

**SUSTAINABLE GROWTH AND ENVIRONMENT CAPITAL  
SCRUTINY COMMITTEE**

**TUESDAY 25 OCTOBER 2016  
7.00 PM**

**Bourges/Viersen Room - Town Hall**

**AGENDA**

**Page No**

**1. Apologies for Absence**

**2. Declarations of Interest and Whipping Declarations**

At this point Members must declare whether they have a disclosable pecuniary interest, or other interest, in any of the items on the agenda, unless it is already entered in the register of members' interests or is a "pending notification" that has been disclosed to the Solicitor to the Council. Members must also declare if they are subject to their party group whip in relation to any items under consideration.

**3. Minutes of Meeting held on 8 September 2016**

**3 - 6**

**4. Call In of any Cabinet, Cabinet Member or Key Officer Decisions**

The decision notice for each decision will bear the date on which it is published and will specify that the decision may then be implemented on the expiry of 3 working days after the publication of the decision (not including the date of publication), unless a request for call-in of the decision is received from any two Members of a Scrutiny Committee or Scrutiny Commissions. If a request for call-in of a decision is received, implementation of the decision remains suspended for consideration by the relevant Scrutiny Committee or Commission.

**5. Peterborough Local Plan Further Draft**

**7 - 136**

**6. The draft Peterborough Housing Strategy 2016 to 2021**

**137 - 166**

**7. Community Infrastructure Levy Governance Proposals & Infrastructure Delivery Schedule Update 2016**

**167 - 218**



There is an induction hearing loop system available in all meeting rooms. Some of the systems are infra-red operated, if you wish to use this system then please contact Paulina Ford on 01733 452508 as soon as possible.

<b>8.</b>	<b>Task and Finish Group Report on the Review of the Amey Street Cleansing Contract</b>	<b>219 - 242</b>
<b>9.</b>	<b>Forward Plan of Executive Decisions</b>	<b>243 - 264</b>
<b>10.</b>	<b>Work Programme 2016/2017</b>	<b>265 - 270</b>
<b>11.</b>	<b>Date of Next Meeting</b>	
	<ul style="list-style-type: none"><li>• Joint Scrutiny of the Budget – 16 November 2016</li><li>• Sustainable Growth and Environment Capital Scrutiny Committee – 16 January 2017</li></ul>	

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**Committee Members:**

Councillors: J Peach (Chairman), C Harper (Vice Chairman), R Brown, M Cereste, D King, M Sims, A Ellis, N Khan, M Jamil, N Sandford and J A Fox

Substitutes: Councillors: Allen, R Ferris and D Fower

Further information about this meeting can be obtained from Paulina Ford on telephone 01733 452508 or by email – [paulina.ford@peterborough.gov.uk](mailto:paulina.ford@peterborough.gov.uk)

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**MINUTES OF A MEETING OF THE SUSTAINABLE GROWTH AND ENVIRONMENT  
CAPITAL SCRUTINY COMMITTEE  
HELD IN THE BOURGES/VIERSEN ROOMS, TOWN HALL  
ON 8 SEPTEMBER 2016**

**Present:** Councillors Peach (Chairman), C Harper (Vice Chairman),  
R Brown, M Cereste, D King, M Sims, A Ellis, N Khan MBE,  
R Ferris, N Sandford, JA Fox

**Also Present:** Councillor John Fox, Group Leader, Werrington First

**Officers Present:** Kevin Ekins, Asset and Contract Performance Manager  
Lewis Banks, Principal Transport Planning Officer  
Andy Tatt, Head of Peterborough Highway Services  
Paulina Ford, Senior Democratic Services Officer

**1. Apologies for Absence**

Apologies were received from Councillor Jamil and Councillor Ferris attended as substitute.

**2. Declarations of Interest and Whipping Declarations**

There were no declarations of interest or whipping declarations.

**3. Minutes of Meetings held on 14 July 2016**

The minutes of the meeting held on 14 July 2016 were approved as an accurate record.

**4. Call in of any Cabinet, Cabinet Member or Key Officer Decisions**

There were no requests for call-in to consider.

**5. Highway Asset Management Policy and Strategy**

The Asset and Contract Performance Manager introduced the report which provided the Committee with an update on the Councils proposed Highway Asset Management Policy and Strategy.

Discussions took place around the following areas:

- Changes in priority in highway maintenance.
- Information on assets.
- The length of time taken for the adoption of new roads
- The quality of road repairs and the cost compared to the life expectancy of the repairs.
- The use of lamp posts for new technology
- The lack of evidence within the policy regarding regeneration of areas such as Lincoln Road.
- Members felt that the strategic aims of the programme were not clear.
- The lack of evidence of a link to the strategic principles of the Transport Policy such as sustainability, air quality and carbon emissions.

- Working with partners such as Amey.
- With the continuing advances in technology concern was expressed regarding the updating of facilities contained within the street lamps.

The Asset and Contract Performance Manager was in attendance with the Principal Transport Planning Officer who responded to comments and questions raised by Members. A summary of responses included:

- There had been no change to priorities with regard to maintaining the highways. However it had cost money to comply with government requirements e.g. further data collection had to be commissioned which included laser surveys. Future lifecycle planning may mean changes are made to the way roads and street lights are maintained. Further predictions would be made when the budget was set.
- This policy attracted £1.6m funding.
- Funding for roads is allocated from the Department of Transport.
- The asset data, together with historical data collected in previous years will be used to explain and produce the asset management programme for the year.
- The adoption of roads was governed by the Highways Act 1980, Section 38, Power of Highway Authorities to Adopt by Agreement. The adoption of private land is usually done in agreement with the developer but developers were not duty bound to have the private land adopted. There were issues with large ongoing developments such as Hampton where maintenance was the responsibility of the developer. Bonds were put in place to cover the eventuality of the developer going into liquidation.
- The police had less authority regarding enforcement on unadopted roads.
- There was the possibility of imposing conditions and restrictions on developers at the planning stage but this may have the effect of developers looking outside of Peterborough for their developments.
- The cost of doing surface treatments as opposed to a complete resurface was approximately a quarter of the cost of a full resurface. Under the councils policy of invest to save it could be more cost efficient to spend more and carry out a procedure which would last longer. The decision to either undertake surface treatments or a full resurface of a road would be dependent on the results of the survey.
- The survey results will be used to construct a database which will enable more informed decisions and explain why certain actions had been taken and would also meet the need to be transparent. The Asset Management Policy and Strategy was an ethos looking at historical data to assist the council in assessing the level of funding required for the life cycle plans which would develop as the data and knowledge was collected.
- In order to determine how the funds would be allocated from 2016/2017, each local highway authority in England is required to compile a report answering 22 questions with 3 assessment bands. The reports are then assessed by Government to determine the level of funding awarded to individual authorities. The majority of the 22 questions related to consultation and engagement and communication.
- The programme of works was currently published annually however moving forward longer term strategies it will be produced covering 2 – 3 years which will put more information in the public domain. Levels of service could not be agreed until the data had been collected and collated and this might result in there being a level of service per asset.
- Although page 17 of the report included only one reference to regeneration the policy referred to looking after the assets of the whole city rather than only new developments.

Councillor Sandford joined the meeting at 7.55pm

- There was no plan at present to consider social and environmental factors when prioritising work.

- Funding for street lighting came from a separate fund as it concerned energy reduction and there was a capital programme currently in place to replace street lights with LED lights and which included the latest technology.
- Collaboration already existed with Amey on traffic management which may be extended and improved in future.

### **ACTIONS AGREED**

The Committee noted the report and requested the following information:

- A copy of the 22 survey questions

### **6. Establishment of a Scrutiny Task and Finish Group to review the Amey Contract Street Cleansing Services**

The Senior Democratic Services Officer introduced the report which asked the Committee to consider and agree the Terms of Reference and Membership of a Task and Finish Group to review the Amey Contract Street Cleansing Services.

The Senior Democratic Services Officer responded to comments and questions raised by Members. A summary of responses included:

- Any financial implications as a result of any recommendations made which might arise in a change to the existing Amey contract would need to be included in the final report back to the Committee.

### **ACTION AGREED**

The Committee noted the report and agreed to:

- a) Approve the Terms of Reference for the Task and Finish Group
- b) Approve the Membership of the Task and Finish Group

### **7. Forward Plan of Executive Decisions**

The Committee received the latest version of the Council's Forward Plan of Executive Decisions containing key decisions that the Leader of the Council anticipated the Cabinet or individual Cabinet Members would make during the course of the forthcoming month. Members were invited to comment on the Plan and, where appropriate, identify any relevant areas for inclusion in the Committee's Work Programme.

### **ACTIONS AGREED**

The Committee noted the Forward Plan of Executive Decisions and requested further information regarding the following Executive Decisions:

- Delivery of the Councils Capital Receipt Programme through the Sale of Dickens Street Car Park – KEY/03JUL/11
- Delivery of the Councils Capital Receipt Programme through the sale of Welland House, Dogsthorpe – KEY/24JUL15/01
- Sale of Lindens, Lincoln Road – KEY24JUL15/04
- Sale of Bretton Court, Bretton North – KEY/24JUL15/05
- Real Time Passenger Information – KEY/10JUL15/02
- Intelligent Transport Systems Infrastructure – KEY/11DEC15/01

- Passenger Transport Services AMEY – KEY/27NOV15/01 – What will be done to advertise these routes.
- Award of contract for construction and operation of Fengate Household Recycling Centre – KEY/05SEPT16/02 – Further details about the facility and in particular accessibility and ease of use and access for disabled people.

## **8. Work Programme 2016/2017**

Members considered the Committee's Work Programme for 2016/17 and discussed possible items for inclusion.

The Senior Democratic Services Officer advised the Committee that the Scrutiny Commission for Rural Communities would like to feed into the Draft Local Plan which was to be presented to this committee on 25 October 2016. The Rural Commission had made a request to attend the meeting and sit with the Committee for this item to enable them to provide comment on the Draft Local Plan from a rural perspective. The Committee agreed that it would be useful for the Scrutiny Commission for Rural Communities to attend the next meeting for input into the Draft Local Plan.

### **ACTION AGREED**

The Committee noted the work programme for 2016/2017 and agreed that the Scrutiny Commission for Rural Communities attend the next meeting of the Committee on 25 October 2016.

## **9. Date of Next Meeting**

Date of next meeting Tuesday 25 October 2016.

The meeting began at 7.00pm and ended at 8.12pm

CHAIRMAN

<b>SUSTAINABLE GROWTH AND ENVIRONMENT SCRUTINY COMMITTEE</b>	<b>AGENDA ITEM NO. 5</b>
<b>25 OCTOBER 2016</b>	<b>PUBLIC REPORT</b>

<b>Report of the Corporate Director of Growth and Regeneration</b>		
<b>Contact Officer</b>	Gemma Wildman , Principal Planning Officer	Tel. 863824
	Richard Kay, Head of Sustainable Growth Strategy	Tel. 863795

## **PETERBOROUGH LOCAL PLAN FURTHER DRAFT**

### **1. PURPOSE**

- 1.1 This report is submitted to the Sustainable Growth and Environment Capital Scrutiny Committee 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. RECOMMENDATIONS**

- 2.1 The Committee is recommended to comment on the Further Draft Local Plan before it is submitted to Cabinet on 7 November 2016 for approval for the purpose of public consultation in December 2016 to January 2017.

