets etc) for the coming year, which should be read in the context of the 3-year vision.

[2.3] Opportunity Peterborough ['OP'] has evolved in its 10-year existence from being wholly reliant upon public sector funding, to developing a cocktail of income streams to sustain its operations. It has consistently provided a service to the public sector by positively engaging with the private and third sectors. It has built up considerable credibility through the range of skills contained within its team, and in the delivery of transformational programmes.

[2.4] The proposal is to build on these opportunities – operating in the space between public/private/third sectors, a skilled workforce, a strong reputation – and offer a unique service to Peterborough and other partners. This will generate income through the following broad channels:

- Core Grant from PCC
- Economic development services provided to other local authorities
- Grant-funding for economic initiatives (eg Leader; EU funding)
- Bondholder membership, sponsorship and events
- Contracts for specialist services

[2.5] Aside from the grant from PCC which is a lump sum contribution to the core operating costs, other services and support will be charged out at levels ranging from gross costs + overheads, to flat-rate against outcomes, and full consultancy day rates.

[2.6] It will be vital that capacity of the team is maintained at a level to ensure delivery for partners. If delivery falters, the company's credibility will decrease, weakening our ability to secure new contracts. As such, some initial investment may have to be made 'at risk' but will be imperative if we are to secure the company: we can't sell what we don't have. It will be important, however, to ensure that pump-priming investment and securing of new business is held in balance and moderated.

[2.7] In light of that and to ensure satisfactory delivery of the company's remit, it is proposed to restructure the team and recruit 1 new member of staff (Inward Investment Officer). The restructuring will better align and refocus skill strengths and functions, while the new member of staff will support core key goals for the company around attracting new investment to drive up business rates growth locally.

[2.8] Considerable reference is made in the vision document to OP's reputation and "credibility". This credibility extends to local authority partners who see the value of OP's holistic and comprehensive approach to economic development: integrating skills, business growth, investment and innovation. OP is also the 'partner of choice' for many funding bids, with frequent invitations to

partner in funding bids, with academia and other organisations. It has established a strong reputation with national agencies and departments, including UKTI, British Standards Institute and the Future Cities Catapult. Crucially, it is building its engagement with local private sector partners, including larger Peterborough businesses: generating the opportunity to engage these in informing and influencing the direction of the city's economy. Some examples of secured and potential partnerships are included in the vision document, and a few are highlighted below:

- Economic development and skills to the local authority areas (Fenland DC contract already in place); Through to the second round of the selection process by the Foreign & Commonwealth Office to deliver the Smart City Leadership Programme to selected Indian cities;
- Partner in bids to EU and other funding streams;
- Additional support to PCC on special projects and programmes.

[2.9] It will also be important that the company's board membership reflects this strategic direction, and at the 1 February event, it was agreed that membership would be reviewed and new appointments suggested by existing members. Given that approach, it would seem an opportune time to undertake a skills requirement and skills audit and identify particular areas that would enhance OP's business prospects.

[2.10] OP has come a long way and had considerable successes. Its approach has evolved through both necessity and in response to opportunities. Its position alongside the public, private and third sectors means that it can offer unparalleled connections into all of those areas and optimise this for the city and the success of the business.

3. OBJECTIVES, ACTIVITIES & TARGETS

[3.1] The company's objectives need to reflect both its purpose for being (economic growth of the city) and how its operations are maximised to secure its long-term viability. As such, the objectives below are set out in terms of outcomes for the city ('City Objectives' such as the generation of new investment) and objectives for the successful operations of the company ('Business Objectives' such as promoting the company's successes).

CITY OBJECTIVES

- CO1 Attract investment to the city through both existing and new companies to increase business rate yields.
- CO2 Support business growth, enterprise development and job creation by providing a first-point of contact for businesses including initial advice, sign-posting and networking opportunities.
- CO3 Rebalance the economy by supporting the development of skills, the knowledge economy, and innovation.
- CO4 Raise the city's profile on the local, national and international stage to build confidence and underpin investment opportunities.

BUSINESS OBJECTIVES

- BO1 Ensure OP's reputation as an effective deliverer of, and innovator in, economic development services.
- BO2 Promote OP's successes to encourage business development opportunities.

BO3 Ensure OP's business operations are efficient and effective, and embody the company's Core Values (see Annex 3).

BO4 Ensure OP's long-term financial viability

[3.2] The activities planned to address these objectives, and associated targets, are included in the Activity Planner below. These are broken down by operational area, based on the revised corporate structure, referencing back to the particular objectives. Also included are a range of targets which will be used to measure performance.