### **3. LINKS TO THE CORPORATE PRIORITIES AND RELEVANT CABINET PORTFOLIO**

- 3.1 The Further Draft Local Plan sets the overall strategy for development of Peterborough to 2036. The vision, objectives and priorities of the Plan have been informed by the Sustainable Community Strategy and the Council's corporate priorities. The Local Plan is also closely linked to the Council's Environment Capital Action Plan.
- 3.2 The Peterborough Local Plan Further Draft falls under the portfolio of the Cabinet Member for Growth, Planning, Housing and Economic Development.

### **4. BACKGROUND**

- 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.

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.

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).

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:

**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.

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

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 rural areas. The individual sites required to meet the growth targets are set out in Part D of the plan.

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.

**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 4<sup>th</sup> 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.

**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.

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

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

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

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. IMPLICATIONS

- 6.1 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).

## **7. CONSULTATION**

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

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

Subject to Council approval, public consultation on the Further Draft Local Plan will take place in December 2016, in accordance with the requirements set out in the Statement of Community Involvement (SCI).

## **8. NEXT STEPS**

- 8.1 It is anticipated that the Committee will offer comments on the draft Local Plan. The document and any comments made by Committee will be presented to Cabinet (7 November). Cabinet will then be requested to approve the Further Draft Local Plan for public consultation in early 2016.

All comments received will be reviewed and any necessary changes will be made. The Local Plan will undergo the following processes:

- Public consultation on the final version of the plan – June/July 2017
- Submission to government – September 2017
- Independent examination – Autumn 2017
- Adoption – early 2018.

## **9. BACKGROUND DOCUMENTS**

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

- 9.1
- 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)

## **10. APPENDICES**

- 10.1 Appendix 1 - Further Draft Local Plan  
Draft Local Plan Policies Maps



## **Peterborough Further Draft Local Plan**

**Draft for consideration by Sustainable Growth  
and Environment Capital Scrutiny Committee  
on 25 October 2016**

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

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## Foreword

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](http://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](mailto: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
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Stage		Description
1	Preliminary Draft Local Plan public consultation	<b>Completed January 2016</b> Opportunity for interested parties and statutory consultees to consider the options for the plan before the Further Draft document is produced.
2	Further Draft Local Plan public consultation	<b>Current Stage</b> Opportunity for interested parties and statutory consultees to consider the preferred policies and sites for the plan before the Proposed Submission document is produced.
3	Proposed Submission public consultation	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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## Policies Map

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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.

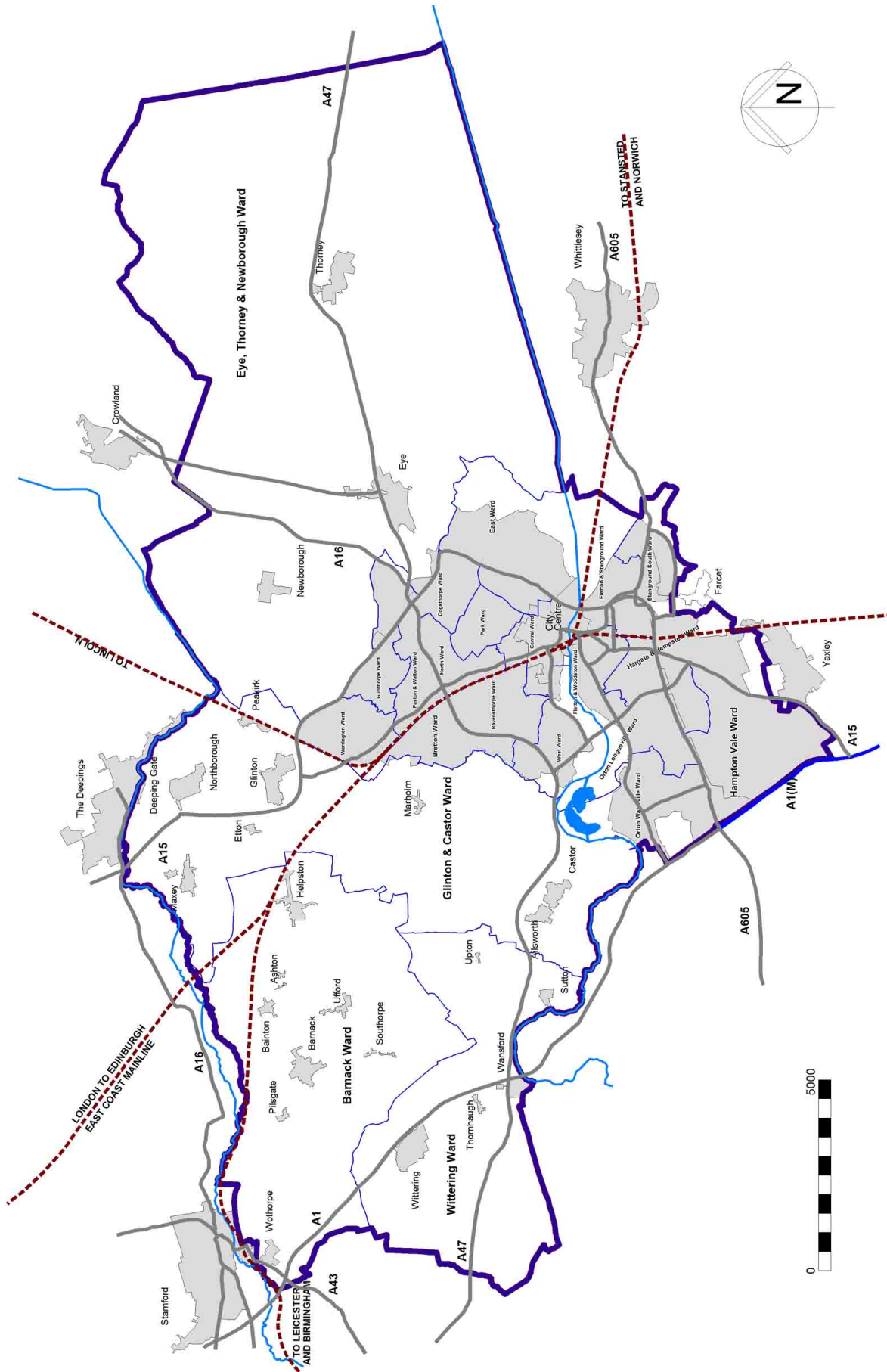
## Introduction

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.



Map A



## 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 process. The objectives have been grouped around the ten Environmental Capital Action Plan themes, though many objectives will contribute to more than one theme.

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

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

## Our Objectives

aspirations of Environment Capital into the new Local Plan these objectives have been used in a consistent way in both the Sustainability Appraisal (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



## SePart 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.

## The Spatial Strategy

- 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 (Nov 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.

<b>The City of Peterborough:</b>	Including the existing urban area, the City Centre, District Centres and urban extensions
<b>Large Villages:</b>	Eye (including Eye Green) and Thorney
<b>Medium Villages:</b>	Ailsworth, Barnack, Castor, Glington, Helpston, Newborough, Northborough and Wittering
<b>Small Villages:</b>	Ashton, Bainton, Deeping Gate, Etton, Marholm, Maxey (including Castle End), Peakirk, Pilsgate, Southorpe, Sutton, Thornhaugh, Ufford, Upton, Wansford and Wothorpe

The Village Envelope for each village is identified on the Policies Map. 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.

## The Spatial Strategy

### 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.
- 5.20** 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.

## The Spatial Strategy

- 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 a 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
<b>Total</b>	<b>100%</b>	<b>27,625</b>

Away from the urban area of Peterborough, the strategy is for a collection of urban extensions at Hampton, Stanground South Paston Reserve 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.

## The Spatial Strategy

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 the 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 the Employment, Skills and University Development

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

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 95hectares 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 wherever appropriate within the urban area of Peterborough (and, in particular, in the city, district and local centres), the proposed urban extensions and the villages.



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

### University Peterborough

By 2035, Peterborough will have a thriving, independent, campus-based university with an undergraduate population of 12,500 students

The council will work with stakeholders, to identify site options including within the city centre or as part of a new urban extension.

## Urban Extensions and Nearby Large Scale Allocation

- 5.33** 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.
- 5.34** 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.
- 5.35** 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.
- 5.36** 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.
- 5.37** 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. Further details in policy LP24.
- 5.38** 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.
- 5.39** 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.
- 5.40** 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.

## The Spatial Strategy

**5.41** 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

**5.42** The city centre is the 'heart of the city' and is essential to the image, economic prosperity and future success of Peterborough. It is the part of the city most likely to be used by residents and visitors and is a major focus in the region in terms of shopping, leisure, employment and culture, providing a diversity of experience and activity. A lively, successful city centre contributes greatly to the quality of life of the people of Peterborough and the surrounding area.

**5.43** The area forming the city centre is shown on Map C. The city centre extends from the former District Hospital site in the west to Fengate in the east. It includes the residential areas in the vicinity of Lincoln Road and Bright Street in the north and the Peterborough United football ground in the south, as well as the principal shopping, office and entertainment areas and Cathedral Precincts in the very centre.

**5.44** Within the city centre lie the cathedral and many other important listed buildings and heritage assets. It is an important interchange between different means of travel, with railway and bus stations; compared with many city centres, it is relatively accessible by private car.

## The Spatial Strategy

- 5.45** However, the city centre is not without its problems, and there are issues which need to be addressed over both the long and short term.
- 5.46** 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.
- 5.47** Recent investment in the public realm around Cathedral Square, Bridge Street, Cowgate and King Street has attracted new retailers, restaurants and bars to this part of the city. Extensions to the Queensgate Shopping Centre have accommodated national retail and restaurant operators. Further development is also planned.
- 5.48** The cultural offer is not fully developed and there is a significant opportunity to attract visitors into the city centre, particularly in the evening. The evening economy has improved in the last few years with new restaurants, particularly around Cathedral Square and linked to the wider public realm improvements. However, this is still a limited offer when compared to other towns and cities of a similar size.
- 5.49** There has been little new office development in the city centre for many years. The city centre has not been able to successfully compete for investment with business parks located on the edge of the city. The city centre office stock is generally ageing and some is poor quality, some of which has been converted to residential development, consequently new office stock is needed.
- 5.50** The River Nene is one of the city's most important assets but it currently fails to maximise its potential for leisure and is poorly connected to other parts of the city centre. Again this needs to be addressed.
- 5.51** The transport network in and around the city centre currently prioritises accessibility by car at the expense of pedestrians and cyclists. Improvements have been made with the new pedestrian crossing points along Bourges Boulevard improving access to and from the railway station into the city core.
- 5.52** 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).
- 5.53** 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

## The Spatial Strategy

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.

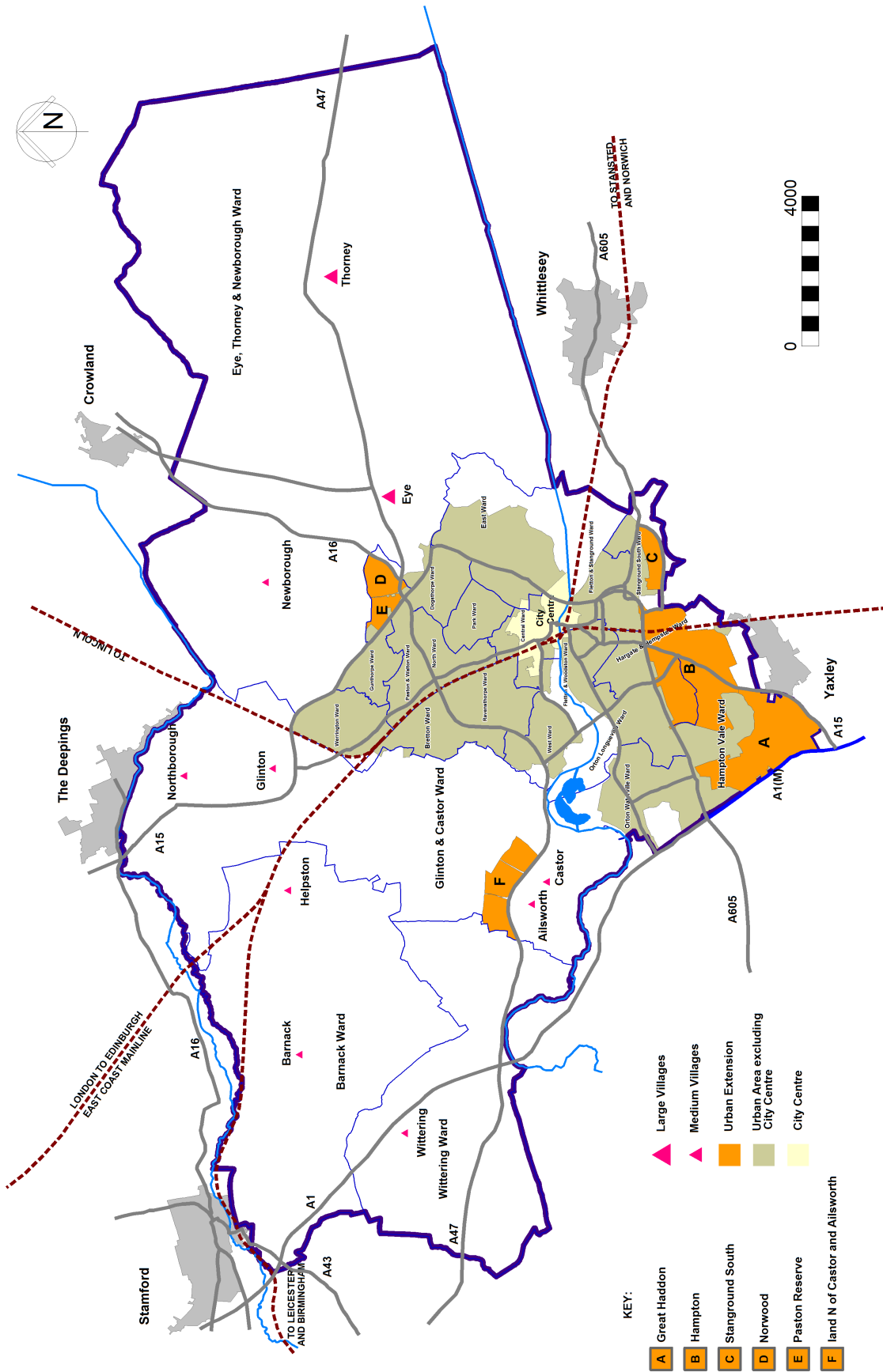
Improvements to the public realm throughout the city centre will continue to be promoted, with a particular focus on the pedestrian environment and connections between Cathedral Square, Lower Bridge Street, the Embankment, Fletton Quays and Rivergate. Enhancement of the public realm and natural environment, 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)

The Spatial Strategy

Map B - The Key Diagram



# The Spatial Strategy

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.



### Policy LP7: Health and Wellbeing

The potential for achieving positive mental and physical health outcomes will be taken into account when considering all development proposals. Where any potential adverse health impacts are identified, the applicant will be expected to demonstrate how these will be addressed and mitigated.

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

## The Policies

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](http://www.changing-places.org)

### 6.2 Housing Standards Review

- 6.2.1** The council is keen to ensure that new homes built in the future are of a higher standard in terms of their technical functioning.
- 6.2.2** In the past, Local Plans could attempt to set such standards, but this led to inconsistencies between different districts, and government believed it generally caused confusion and expense for developers.
- 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.
- 6.3.5** The policy sets an overall target for 30% affordable housing for sites of 15 or more dwellings. 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). 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.
- 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 services and facilities of built residential development and will not be

## The Policies

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. As a guide, the proportion of these should be in the form of 70% social rented homes and 30% Intermediate homes.

The council will negotiate with developers to secure affordable housing on the basis the above targets, but will take in to 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 which results in the loss of a prestige home, unless the proposal results in the creation of one or more prestige homes, or there is clear evidence that the dwelling to be lost has been marketed as a dwelling, at a realistic price and for an appropriate period of time, without genuine interest.

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Policy LP34 to 39 identifies sites that will be expected to include a reasonable proportion of prestige homes.

Proposals for residential development, whether on allocated or unallocated sites, 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 land 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 floodrisk, 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

## The Policies

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

## The Policies

- (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 Development in Centres

- 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 Primary Shopping Area (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) confirms that there are five locations which qualify as District Centres at 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. Finally, there are a number of Local Centres, serving the day-to-day needs of their local neighbourhoods. This retail hierarchy will form the basis for decisions on planning applications for retail development, including application of the sequential approach.
- 6.7.5** Of the existing District Centres, Hampton (including Serpentine Green) is relatively modern and there is space for further development in-centre; 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 areas are set out in Policy LP36.
- 6.7.6** During the time horizon for this Local Plan (2016 to 2036), there is likely to be scope for significant growth in retail floorspace in Peterborough. The council recognises the importance of reviewing retail forecast figures, and it will endeavour to undertake reviews to take into account the latest information on population and expenditure growth.
- 6.7.7** This capacity for retail and other growth will enable Peterborough to expand its city centre offer; regenerate centres that have suffered from a lack of investment; overcome deficiencies in provision; and meet the needs of proposed new communities. In particular, the development of urban extensions as part of the overall spatial strategy of the Local Plan, will require new centres to meet the shopping and other needs of new residents, in order to create fully sustainable communities.

## The Policies

- 6.7.8** 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.
- 6.7.9** Small scale retail development in rural locations 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.
- 6.7.10** 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.
- 6.7.11** In recent years, the city centre 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.
- 6.7.12** 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. Further retail provision and community facilities will be required as part of the proposed new settlement at north of Castor and Ailsworth.
- 6.7.13** 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.
- 6.7.14** 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 Development in Centres

The overall strategy for retail and other development 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.

### 1 Hierarchy of Centres:

The hierarchy of 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) Ayres Drive (Stanground) Bamber Street/Gladstone Street Bellona Drive (Stanground South) Broadway Central Avenue (Dogsthorpe) Central Square (Stanground) Chadburn (Paston) Church Drive (Orton Waterville) Copeland Crown Street/Lincoln Road Eagle Way (Hampton) Eastfield Road – North Eastfield Road – South Eye Fleet Way Fletton High Street Fulbridge Road/Mountsteven Avenue Gladstone Street/Russell Street Gunthorpe Road Hampton Hargate Hampton Hempsted Hampton Vale Herlington Hill Close/Eastfield Road Hodgson Langford Buildings/Alexandra Road	Lincoln Road/Geneva Street Lincoln Road/Paston Lane London Road, Loxley Malvern Road Matley Mayors Walk Napier Place Netherton Newark Avenue Oakleigh Drive Oundle Road Parnwell Russell Street St Pauls Road Taverners Road/Lincoln Road The Parade (Lawson Venue) The Pyramid Centre (Bretton) The Triangle/Lincoln Road Thorney Valley Park/Sugar Way Warwick Road Welland (Scalford Drive) Welland Road Werrington Village Westwood (Hampton Court) Wittering
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\*For retail development, the PSA will take precedence

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

## The Policies

New retail and other development will be encouraged to maintain and enhance the vitality and viability of centres. 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.

The council will apply a sequential approach to the consideration of applications for retail and other development, in line with the NPPF, with the levels of the sequence as follows:

- Level One - within PSA for retail; within City, District or Local Centres for other uses
- Level Two - edge of PSA for retail, edge of centre for other uses
- Level Three - edge of centre for retail
- Level Four - out of centre

All retail proposals in Level Three or Level Four locations which would result in an increase of over 2,500 sq metres of gross external floorspace, will need to be accompanied by an impact assessment. Proposals which are likely to lead to significant adverse impacts will not be permitted, unless it can be clearly demonstrated that the benefits of the scheme clearly outweigh any such impact.

### 2 City Centre

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. Planning permission will only be granted for comparison goods retail development elsewhere if it is demonstrated that it would:

- i. satisfy the sequential assessment;
- ii. not have an adverse impact on the city centre; and
- iii. not conflict with any council plans or strategies for expanding the city centre retail offer

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.

### 3 District and Local Centres

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

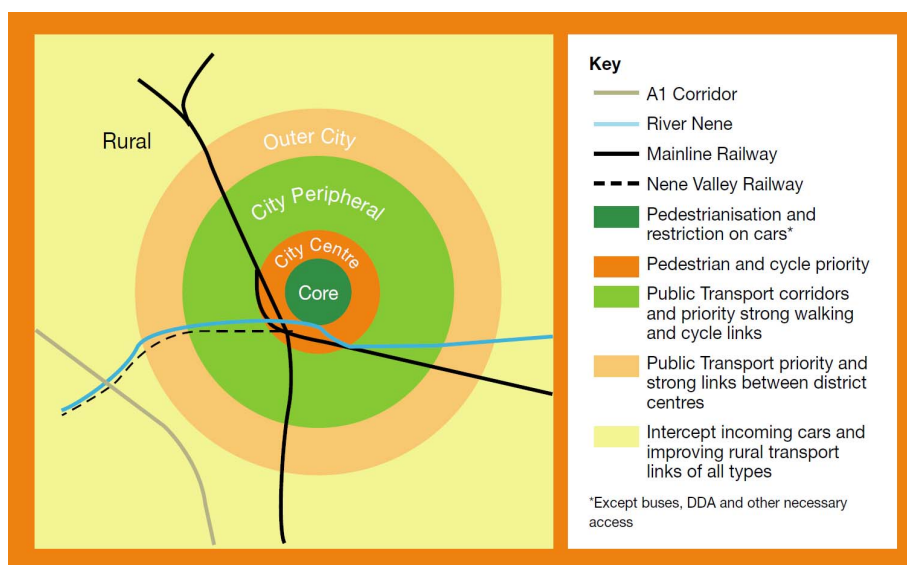
**6.8.1** The Impacts of growth on the city's transport infrastructure will require careful planning.

**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)

**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 Policies

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 residential development within use classes C3 and C4, 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.



### 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 and Transport Statements), for their

## The Policies

likely transport impacts in accordance with relevant national and local guidance (including paragraph xxx prior to this policy).

### 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 residential development within Use Classes C3 and C4 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).

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.

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.

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 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.



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### 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	Glington/Northborough bypass	Highway Infrastructure

Scheme	Location	Planned 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.
- 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.



## The Policies

### 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 Developemnt

- 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.

**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.



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### 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 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

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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 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 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 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.