4. FINANCE

[4.1] With a grant of £100k from PCC confirmed on a recurring basis against increased business rates resulting from increased inward investment activity secured through OP's work, there is greater certainty over the basic level of funds available.

[4.2] Overall turnover for the company has consistently exceeded £1million on a purely not-for-profit basis. This has been largely the result of specific grant-aided projects – such as the Future Cities Demonstrator – with much of that money being required to be dispersed. The grants and other contracts are important, however, in providing contributions to core costs: in effect, building the pot to cover the company as a whole. The plan continues to be to develop a cocktail of funding, with income levels varying from fixed costs for publicly funded grants to levels that can be set at a more commercial level.

[4.3] Reserves will be brought forward from 2015-16, which the end of year accounts will confirm, to support and underwrite expense in future years. The majority cost for OP is its staff complement, but this will be rigorously monitored and tied to income funding.

[4.4] It is always difficult to guarantee funding: some contracts are well understood, others are being developed through proactive business development. All staff have been charged with generating income, whilst ensuring that the company continues to deliver its core remit around economic growth, with many staff showing entrepreneurial spirit. Income generation will also form a key part of the Performance and Development Reviews of all staff.

5. RISK LOG

[5.1] OP's risk log is shown in the attached Annex . This focuses both on the strategic risks for OP and also internal operational risks. Financial issues will remain a major risk for the company while uncertainty of guaranteed funding remains. This in turn could lead to staff questioning their futures and being tempted elsewhere. The reality is that most staff seem to be committed to the OP programmes and are involving themselves proactively with trying to secure the company's future.

There will be project specific risks. The implication of these will vary but their risks are being consistently monitored by the management team and all mitigation routes explored.

6. MONITORING

[6.1] An Activity Log will be updated with a RAG status for each board meeting. Additionally, each business area will develop a delivery plan for key actions over the coming year. Although an operational level mechanism, these will be shared with Board at the meetings to indicate progress against specific actions.

[6.2] Finance is a key concern for the company, particular directors, and it is intended that in 2016-17, OP's management accounts and reporting systems will be reviewed and refreshed. Rawlinson's

efforts in getting the company's accounts in order have been tremendous and the company is in a much better position. Given the nature of funding and the complexities of the accounts, however, it is intended that the in-house provision be reinforced through the existing staff complement. It is anticipated that this will improve financial monitoring not only for the Board but also budget heads.

[6.3] Regular meetings of the senior management team will include assessment of project and programme delivery along with a regular review of the Risk Register and accounts to ensure robust programme management and diligence.

7. Conclusion

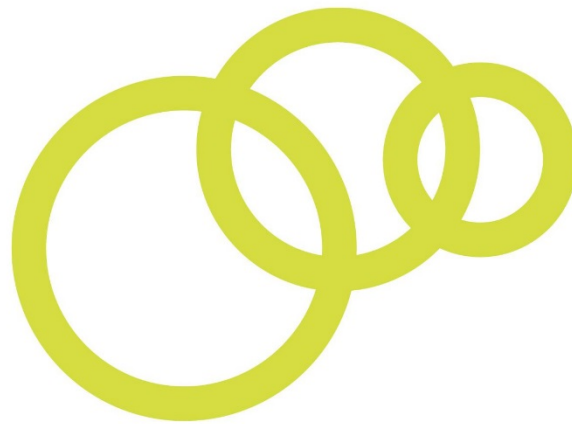
[7.1] OP has built-up considerable credibility with the city, its businesses, and local partners. It will not be complacent, however, and will ensure that credibility is robust and justified, and is used as a mechanism to attract additional funding.

[7.2] There will be a number of key priorities going forward. Fundamentally, however, these must align with the following principles, which OP has always applied:

- Exploring creative and innovative ways of driving economic growth;
- Delivering what we say we will;
- Working with our partners in the public private and third sectors collaboratively and with mutual respect;
- Selling the story of the city's successes, and those of Opportunity Peterborough.

[7.3] To be added to this list of priorities is the imperative to secure alternative funding to complement core funding and reduce the impact on local public sector finance.