### 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:

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- 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 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: All 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.
- 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).

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- 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 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';

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- 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
- (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.

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### 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 refreshment 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. 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.



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- 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.
- 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.

## The Policies

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:

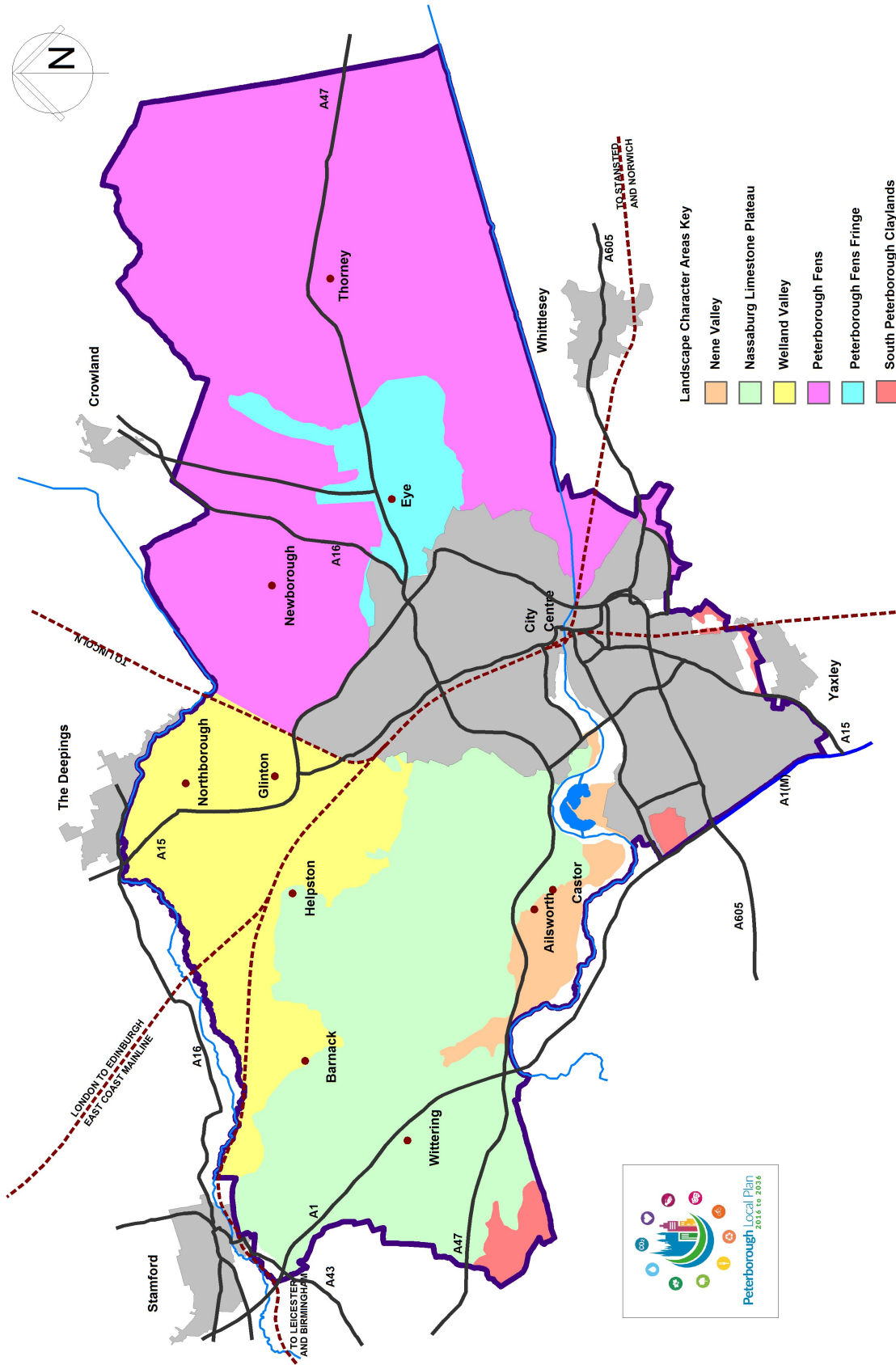
- Nene Valley
- Nassaburgh Limestone Plateau
- Welland Valley
- Peterborough Fens
- Peterborough Fen Fringe
- South Peterborough Claylands

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.

The Policies

Map D



## The Policies

### 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

## The Policies

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, 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;

## The Policies

- 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, and 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' than 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<sub>e</sub> (kilowatts of electricity) or 300 kW<sub>t</sub> (kilowatts of heat). Renewable and low carbon energy installations which exceed these limits will require planning permission.
- 6.24.5** 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 issues 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

## The Policies

(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**

#### **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

### 7.1.1 Introduction

**7.1.2** 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.

**7.1.3** Table 3 (overleaf) sets out the overall spatial distribution as included in policy LP3.

**7.1.4** 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.

**7.1.5** Column (b) provides details of the net dwellings completed between 1 April 2011 and 31 March 2016.

**7.1.6** 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.

**7.1.7** 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)).

**7.1.8** Column (e) provides the total completed and committed sites (Column (b) + (c) + (d)) to give the total known dwellings at 31 March 2016.

**7.1.9** Column (f) identifies the remaining dwellings to be identified and allocated through this Plan. 27,625 minus completions and commitments (Column (a) - (e)).

**7.1.10** 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.

**7.1.11** 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)).

**7.1.12** 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.

**7.1.13** 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

		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)
Growth Zone	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 to 2011 to 2036	Difference from Local Plan strategic distribution	
					(b) + (c) + (d)	(a) - (e)		(d) + (g)	(b) + (c) + (d) + (g)	(a) - (i)	
Urban Extensions	65%	2,619	-	5,242	7,861	10,095	10,010	15,252	17,871	-85	
Urban Area	30%	1,681	304	2,634	4,619	3,669	3,828	6,462	8,447	160	
Rural	5%	338	148	374	860	521	641	1,015	1,501	120	
<b>Total</b>	<b>100%</b>	<b>4,638</b>	<b>452</b>	<b>8,250</b>	<b>13,340</b>	<b>14,285</b>	<b>14,413</b>	<b>22,729</b>	<b>27,819</b>	<b>194</b>	
Windfall Allowance									2,352	2,352	
<b>Total</b>									<b>30,171</b>	<b>2,546</b>	

## 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 Nearby large Scale Allocation(s)

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	
<b>Sub total</b>			<b>5,242</b>	

##### Proposed Allocations

Site Reference	Address	Status*	Proposed Indicative number of dwellings	Site Specific Requirements
	Great Haddon	**	5,910**	See Policy LP5

Proposed Allocations				
Site Reference	Address	Status*	Proposed Indicative number of dwellings	Site Specific Requirements
	Norwood	Proposed new allocation	1,600	See Policy LP5
AIL002Uii	Land to the north of Castor and Ailsworth (Great Kyne)	Proposed new allocation	2,500	See Policy LP5 and Policy LP35
<b>Sub total</b>			<b>10,010</b>	
<b>Total</b>			<b>15,252</b>	

\* 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 arrangement for its long term sustainable and viable management
- 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
- 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.

## The Sites

### 7.4 Urban Area

- 7.4.1 The following policy identifies the proposed sites in the urban area. This excludes City Center sites see Policies LP44 to LP51
- 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	
	land off London Road, Hempsted	NS	3.46	95	
	Variety House, Vicarage Farm Road	UC	1.642	97	

## The Sites

### Committed Sites at 31 March 2016

Site Reference	Address	Status*	Site Area (ha)	Indicative number of dwellings	Site Specific Requirements
	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	
<b>Sub total</b>				<b>1610</b>	

### 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	50	
DOG002H	Former John Mansfield School Site, Western Avenue		4.06	50	
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 agreed masterplan for the whole site.
STS002H	Stanground Stables, Whittlesey Road		0.82	35	
<b>Sub total</b>				<b>1408</b>	

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
<b>Sub Total</b>				<b>400</b>	
<b>Total Urban Area (Excluding City Centre)</b>				<b>3418</b>	

\* 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	

## The Sites

Committed Sites at 31 March 2016					
Site Reference	Address	Status*	Site Area (ha)	Indicative dwellings remaining on site	Site Specific Requirements
	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	
<b>Sub total</b>				<b>316</b>	
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	
<b>Sub total</b>				<b>391</b>	
<b>Total</b>				<b>707</b>	

\* 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.

### Policy LP38: Eye Policy Area

#### Eye Policy Area

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



1. an outline planning application comprising, amongst other matters, a comprehensive masterplan or concept statement for the whole area should be submitted and approved by the City Council; or
2. a Supplementary Planning Document (SPD) be prepared and adopted by the Council for the Policy Area.

In developing the masterplan, concept statement or SPD, there should be a high level of engagement with appropriate stakeholders including the local community.

The masterplan, concept statement or SPD, 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 City 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

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:

## The Sites

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	
	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	
<b>Total Committed Sites</b>				<b>161</b>	
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 applicataion must be accompanied by a Transport Assessment.
<b>Total Proposed Allocations</b>				<b>250</b>	
<b>Total Medium Villages</b>				<b>411</b>	

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

### Small Villages

**7.5.5** 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

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

- 7.5.6** 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.
- 7.5.7** 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 Reference	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	
AIL002Uii	Land to the north of Castor and Ailsworth	Proposed new allocation	2.00	See policy LP35
<b>Total</b>	<b>114.85</b>			

## The Sites

### 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. Other development 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			
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			

Employment Area Name and Reference	Site Reference	Site name	Site Area (ha)	Status*
Woodston (GEA11)	No new allocations			
Alwalton Hill/Great Haddon (GEA12)	See Policy LP41			
<b>Total General Employment Area</b>			<b>44.04</b>	

**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			
<b>Total Business Parks</b>			<b>2.26</b>	

**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
<b>Total</b>		<b>5</b>		

\* 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:**

## The Sites

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 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.