OVERVIEW OF ACTIVITIES	Core Grant	External Grant Funding	Contracted / Additional Income
BUSINESS OPERATIONS	Finance & Office Management		Support to LA contracts management
	Basic HR	Recruitment to posts	
	Programme overview	Programme Management: LEADER, WE&EU, WIN, SEPARATE	Overview to FCD, Skills et al
ECONOMIC STRATEGY, FUNDING & CONTRACTS	Economic Strategies	LEADER & WE@EU projects	Economic Strategy support & Contract management to LAs
	Develop internationalisation & export support	Strategic & EU Funding Team	Special bespoke strategy contracts
	Level of business engagement & intelligence		Management of EIC
ENTERPRISE GROWTH & INVESTMENT	Business Engagement, Networks & Start-up Support	Bondholder recruitment	Business-face support to LA contracts
	Business Intelligence	Enterprise support	Intelligence reports for clients
	Inward Investment	WIN	
MARKETING & COMMUNICATIONS	City B2B marketing	CRM integration with Circular Economy	Marketing support to LA contracts
	OP PR	Bondholder support & Corporate Partner Scheme	
	Internal comms	Advice/support to funded projects	
SPECIAL PROGRAMMES		Future Peterborough (Innovating Teams; Circular City; Data Exploitation; Digital Economy)	Smart City Leadership
		Skills Service	Skills Service (+Boombiz, Ducks)
			Work Experience



Opportunity Peterborough

FUTURE VISION 2016-2019

Supporting business. Growing our economy.

To achieve this, OP engages the power and city ambition of the public sector with the entrepreneurial spirit and vision of the private sector. By blending both perspectives, and with a track record of delivering transformational interventions, OP has built a reputational credibility which is its major tradeable asset.

1. Executive Summary

[1.1] Over its 10 years, OP has evolved from a heavy reliance on public sector funding for its existence to a reliance, or expectation, on the company securing alternative income streams. This has often been referred to as the ‘commercialisation’ of OP, without, perhaps, a clear understanding of what it is selling and to whom.

Over the last two years, this has evolved into a balancing between core PCC funding, sold services, and additional grant funding that augments core costs through contributions to overheads. It is highly likely that this ‘cocktail’ approach will need to continue if OP is to be sustainable. It does, however, tend to lead to a lack of clarity in forecasting and budgeting as many of these funds may be, appropriately, opportunistic. This in turn, makes it difficult for Board members to have certainty and security over the company being a going concern.

‘Chasing grant funding’ can also create challenges around the focus for the company and distraction from its core remit of driving economic development; for example, straying too far into environmental sustainability *per se*. Clarity of project selection will need to continue to tighten.

[1.2] This paper outlines the journey OP has taken but more crucially tries to refocus the company’s activities, putting ‘economic development’ firmly at its heart and centre, with additional activities feeding into that agenda. This has the benefit of better aligning activities, but equally importantly, in ensuring that activities are selected on their ability to support and drive that primary focus.

The paper also, and fundamentally, tackles the hardy perennial challenge around OP’s identity as a public or private body by embracing both aspects and utilising strengths in both areas. It identifies routes to viability and sustainability by providing services to the public sector while exploring a range of other funding and commercial opportunities, and restructures the team around that model.

Contracts are already in place with Fenland DC; going forward, however, there will be greater scale of economy and delivery optimisation, for both OP and LA clients, if a ‘pooled’ funding model is adopted over a wider geography. The current devolution debate is timely, and the support of LA partners and OP Board members in developing this opportunity is vital. This is the vision: **to maximise OP’s position with both the public and private sectors to sustain our future.**

[1.3] OP’s greatest strengths are the skills base of its staff, and the credibility that it has generated within the city, with local partners, nationally and internationally. That reputational and skills asset base is what will appeal to potential funders and commissioners, and as has been mentioned at OP Board meetings previously, its primary customer is likely to be the public sector (although engagement focus and additional funding will continue to be directed towards the private sector).

This will **not** obviate the need to continue to pursue other contracts, and maintain the augmented funding model through grants and margins generated. That ‘cocktail’ will be crucial in de-risking the business, but OP has demonstrated the agility to make that fluid environment work.

2. Background

[2.1] OP was established to act as a bridge between the public and private sectors; initially on the agenda of physical regeneration, in its latter phase to drive economic growth through its engagement with the business community. Although primarily funded by public sector members, it has consistently sought funding for specific projects, and over time has used additional external funding to augment its core running costs. In turn, there has been a drive to ‘commercialise’ OP’s services; recognising that one of its major assets – the skills of its staff – could be sold out to other parties.

The reality is that in selling the services of those staff, those staff might no longer be delivering the company’s core remit of economic development and growth (unless the commissioned services and that remit aligned). It has been on this principle that OP over the last 2 years has adopted a model based on three principles: grant from its member; augmenting income through funded projects and surplus/ contributions to overheads; direct sale of services, or other commercial agreements.

[2.2] The chart below provides a broad perspective on the broad direction of travel in breakdown of funding. Although turnover has gone above £1M in some years, for ease of comparison, a consistent turnover figure of £1M has been adopted throughout.

Figure 1: Comparative breakdown of funding – actual and future year projections

A review of past funding demonstrates how in early years it was relatively easy to stick to a clear agenda – that designated by the company’s members. Originally this focused on physical growth and regeneration projects (Cathedral Square; viability assessments and masterplanning; growth planning); latterly driving economic growth (business support, inward investment, marketing, skills). As alternative external funding was explored and exploited, there were occasions when the demands of those funded projects may have been considered less aligned to OP’s core remit. Those demands will also apply, and potentially even more so, when considering commercial contracts.

[2.3] It is not to say that funding and contracts should not be explored, but to reaffirm that these ideally need to meet both the core remit of the company, and provide significant contributions to overheads and potentially secure long-term sustainability of OP.

3. FUTURE VISION 2016-19

[3.1] The rise in ‘public funding’ between 2016 and 2019 in figure 1 may at first sight be surprising given the accepted move towards ‘commercialisation’, but this is the aspect of the vision that drives greater business stability.

The plan for 2016 is that OP explores bi-lateral arrangements with other authorities – essentially selling services under contract. The contract with Fenland is already in place and further discussions are in hand. Other contract work is also planned over the forthcoming financial year. These contracts are welcome, but are relatively resource-heavy as each needs to be negotiated separately, differing expectations managed, and timings may not align.

[3.2] The ideal scenario going forward would be to see authorities ‘signing up’ as a group and effectively pooling resources to secure economic growth support delivery on the ground in a common and shared economic geography. This would not only provide an appropriate scale of delivery for the commissioning partners, and a de-risking, but would also provide OP with an economy of scale of funding for it to operate more effectively.

It is clear from talking with partners that ultimately there may be the potential for this single approach to economic development, but at this stage, the bi-lateral contract route is preferred (taking into account issues around identity, devolution, emerging trust etc). If OP is to secure the longer term goal, however, it needs to demonstrate effectiveness during these contracts; and as such resourcing of the team to deliver, and to deliver well, is essential (see below).

This approach makes the most of OP’s position and credibility as a deliverer of the on-the-ground practical interventions. It is not establishing the company in competition with other organisations, such as respective LEAs, which should take a higher level strategic funder and commissioner role. OP has demonstrated creativity and results in its approaches to economic development, but as with any business, we still need to build trust with our prospective partners (hence the need for satisfactory resourcing).

Pooling funding across a wider, but shared, economic geography will also provide more solidity and certainty to OP’s core; aiding directors’ abilities to attain certainty over financial stability.

[3.3] It must be stressed that the model over the next few years is **not** aiming to swing entirely back to full public sector funding. OP will continue to exploit commercial opportunities as well as further funding. This model, with a balance between the areas of potential income, means that OP becomes less reliant on the small margins generated by projects. Clearly turnover overall may increase if further grants are secured, but as at currently, the majority of project funds revolve around direct employment costs of staff to deliver the projects rather than contributions to core costs.

4. Resourcing

[4.1] Current forecasting for finances 2016/17 has shown a balanced budget if reserves are heavily utilised to cover core costs. However, if we are truly going to exploit the public sector enquiries coming forward, we need to have sufficient resource to meet those requests; if we fail, not only could contracts be terminated or not renewed, but the prospect of a pooled funding model (outlined above) will undoubtedly be lost.

[4.2] To meet this greater demand and to structure OP appropriately so that it can function effectively, two steps around resourcing and structure are proposed:

- Restructuring of the company away from multiple silos around project areas, to major thematic areas reflecting the public – private nature of OP’s very being (see below).
- Recruitment to the main Economic Development Team, of initially 1 additional person, with a primary, albeit not single, focus on Inward Investment.

In effect, this is investment to enable the growth potential to be realised. The recommendation is not to seek additional funding from PCC but to invest existing funds to generate the contracts which will provide future security and viability.

[4.3] Over the last 2 years, the OP executive has slashed back operational costs and consistently driven efficiencies through the business (restructuring; outsourcing; basic business management costs etc). It has taken a consistently entrepreneurial approach to funding and contract negotiations, forming key strategic partnerships to generate new income streams (Cranfield, BSI, LAs etc). The executive is consistently reviewing its operational practices, and while some savings may be realised from streamlining accounting processes and minor restructuring undertaken, there are very few further saving that can be made, and the existing resource capacity is fully stretched.