### 7.9 Rural Employment Sites

#### **Policy LP43: Rural Employment Sites**

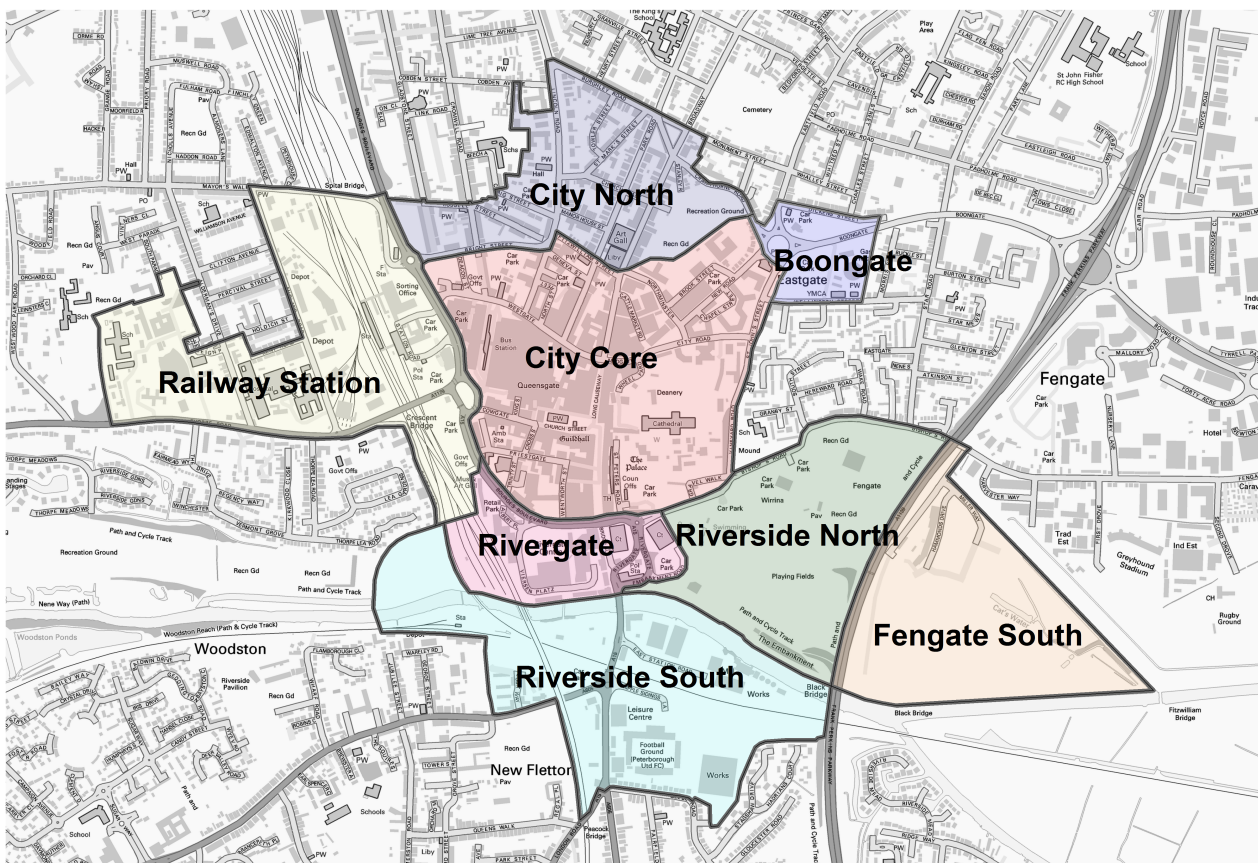
The following rural employment sites, as identified on the Proposal Map, are allocated for development primarily for uses within Classes B1 and B2. Development should be appropriate to the scale of the village and protect or enhance the environment and local amenity.

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

## 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



## The Sites

### 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.

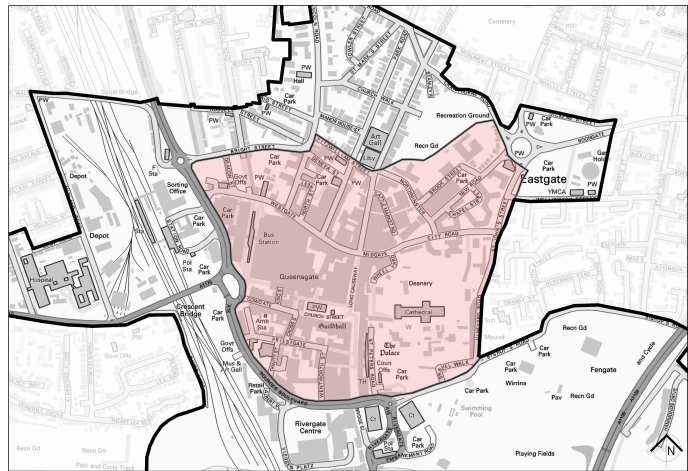
**7.10.7** To the north of the Cathedral is an area known as Northminster. This area includes offices, retail, a hotel, nightclubs and bars as well as the Market, with some temporary surface car parks. There are opportunities for redevelopment of individual sites to achieve more efficient use of land, 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 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.

**Map F: City Core Policy Area**



#### **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 cathedral and Precincts
<b>Sub total</b>			<b>167</b>	

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
<b>North Westgate Opportunity Area</b>				
	North Westgate Development Area	O	100	
	Frobisher House, Westgate	UC	23	
CEN006O	North Westgate	Proposed new allocation	200	
<b>Sub Total</b>			<b>323</b>	
<b>Northminster Opportunity Area</b>				
	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

## The Sites

Opportunity Areas				
Site Reference**	Site Name	Status*	Indicative number of dwellings	Site Specific Requirements
				with a development brief or SPD for the area
<b>Sub Total</b>			<b>519</b>	

<b>Total City Core Policy Area</b>	<b>1009</b>				
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\* Status at 1 April 2013. O = Outline. NS = Not started, with full planning permission. UC = under construction. NA = New Allocation.

### 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.

### 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 the City Core Policy Area

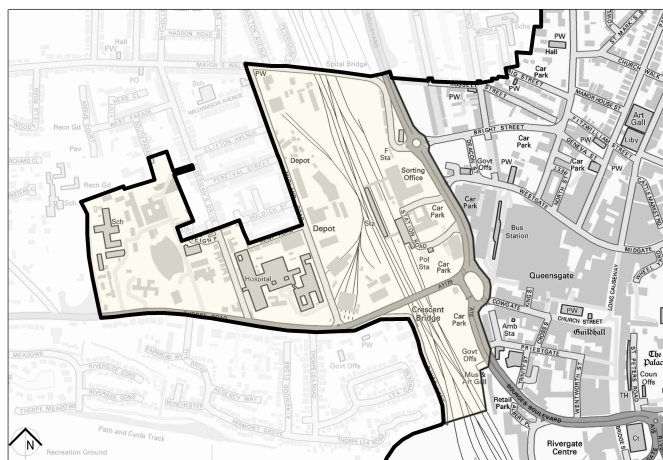
## Railway Station Policy Area

**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.

**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.

Site Reference	Site Name	Status*	Indicative number of dwellings**	Site Specific Requirements
<b>Hospital Opportunity Area</b>				
Committed site under ten dwellings			8	
	Zone F, former PDH	UC	56	
	Site of former of Peterborough District Hospital	O	287	
<b>Sub total</b>			<b>351</b>	
<b>Station West Opportunity Area</b>				
	Mega Car Centre Midland Road	NS	29	
CEN0070	Elsewhere in Opportunity Area	Proposed new allocation	200	
<b>Sub total</b>			<b>229</b>	

## The Sites

Site Reference	Site Name	Status*	Indicative number of dwellings**	Site Specific Requirements
<b>Station East Opportunity Area</b>				
Committed site under ten dwellings			6	
CEN008O	Elsewhere in Opportunity Area	Proposed new allocation	400	
<b>Sub total</b>			<b>406</b>	

Table 5

<b>Total Railway Station Policy Area</b>	<b>986</b>		
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\* Status at 1 April 2013. O = Outline. NS = Not started, with full planning permission. UC = under construction.

**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.

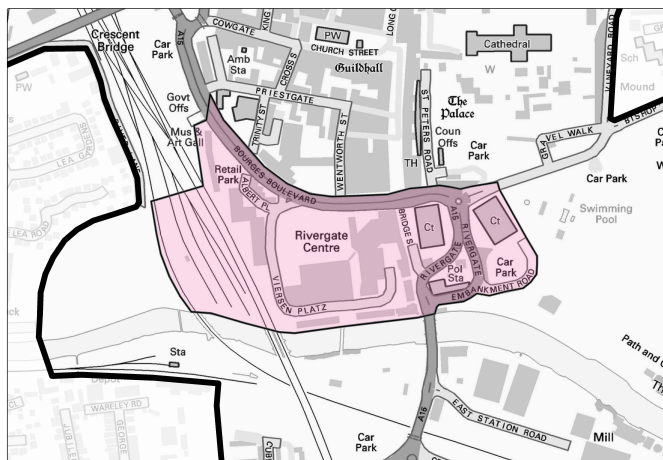
**Development proposals for the Station East Opportunity Area should deliver a mixed-use development, including:**

- 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.

## Rivergate Policy Area

**7.10.14** 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**



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

### Policy 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

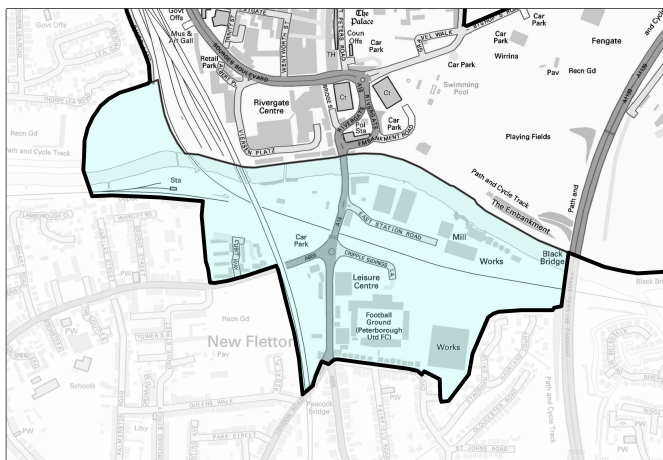
**7.10.16** This Policy Area is located to the south of the city centre and mainly south of the River Nene. The area includes former industrial land and contains a number of vacant and derelict sites in a prime central location.

**7.10.17** 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.

**7.10.18** 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.

**7.10.19** 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.

**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	

Site Reference	Site Name	Status*	Indicative number of dwellings	Site Specific Requirements
FLS003M	Pleasure Fair Meadow Car Park	Proposed new allocation	75	
	Elsewhere in Policy Area	Proposed new allocation	400	
<b>Sub total</b>			<b>559</b>	

### Opportunity Area

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

**Total Riverside South Policy Area**

**979**

\* Status at 1 April 2013. O = Outline. NS = Not started, with full planning permission. UC = under construction.

\*\* Dwellings still be completed on this site at 1 April 2016.

**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.**

## The Sites

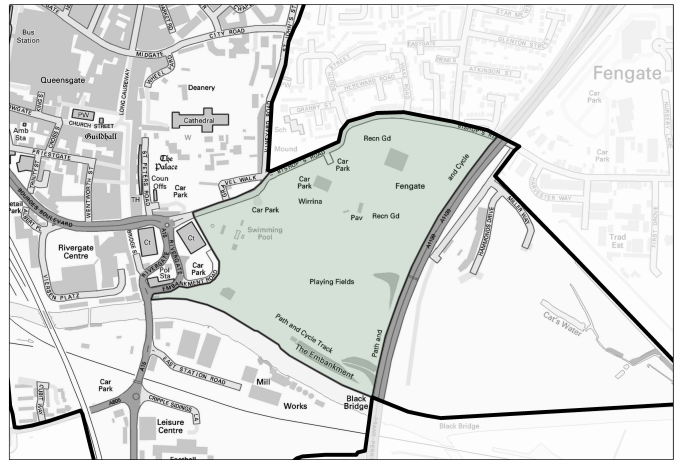
### Riverside North Policy Area

**7.10.20** 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.

**7.10.21** 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.

**7.10.22** 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.

**Map J: Riverside North Policy Area**



### Policy LP49: 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 6

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.
	Elsewhere in Policy Area	Proposed new allocation	75	Development will be confined to the northern part of the site along the frontage of Bishops Road



Site Reference	Address	Site Status*	Proposed Indicative Number of Dwellings	Site Specific Requirements
<b>Total</b>			<b>100</b>	

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

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

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

Views of the Cathedral from the south and south-east and the settings of the Lido and Customs House should be preserved.