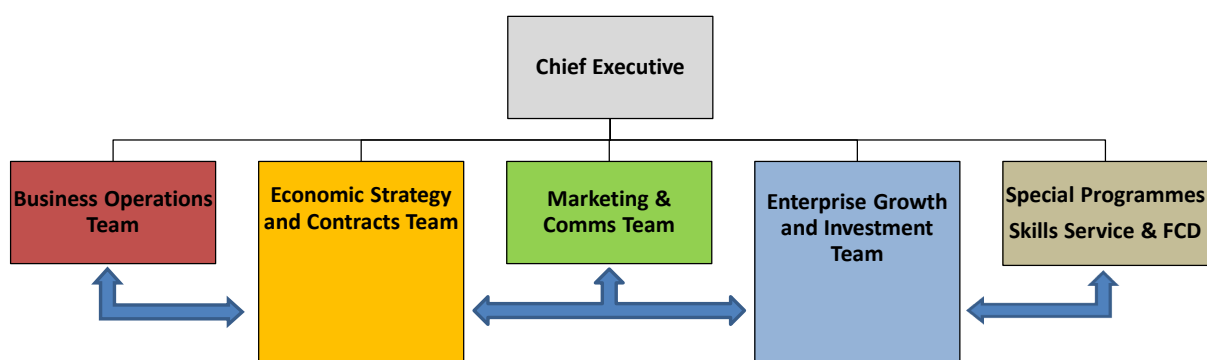
5. Structure

[5.1] The foundation of the proposed structure is ‘activity based’ rather than line manager/hierarchy based. It aligns specific activities within the company, whilst reflecting the core nature of the company with economic development at its heart. An overview of the proposed organisational restructuring is shown at figure 2 below.

The principle of this organisational structure makes sense as to where OP sees its vision in the years ahead. It provides both flexibility in responding to partners’ needs, but aligns more closely the relative functional areas and their interactions. It does, however, contain a very slight increase to core costs linked to increased responsibilities for staff; without it, and the additional resource into the ED area of activity, however, it will be impossible to service the additional contract work.

[5.2] Its success will also be reliant on exceptional interaction between staff. At the moment, however, the strict hierarchical approach is not working well and a more fluid ‘activity’ focused approach may produce greater collaboration.

Figure 2: Organisational Structure



6. Functions

[6.1] The new structure has ‘economic development’ placed at the heart of the company, with the relevant teams having clear and distinct areas of focus, but interacting more effectively to deliver projects and activities. So the Economic Strategy and Partnerships Team will be focused on strategic level activity and engagement with public sector and grant funding opportunities. While the Enterprise and Growth Team will be very much more private sector focused. These are degrees of emphasis not exclusivity, and the model will be dependent on strong collaboration and flexibility between the teams.

[6.2] In turn, the Marketing Team will be supportive of both areas; continuing to lead on bondholder engagement but also underpinning some of the strategic collateral required by the Economic Strategy team. The structure shows an alignment between the Business Operations team more closely to the Economic Strategy team to ensure solid programme management, performance and financial management; while the special programmes, such as Skills interaction will have to engage effectively and proactively with both areas, but will continue to be more external business focused.

7. Finance

[7.1] At this stage longer term financing can only be speculated (dependent on service levels, nature of expectations and outputs), but this will be a blend of grant, contract and commercial revenue generation .

[7.2] It should also be noted that if other parties are likely to contribute on a pooled rather than contracted services model, there may be expectations around those partners having an influence on OP itself and its governance, but these are at early stages at the moment.

8. Credibility

[8.1] This paper has identified OP’s ‘credibility’ as a USP for trading activity. The following table provides an overview of some of the areas that demonstrate perceptions of OP’s position and credibility:

Table 2 Credibility Demonstrator

Activity	Live Yes/No	Notes
Fenland DC	Yes	In place
Bid to Foreign Office	Yes	Bid submitted with BSI
EU Environmental management in business	No	Far too high business & cashflow risk – declined
Project Management Werrington Brook	No	Too far from core remit & low margins (support through Future Cities work
Alternative EU bids	Yes	Bids submitted
‘Smart Citizenship’	Yes	Positive engagement with EU. Project accepted for UKTI pitchbook – OP lead

		partner.
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9. Risks

[9.1] This is not intended to be a full risk register for all of OP's operations but merely to examine some of the risks that might be generated if the above approach does or does not go to plan.

Table 3 Proposal Risk Register

RISK	LIKELIHOOD (/5)	IMPACT (/5)	SCORE (L X I)	MITIGATION
OP fails to deliver expected service to contracted LAs and loses contracts	2	5	10	Proper levels of core resourcing are essential for delivery. Likelihood increases exponentially if this is not in place.
OP fails to attract other LAs to participate on pooled model	2	3	6	Credibility is paramount to secure this but if not forthcoming resourcing will be modelled to meet existing contracts.
All partner LAs wish to contract rather than pool resources	2	4	8	This would be resource-heavy and would be mitigated only by additional staff.
Competitive ED providers are contracted by commissioning LAs	2	5	10	Again, credibility is vital for this. A perspective on OP's standing might be provided by imminent competitive tenders.
OP fails to secure / maintain additional project funding which augments core costs	2	4	8	Vital that OP continues to explore complementary funding schemes.

10. Plan B

What happens if there is insufficient funding through public sector engagement and/or pooling to provide a more stable core funding pot?

[10.1] Effectively the re-structured model still works. It provides greater clarity and alignment of interactions. OP would, however, need to continue to operate on a more opportunistic basis: identifying new funding routes to secure support to the remit of the company as well as contributions to margins; developing and satisfying leads for contract work.

[10.2] The other element that would remain the same in any scenario is the continued push to greater efficiencies and effectiveness in the business operations of the company. Measures are being explored to rationalise further the company's accounting systems and this review, with

recommendations, will be complete by end-February 2016; setting the company up well for the new financial year.

11. Conclusion

[11.1] OP's has delivered new investment, job creation, skills enhancement and external city profile transformation. However, OP's security and sustainability has been under the spotlight for many years: financially and politically. The commitment from its single member, PCC, has been stated and is clear. That, in turn, is creating confidence among local partners. The reality of the public purse, however, means that different routes need to be found to finance the company to a degree where it can deliver on its remit – without distracting from that core remit.

OP has, and always will be, private sector facing: enabling the business growth that makes the economy of the local area prosper, helping people into work and encouraging the flow of economic activity (local spend, business rates etc). It has, however, always occupied that space, uniquely perhaps, between the public and private sector, and should celebrate and maximise that, as an opportunity, rather than be apologetic for it, in either direction.

[11.2] Excluded from this paper are the specialist projects and programmes that OP has developed over the last few years (Skills Service, Smart City activity, Water Innovation Network etc). Each of these underpins economic growth in their own way, as well as contributing to core costs, to greater or lesser degrees.

This wealth of activities, contacts and engagements that OP has – with private business, academia, government agencies – is exceptional. It provides OP with the ability to do things differently, through creative optimisation of opportunities, and a unique selling proposition that it can offer to a wide range of partners, in public, private and third sectors.

[11.3] During this period, the company should also review its other partnerships and explore where greater collaboration, on a mutually beneficial basis, could also assist in the financial stability that is so vital.

Steve Bowyer
Chief Executive
January 2016

RISK REGISTER 2016-17

a) Strategic risks

Risk	Risk Description	Likelihood (L) 1 = low 5 = high	Severity (S) 1 = low 5 = high	Risk rating (L x S)	Impact on OP	Mitigation
Impact of reduced funding from PCC	PCC reduce funding for core services	5	3	15	Whilst clarity around PCC funding is welcome, the total funding of £100k will mean that there is more of OP's operational costs to find from alternative funding.	Exploit any and all potential, but relevant, funding sources Regular review by Audit Committee of funding situation STATUS: £100k confirmed
Income generation	OP is unable to generate significant levels of income to cover costs	3	5	15	Inability to raise sufficient additional income will put OP at risk of being a going concern	Ensure credibility and promotion of OP by partners Regular review by Audit Committee of financial situation. STATUS: At Risk owing to uncertainty in potential markets
Changes in grant regimes	Uncertainty around the implications of Brexit and national funding pots	3	4	12	OP receives revenue through national and EU grant routes which could be affected by Brexit depending on its terms	Monitor Brexit situation; engage positively with central government agencies to access alternative funding if necessary STATUS: On-going
Staff turnover/capacity I	Uncertainty over longer term funding may lead to key staff leaving and present difficulties in replacing them	3	4	12	OP staff are hugely committed to OP and the city, but insecurity over job occupancy could lead to good people being lost	Engage staff in income generation Effective communications with staff to ensure understanding of positive opportunities STATUS: Staff morale high
Staff turnover/capacity II	Higher salary levels for similar roles in partner organisations (Eg LEP) entice good staff away	3	4	12	OP staff are hugely committed to OP and the city, but insecurity over job occupancy could lead to good people being lost, undermining OP's trading commodity of credibility & skills	Effective communications with staff to ensure understanding of positive opportunities Explore low cost but effective alternative retention mechanisms – eg development opportunities STATUS: Staff morale high