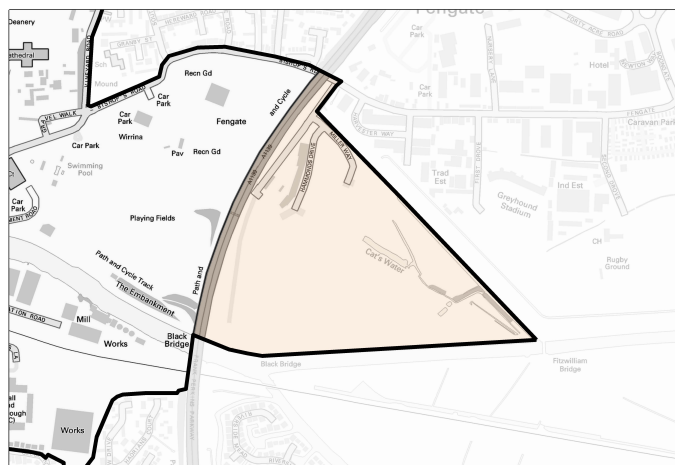
### Fengate Policy Area

**7.10.23** The Fengate South Policy Area is located to the east of Frank Perkins Parkway. In the north of the area, a large area of former derelict land off Potters Way is being redeveloped for residential purposes, with the second phase under construction. The area to the south is an open area of land which is unused except on an informal basis for recreation. (This area was a former landfill site.)

**7.10.24** In the east, the Policy Area includes an area of land of high biodiversity value which will be retained and managed as a natural habitat area.

**7.10.25** The Policy Area is currently poorly connected to the wider city centre, although there are pedestrian links along the River Nene which form part of a river walk that runs the length of the site.

Map K: Fengate South Policy Area



### 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	

## The Sites

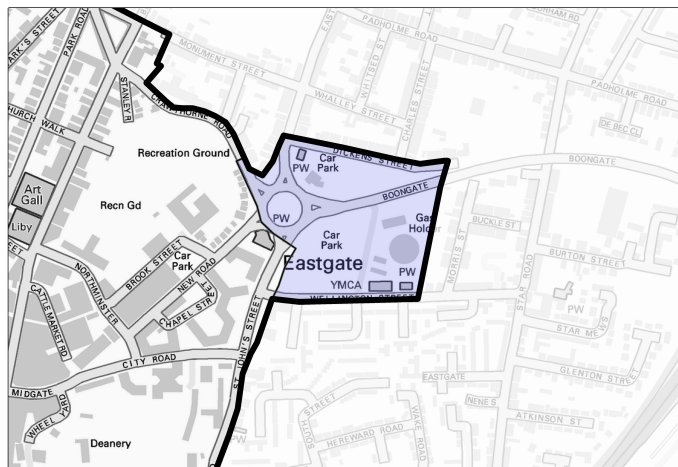
Site Reference	Site Name	Status*	Indicative number of dwellings	Site Specific Requirements
	Former sewerage works	<b>NS</b>	<b>31</b>	
<b>Total</b>			<b>78</b>	

\* Status at 1 April 2013. O = Outline. NS = Not started, with full planning permission. UC = under construction.

### Boongate Policy Area

**7.10.26** 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



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

### Policy 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
EAS007H	Wellington Street Car Park	Proposed new allocation	40
<b>Total</b>			<b>70</b>

\* Status at 1 April 2013. O = Outline. NS = Not started, with full planning permission. UC = under construction.

**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.**

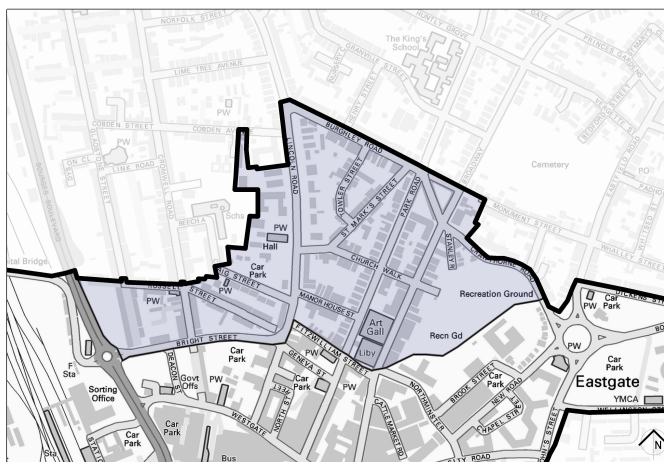
**No residential development in this Policy Area will be permitted within the inner consultation zone around the Wellington Street gasholder station.**

## City North Policy Area

**7.10.28** 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.

**7.10.29** 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



## 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	
<b>Total City North</b>			<b>66</b>	

The city council will support, in principle, development that would:

- involve replacement dwellings (at a density no greater than the density of any dwellings demolished);
- improve the mix of uses, including, in particular, increases in open space and other community facilities;
- complement and support any community regeneration projects; and
- improve connectivity for pedestrians and cyclists to the City Core and, in particular, to North Westgate.

## The Sites

**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.**

## 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** - 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 -

**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.

**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



## Neighbourhood Planning

### Appendix B - Neighbourhood Planning

One of the formal mechanisms for greater influence over the places that people live is through Neighbourhood Planning, introduced through the Localism Act. It allows Parish Councils, or Neighbourhood Forums where Parish Councils do not exist, to prepare a plan that set policies for the use of land in their area. Such policies could include:

- The allocation of sites;
- Other allocations (such as protecting things which are important to you); and
- Design matters, such as the types of materials you would like to see used in new developments.

Some parishes in Peterborough are already preparing Neighbourhood Plans, and there is no need for this Local Plan to give you permission to proceed.

The council supports the production of Neighbourhood Plans and is happy to assist in their production (though the lead and effort must come from the community themselves, as required by law). We would be particularly supportive of Neighbourhood Plans which cover one or more of the following topics (with their inclusion being proportionate to the community which is to be covered by the Neighbourhood Plan):

- Site Allocations (provided they are in line with the thrust of policies in this plan, such as the settlement hierarchy)
- Scale and massing of buildings
- Local character considerations
- Local design and building materials
- Boundary fences/walls design criteria
- Support for community facilities and services to ensure a thriving settlement
- Policies to support sustainable lifestyles
- Affordable housing sites
- Housing type/size (eg small/large dwellings, bungalows)

Neighbourhood Plans are required to meet the basic conditions as set out in legislation. One element of this is that a Neighbourhood Plan must be in general conformity with the strategic policies contained within the Local Plan.

To assist Neighbourhood Plans, the strategic policies of this local plan are listed below:

- Policy LP2: The Settlement Hierarchy and the Countryside
- Policy LP3: Spatial Strategy for the Location of Residential Development
- Policy LP4: Spatial Strategy for the Employment, Skills and University Development 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

## Neighbourhood Planning

- Policy LP11: Development in the Countryside
- Policy LP12: Retail and Other Development in Centres
- Policy LP13: Transport
- Policy LP14: Infrastructure to Support Growth
- 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

Use	Car/van Parking Standard*
<b>C3</b> – Dwelling houses One bedroom	One space per dwelling (plus spaces for visitors at the rate of one space for every four dwellings (unallocated))
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))
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))
Retirement developments (e.g. warden assisted independent living accommodation)	To be considered on a case by case basis.
<b>C4</b> – 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 is for 0.5 spaces per dwellings and to prevent on street parking and the development becoming cluttered with cars.

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.

## Parking Standards

## Open Space Standards

Open Space Type	Quantity Standard	Accessibility Standard	Quality Standard
<b>Neighbourhood Parks</b>	1.36ha per 1,000 population	560m straight line distance	All spaces should meet Green Flag standard wherever possible
<b>Country Parks</b>	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
<b>Children's Play</b>	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.
<b>Natural Greenspace</b>	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
<b>Allotments</b>	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



<b>SUSTAINABLE GROWTH AND ENVIRONMENT CAPITAL SCRUTINY COMMITTEE</b>	<b>AGENDA ITEM NO. 6</b>
<b>25 OCTOBER 2016</b>	<b>PUBLIC REPORT</b>

<b>Report of the Corporate Director of Growth and Regeneration</b>		
<b>Contact Officer</b>	Anne Keogh, Housing and Strategic Planning Manager	Tel. 863815
	Caroline Hannon, Senior Housing Strategy and Enabling Officer	Tel. 863818

## **THE DRAFT PETERBOROUGH HOUSING STRATEGY 2016 TO 2021**

### **1. PURPOSE**

- 1.1 The purpose of this report is to provide an overview of the emerging Housing Strategy 2016-21 and to seek comments from Committee on the proposed content and format.

### **2. RECOMMENDATIONS**

- 2.1 It is recommended that the Committee make comments on the content and format of the draft Housing Strategy before it is presented to Cabinet on 7<sup>th</sup> November for approval for public consultation.

### **3. LINKS TO THE CORPORATE PRIORITIES AND RELEVANT CABINET PORTFOLIO**

- 3.1 The Housing Strategy cuts across all the corporate priorities but is particularly linked to
1. Driving growth, regeneration and economic development
  2. Implementing the Environment Capital agenda
  3. Keeping all our communities safe, cohesive and healthy
  4. Achieving the best health and wellbeing for the city
- 3.2 The Housing Strategy falls under the remit of the Cabinet Member for Growth, Planning, Housing and Economic Development.

### **4. BACKGROUND**

- 4.1 On adoption the Peterborough Housing Strategy will be a major policy item for the Council. The emerging 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.

The Housing Strategy is intended to benefit everyone who lives within Peterborough City Council's area. The Strategy will set out the key role that housing plays in improving the economic, social and environmental aspirations of the city as well as identifying and providing solutions to address the housing needs of current and future households.

### **5. KEY ISSUES**

- 5.1 **Style of the draft Strategy**

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

## 5.2 Structure of the draft Strategy

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

The version of the Strategy presented to this Committee is a text only version. The draft that will be presented to Cabinet will contain photographs and will have benefitted from design input to make it a more presentable document.

## 5.3 The Housing Strategy Priorities

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.

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.

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.

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.

## 6. IMPLICATIONS

6.1 **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.

**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.

**Environmental:** 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.

## 7. CONSULTATION

7.1 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.

Comments from the Scrutiny Commission for Rural Communities held on 6<sup>th</sup> September 2016 have helped to inform the development of the draft Strategy thus far and the comments of this Committee will further inform the draft version of the Strategy that will be presented to Cabinet in November 2016.

Assuming the draft Housing Strategy is approved by Cabinet on 7<sup>th</sup> 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.

## 8. NEXT STEPS

8.1 The draft Housing Strategy and any comments made by Committee will be presented to Cabinet on 7<sup>th</sup> November. Cabinet will then be requested to approve the draft Strategy for public consultation. As this is a Major Policy Item, Council will ultimately be asked to formally adopt the finalised Housing Strategy after due consultation has taken place.

## 9. BACKGROUND DOCUMENTS

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

9.1 None

## **10. APPENDICES**

### 10.1 The draft Housing Strategy



**Draft**

**Peterborough Housing Strategy**

**2016 to 2021**

## **Add a foreword from the Leader of the Council and the Cabinet member for Housing – to follow**

### **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](http://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](mailto: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 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 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 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 1<sup>st</sup> 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.

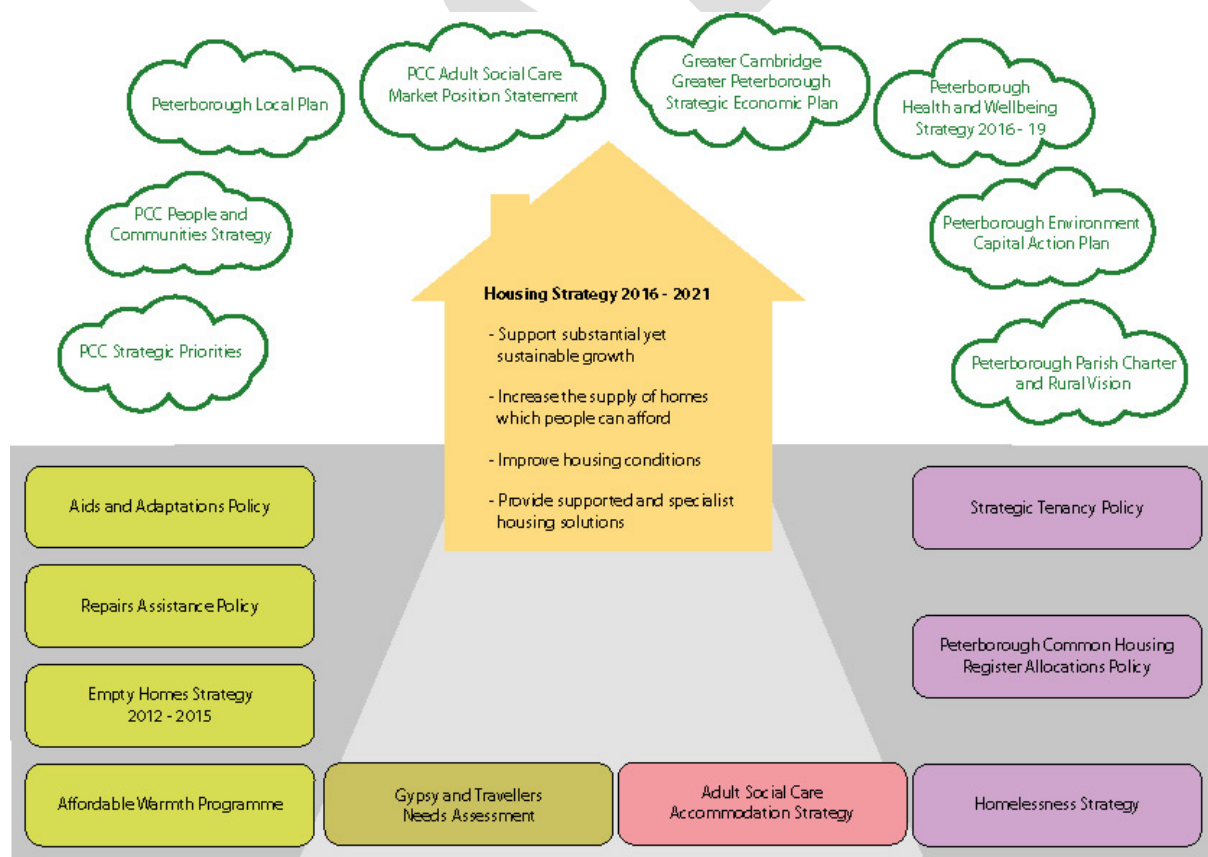
**Challenges:** The extended statutory requirements of this Act add to the pressure already on existing Council resources.

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 provided 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.



## 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. 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.

**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.

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 30<sup>th</sup> 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.

**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 1<sup>st</sup> 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.

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 Licencing 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 1<sup>st</sup> 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, handyperson 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.

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.

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

- Deliver a new Home Service Delivery Model which brings together Therapy Services, Reablement, 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 1<sup>st</sup> 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.

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## **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.
- Xxx new residential and nursing spaces have been provided 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

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 re-ablement 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 10<sup>th</sup> 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.

**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 reablement 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.

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### **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

Add a glossary of terms – to follow

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<b>SUSTAINABLE GROWTH AND ENVIRONMENT CAPITAL SCRUTINY COMMITTEE</b>	<b>AGENDA ITEM NO. 7</b>
<b>25 OCTOBER 2016</b>	<b>PUBLIC REPORT</b>

<b>Report of the Corporate Director of Growth and Regeneration</b>		
<b>Contact Officer</b>	Edward Dade, Senior Planning Officer	Tel. 863773
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## **COMMUNITY INFRASTRUCTURE LEVY GOVERNANCE PROPOSALS & INFRASTRUCTURE DELIVERY SCHEDULE UPDATE 2016**

### **1. PURPOSE**

- 1.1 This report is submitted to the Sustainable Growth and Environment Capital Scrutiny Committee 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. RECOMMENDATIONS**

- 2.1 It is recommended that the Committee provide comments on the *CIL Governance Proposals* and *Infrastructure Delivery Update 2016*, before being submitted to Cabinet for approval on 7 November 2016.

### **3. LINKS TO THE CORPORATE PRIORITIES AND RELEVANT CABINET PORTFOLIO**

- 3.1 It is a corporate priority to *Drive growth, regeneration and economic development*. Through the efficient and effective management of CIL funds, the CIL governance proposals and Infrastructure Delivery Schedule (IDS) Update 2016 will enable the delivery of infrastructure to facilitate and meet the needs of Peterborough's growth.
- 3.2 The Community Infrastructure Levy Governance Proposals & Infrastructure Delivery Schedule Update 2016 falls under the portfolio of the Cabinet Member for Growth, Planning, Housing and Economic Development.

### **4. BACKGROUND**

- 4.1 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.
- 4.2 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.

## 5. KEY ISSUES

5.1 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.

5.2 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.

### 5.3 **Administration**

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 & 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.

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

### 5.5 **Strategic Funding Pools**

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%



## 5.6 **Neighbourhood Portion (non-parished areas)**

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.

## 5.7 **IDS Update 2016**

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.

5.8 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.

## 6. **IMPLICATIONS**

6.1 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.

## 7. **CONSULTATION**

7.1 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. Note that there is no formal requirement for consultation in producing these documents.

## 8. **NEXT STEPS**

8.1 It is anticipated that the Committee will offer comments on the CIL Governance Proposals and IDS Update 2016. The documents, and any comments made by committee will be presented to Cabinet (7 November). Cabinet will then be requested to approve the CIL Governance Proposals and IDS Update 2016, to be brought into effect immediately.

**9. BACKGROUND DOCUMENTS**

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

N/A

**10. APPENDICES**

- 10.1 Appendix 1: Community Infrastructure Levy Governance Proposals
- Appendix 2: Infrastructure Delivery Schedule Update 2016

# Appendix 1: 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**

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

- 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**

<b>Administration (5%)</b>	£50,000 (revenue)	Retained by PCC for admin (revenue costs)
<b>Strategic Funds (80%)</b>	£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
<b>Neighbourhood Funds (15%)</b>	£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
<b>Total</b>	<b>£1,000,000</b>	





## **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 guidance<sup>1</sup> 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 2008<sup>2</sup>. 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 organisations also play an important role in delivering infrastructure, for example the Local Enterprise

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<sup>1</sup> Paragraph: 071 Reference ID: 25-071-20140612

<sup>2</sup> Following amendments to the Act made by the CIL Regulations 2010

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"> <li>- Health &amp; Community Infrastructure</li> <li>- Environmental Sustainability</li> <li>- Skills and Education</li> <li>- Transport</li> <li>- Utilities and Services.</li> </ul>	Description to briefly explain the scheme type e.g. "New Primary School", "Green Infrastructure", etc.	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.	Brief descriptive title by which the project is known. This may include a single project, or a number of connected projects.	Unique project reference number derived from the councils Verto project management database.	<p>Projects are identified as one of the following prioritisation categories:</p> <ul style="list-style-type: none"> <li>- Critical Infrastructure - infrastructure that must happen to enable growth;</li> <li>- Essential Infrastructure - infrastructure that is essential and considered necessary in order to mitigate impact arising from the operation of the development;</li> <li>- 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</li> <li>- Desirable infrastructure in creating a sense of place and meeting other needs of new and existing communities.</li> </ul>	<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"> <li>- Short Term (within 1 – 5 years)</li> <li>- Medium Term (within 6-10 years)</li> <li>- Long Term (within 11 – 15 years)</li> <li>- Beyond (over 15 years).</li> </ul>	<p>Projects will be funded from one of the following indicative sources:</p> <ul style="list-style-type: none"> <li>- Developer contributions – e.g. CIL or planning obligations (including finance, land property or other in-kind payments and including neighbourhood portion of CIL);</li> <li>- PCC funding – e.g. capital receipts and/or borrowing funding streams;</li> <li>- External body or organisation;</li> <li>- Other;</li> <li>- Unknown.</li> </ul>	Indicative minimum cost of the infrastructure project (or actual minimum where known).	Indicative maximum cost of the infrastructure project (or actual minimum where known).

## 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”.

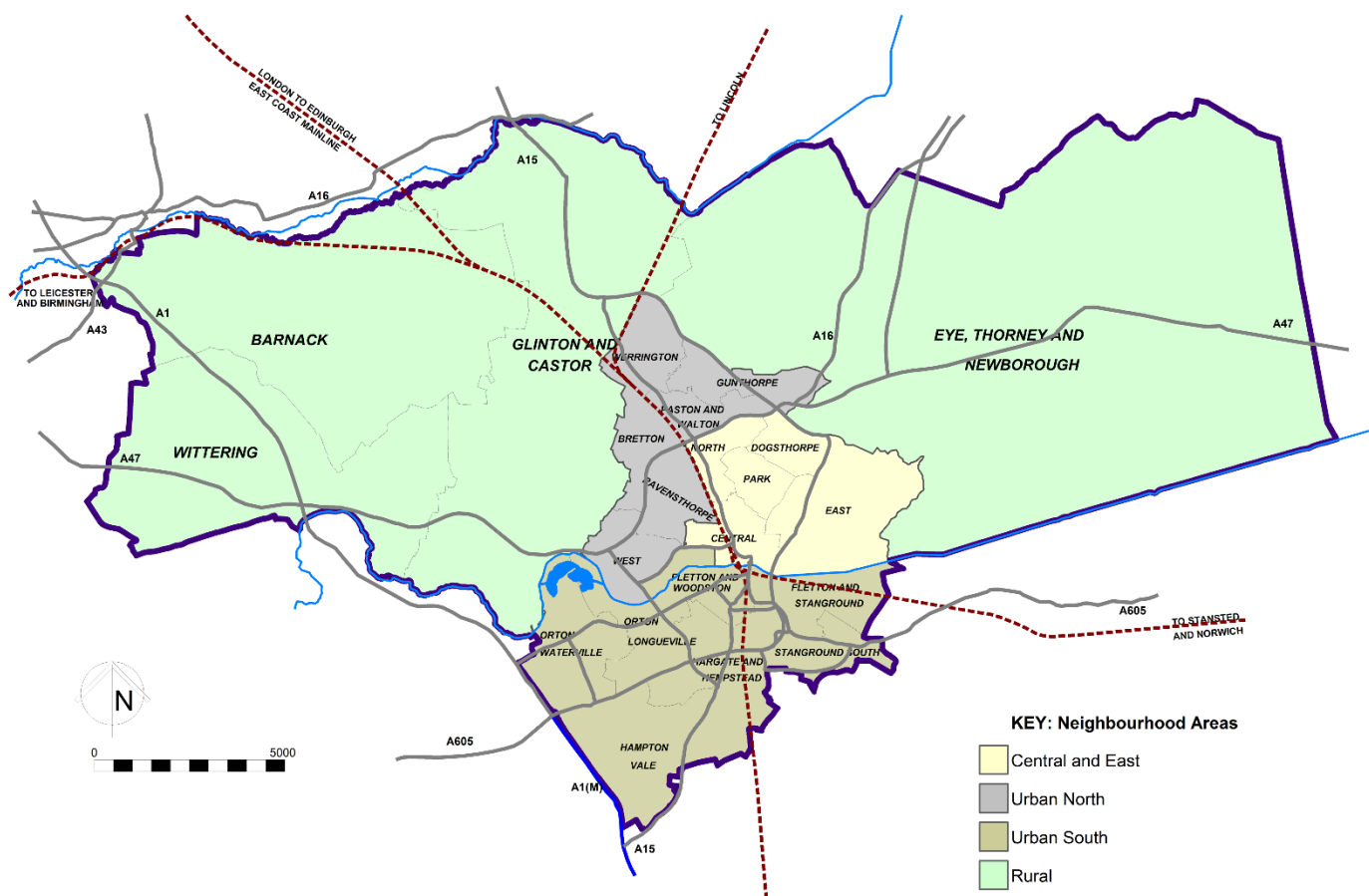
3.11. Consequently, the “Health & Community Infrastructure” thematic package includes a wide range of community facilities and services to meet the needs of existing and new communities, including business communities.