b) Operational Risks

Risk	Risk Description	Likelihood (L) 1 = low 5 = high	Severity (S) 1 = low 5 = high	Risk rating (L x S)	Impact on Workstream	Mitigation
Skills Service	Insufficient funding for Skills Service to continue	4	5	20	As the Service has been largely funded by a single funder, reduction in LEP funding will have an impact, with closure of Service a potential outcome.	Work closely with LEP to find alternative services to provide; work with other areas to 'sell' the Service outside; secure funding from other agencies (eg NCS). STATUS: LEP funding confirmed
Economic Strategy & Partnerships	Insufficient funding for core activity	3	5	15	Key activities will have to be scaled back & staffed re-deployed onto better paying projects.	Team consistently charged with, and supported in, trying to attract additional contracts; need to provide corresponding staff resource to deliver STATUS: capacity monitoring
Investment & Enterprise Development I	Competitive rather than collaborative approach from other actors in the field	3	4	12	OP's role could be undermined by alternative offers	Ensure collaborative approaches at officer level; OP needs to focus on what it can do & is good at and otherwise signpost to others; also look to 'sell' services to other areas STATUS: positive partnerships in place
Investment & Enterprise Development I	Local companies reluctant to engage with OP	1	4	4	Ability of OP to have an effect locally would be severely undermined	Strong engagement practise and practical delivery of undertakings to demonstrate credibility STATUS: positive partnerships in place
Water Innovation Network	Service potentially could be taken in-house by Anglian Water or offered	3	2	6	So far, discussions are extremely positive between OP & AW. If it were to be taken to an alternative supplier, there	OP continues to show its value through wider strategic connections as much as local business links

	to an alternative supplier				would be little financial or local credibility loss	STATUS: contract secured
Future Cities Demonstrator	Severe risk of remaining FCD funding not continuing to be delivered through OP	3	3	9	Potential loss of role, influence business integration and credibility. Resulting in missed commercial opportunities for Peterborough businesses.	New 'Future City Framework' developed which would put Peterborough at forefront of the agenda, but other influences could come to bear. STATUS: Risk Closed - Resolved positively
Eco Innovation Centre	Reduction in tenant numbers and adoption of mentoring support.	1	4	4	EIC's success is good business lead for OP; enhanced retention of surplus would help OP's overall budget situation.	Proactive marketing of centre & offer; ensure professional service delivered; increase links with local property agents. STATUS: occupancy rates high
Ignite Peterborough	Lack of sustainable funding	1	4	4	If funding is not secured, then the service would have to cease, thus reducing OP's abilities to influence economic growth and its credibility	Entrepreneurial approach encouraged within Ignite team; cocktail approach to funding support. STATUS: funding being explored
Future Business Centre	OP's tenancy results in unforeseen or unreasonable repair and maintenance costs &/ break not exercised properly	1	3	3	OP liable for costs not otherwise foreseen that could damage its finances	Carefully monitor conditions and interaction by staff; maintain positive relationship with Centre management. Diarise break notice STATUS: discussions with landlords

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CABINET	AGENDA ITEM No. 13
7 NOVEMBER 2016	PUBLIC REPORT

Contact Officer(s):	Pippa Turvey, Senior Democratic Services Officer	Tel. 452460
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OUTCOME OF PETITIONS

R E C O M M E N D A T I O N S	
FROM: Directors	Deadline date : N/A
It is recommended that Cabinet notes the actions taken in respect of petitions.	

1. ORIGIN OF REPORT

- 1.1 This report is submitted following the presentation of petitions to Cabinet at its meeting held on 26 September and Council at its meeting held on 12 October 2016

2. PURPOSE AND REASON FOR REPORT

- 2.1 The purpose of this report is to update Cabinet on the progress being made in response to petitions submitted at meetings of Cabinet and Council.
- 2.2 This report is for Cabinet to consider under its Terms of Reference No. 3.2.3 – ‘To take a leading role in promoting the economic, environmental and social well-being of the area’.

3. TIMESCALE

Is this a Major Policy Item/Statutory Plan?	NO	If yes, date for Cabinet meeting	N/A
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4. OUTCOME OF PETITIONS

Presented to Cabinet – 26 September 2016

4.1 **Petition relating to Entrance to Charlotte Way Thorpe Green Peterborough**

This petition was presented to Cabinet on 26 September 2016 by Councillor Smith on behalf of Brian Oliphant. The petition contained 166 valid signatures and called upon Peterborough City Council to cancel proposals to demolish and remove the four stone pillars at the entry to Charlotte Way and to remove the trees and shrubbery lining the main road to both Thorpe Green and Wilson Gardens.

The Council’s Highway and Control Team Manager met with residents, Councillor Smith and Stewart Jackson MP to discuss the issues raised in the petition. It was advised that the Council had not asked for the removal of any trees, that Morris Homes had been advised to keep the existing shrubs in Charlotte Way, and that the outer pillars at the entrance to Charlotte Way were located in a private area, therefore could remain.

It was further advised that details had been requested from Morris Homes as to the material of the inner pillars at the entrance to Charlotte Way, with a view to assessing how

structurally sound the pillars were. In the event that the pillars were structurally sound, they would remain in place and be adopted by the Council.

4.2 **Petition relating to the travellers site at Hurn Road, Peterborough**

This petition was presented to Cabinet on 26 September 2016 by Councillor Holdich on behalf of residents of Hurn Road, Lincoln Road, Gascoigne, and Davids Close. The petition related to planning consent 16/01214/FUL and 16/01268 and as such was excluded from the Council's Petitions Scheme.

The petition was provided to the Development and Construction Service to progress.

Presented to Council – 12 October 2016

4.3 **Petition relating to better EU citizen support**

This petition was presented to Council on 12 October 2016 by Becki Sellick. The petition contained 50 valid signatures and called upon Peterborough City Council to support all its new neighbours and friends by:

1. Signposting and strengthening services, including Community Connectors;
2. Providing information about citizenship and facilitation citizenship applications; and
3. Continuing to celebrate diverse cultures with festivals.

Acknowledgement has been provided to the Lead Petitioner and a request sent to the Council's Corporate Director of People and Communities to respond.

4.4 **Petition relating to lighting on Cissbury Ring and Fulbridge Road**

This petition was presented to Council on 12 October 2016 by Councillor Davidson on behalf of local residents. The petition contained 85 valid signatures and called upon Peterborough City Council to introduce and replace old lighting on Cissbury Ring and Fulbridge Road with LED lights.

Acknowledgement has been provided to the Lead Petitioner and a request sent to the Council's Corporate Director for Growth and Regeneration to respond.

4.5 **Petition relating to St Michaels Gate**

This petition was presented to Council on 12 October 2016 by Councillor Davidson on behalf of Leah Robb. The petition called upon Peterborough City Council to stop people being evicted from their homes at St Michaels Gate.

Following receipt of this petition officers concluded that the petition did not meet the criteria set out in the Petitions Scheme. This was confirmed to the Lead Petitioner who was provided with advice on how to submit a valid petition.

A new petition has now been activated through the Council's e-petition scheme. Once this e-petition is closed and submitted by the Lead Petitioner, officers can begin the validation process.

4.6 **Petition relating to Russell Street cleansing**

This petition was presented to Council on 12 October 2016 by Councillor Jamil on behalf of Community First Residents Association. The petition contained 67 valid signatures and called upon Peterborough City Council to consider that Russell Street be included in the city centres frequent cleaning boundary.

Acknowledgement has been provided to the Lead Petitioner and a request sent to the Council's Amey Partnership Manager to respond.

4.7 **Petition relating to the redirection of Drake Avenue**

This petition was presented to Council on 12 October 2016 by Councillor Walsh on behalf of Lenka Maidakova. The petition contained 48 valid signatures and called upon Peterborough City Council to re-direct the main road from Drake Avenue back to London Road.

Acknowledgement has been provided to the Lead Petitioner and a request sent to the Council's Highway and Control Team Manager to respond.

4.8 **Petition relating to traffic calming measures for Gunthorpe Ridings**

This petition was presented to Council on 12 October 2016 by Councillor Fower on behalf of local residents. The petition contained 101 valid signatures and called upon Peterborough City Council to take action and to introduce road safety measures along Gunthorpe Ridings.

Acknowledgement has been provided to the Lead Petitioner and a request sent to the Council's Corporate Director for Growth and Regeneration to respond.

5. REASONS FOR RECOMMENDATIONS

- 5.1 As the petitions presented in this report have been dealt with by Cabinet Members or officers, it is appropriate that the action taken is reported to Cabinet, prior to it being included within the Executive's report to Council.

6. ALTERNATIVE OPTIONS CONSIDERED

- 6.1 There have been no alternative options considered.

7. IMPLICATIONS

- 7.1 There are no legal, financial or equalities implications arising from the issues considered.

8. BACKGROUND DOCUMENTS

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

- 8.1 Petitions presented to Cabinet and Council and responses from officers.

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