### 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 construction<sup>3</sup>
- **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.

3.22. 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:

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<sup>3</sup> Verto ref PR001672.

- 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 allotments to community groups.		Desirable infrastructure			N/A	N/A

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 traffic calming following evidence of need	CA00577	Desirable infrastructure	Within this financial year	Developer contributions	£20,00	£20,000



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 leisure provision; community rooms to be co-located with new primary	PR001678	Essential Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	TBC	TBC

			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 &amp; community infrastructure projects located in Urban South, Urban North, Rural or Central &amp; East and contributing to the delivery of one or more of the following schemes: Safer &amp; Stronger; Greener &amp; Cleaner; Health &amp; 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
<b>Total project costs</b>								£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	<p>Delivery of WFD Urban Study projects (Report identifies range of specific river enhancement projects including:</p> <ul style="list-style-type: none"> <li>- Orton fish and eel pass: Installation of fish pass at Orton Lock to meet WFD requirements;</li> <li>- Electric Cut Restoration Scheme: Enhance cut to benefit fish &amp; other wildlife;</li> <li>- Flood-plain Forest Project: better connecting flood-plain &amp; refuge pools to the main river (Orton Brook to Woodston Ponds);</li> <li>- Greening of Hard-engineered Banks: Installation of coir rolls etc. at key locations e.g. Fletton Quays</li> </ul>	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	<p>Nene Valley Flood Meadow Restoration:</p> <ul style="list-style-type: none"> <li>- Survey of flood meadow habitat: Comprehensive survey to identify specific restoration projects;</li> <li>- Bringing Nature Closer Project: Restoration &amp; enhancement of wet meadows within Nene Park</li> </ul>					TBC	TBC
Environmental Sustainability	Green Infrastructure	City-wide Projects	<p>Enhanced Public Access &amp; Recreation Opportunities:</p> <ul style="list-style-type: none"> <li>- Enhancing access &amp; engagement with nature: developing opportunities in the city centre to Boardwalks area;</li> <li>- Bluebell Wood Riverside Walk Access Enhancements: Path and boardwalk improvements to create a circular walk;</li> <li>- Nene Park Access Improvements: improve condition, length &amp; width of shared routes &amp;</li> </ul>	High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£0.50	£1.00	High Priority Infrastructure

			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 - Fens Waterways Project	PR001420	High Priority Infrastructure	Short Term (within 1 – 5 years)	Developer contributions	£0.07	£0.20

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
<b>Total project costs (£million)</b>								<b>£9.54</b>	<b>£30.55</b>



## 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

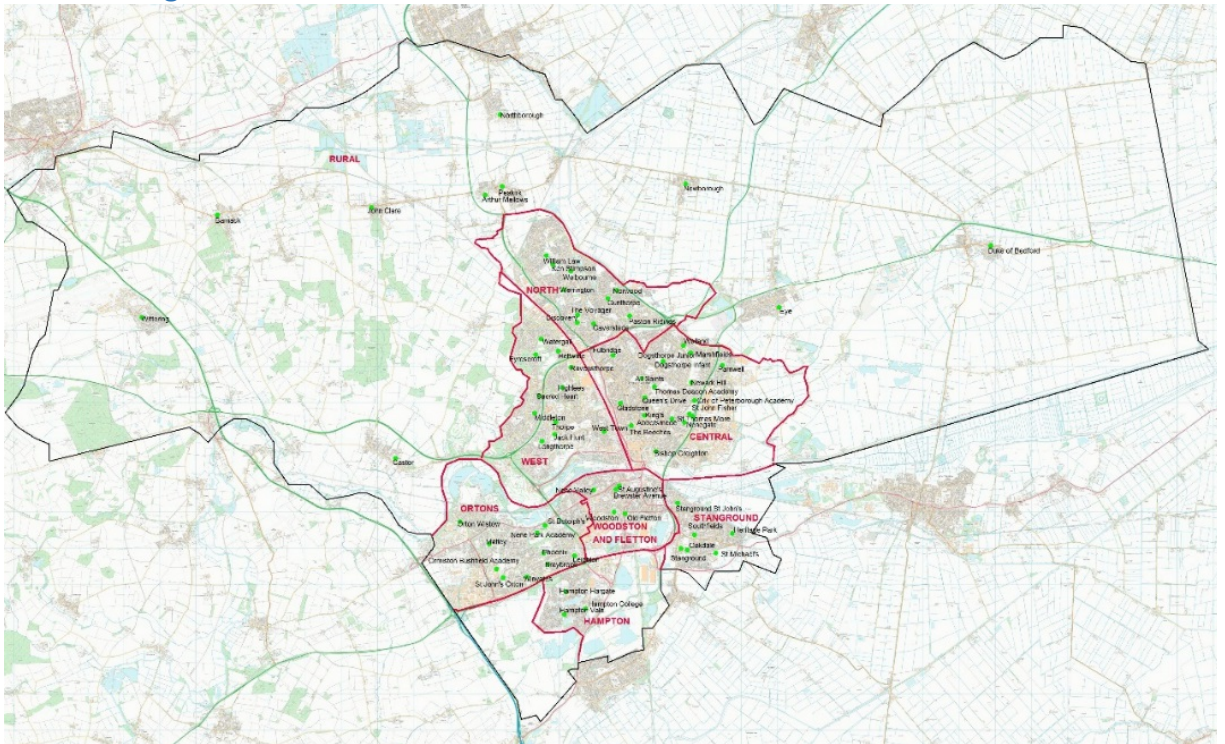
- 3.54. The most significant requirements for new education infrastructure provision will arise from the development of SUEs, namely at Paston Reserve, Norwood and Great Haddon. Therefore, in terms education provision the SUEs will be largely self-contained, with new schools provided on-site. To meet 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
<b>Total project costs (£million)</b>									<b>£101.50+</b>	<b>£133.00+</b>

# 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

Transport	Sustainable Transport	Walking and cycling improvements	<p>Multiple projects across district including:</p> <ul style="list-style-type: none"> <li>- Primary Cycle Network (PCN), cycle hub, cycle parking;</li> <li>-- City Centre Improvements;</li> <li>- Strategic Walking Network expansion and consolidation;</li> <li>- Expansion of pedestrianisation;</li> <li>- Primary Cycle Network expansion and consolidation;</li> <li>- Strategic Walking Network, signalised crossing schemes;</li> <li>- Improving pedestrian and cycle routes, as well as bridleways and byways through the Rights of Way Improvement Plan (ROWIP) and on the Green Wheel;</li> <li>- Working with Network Rail and local communities to close level crossing subject to acceptable mitigation measures;</li> <li>- Improving sustainable transport links from rural areas and to connect to transport hubs;</li> <li>- Directing HGVs onto the major roads to limit impact on rural communities.</li> </ul>		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"> <li>- London Road River bridge phase II;</li> <li>- Fletton Quays footbridges;</li> <li>- Pedestrian and cycle bridge in vicinity of Crescent Bridge</li> </ul>	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"> <li>- Extended Primary Public Transport Corridor (PTTC);</li> <li>- Innovative ticketing measures, including smartcard;</li> <li>- Min 10min frequency and additional core network;</li> <li>- Interchange and bus stop improvements.</li> </ul>		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

						years)			
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
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## 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
<b>Total project costs (£million)</b>								<b>£11+</b>	<b>£21.50+</b>

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<b>SUSTAINABLE GROWTH AND ENVIRONMENT CAPITAL SCRUTINY COMMITTEE</b>	<b>Agenda Item No. 8</b>
<b>25 OCTOBER 2016</b>	<b>Public Report</b>

<b>Report of the Sustainable Growth and Environment Capital Task and Finish Group</b>		
<b>Contact Officer</b>	James Collingridge, Amey Partnership Manager	Tel. 864736
	Paulina Ford, Senior Democratic Services Officer	Tel. 452508

## **TASK AND FINISH GROUP REPORT ON THE REVIEW OF THE AMEY STREET CLEANSING CONTRACT**

### **1. PURPOSE**

- 1.1 This report is submitted to the Committee following a review of the Street Cleansing elements within the Amey Contract. The purpose of this Report is to seek the Committee's approval for the submission of the Sustainable Growth and Environment Capital Scrutiny Committee Task and Finish Group Report to Cabinet.

### **2. RECOMMENDATIONS**

- 2.1 This Committee is asked to:
1. Consider and comment on the Task and Finish Group Report at Annex 1
  2. Endorse the Task and Finish Group Report and recommendations for submission to Cabinet.

### **3. LINKS TO THE CORPORATE PRIORITIES AND RELEVANT CABINET PORTFOLIO**

- 3.1 The Amey partnership contributes to all the priorities in the Sustainable Community Strategy:-
- Creating opportunities – tackling inequalities;
  - Creating strong and supportive communities;
  - Creating the UK's environmental capital; and
  - Delivering substantial and truly sustainable growth.
- 3.2 This Report falls under the portfolio of the Cabinet Member for Waste and Street Scene.

### **4. BACKGROUND**

- 4.1 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 Committee felt that due to an increase in resident comments and through their own visual inspections it was time to look at how the issues of littering within the city could be addressed

## **5. KEY ISSUES**

- 5.1 The Task and Finish Group were required to look at how improvements could be made to the way Amey work to become more efficient and effective when cleansing the streets. There has been an ongoing issue with litter city wide with some areas more adversely affected than others and the issues have been compounded by traders not disposing of their waste correctly and issues such as parked cars preventing street cleansing operators from providing an adequate clean in some streets.

## **6. IMPLICATIONS**

### **Financial**

- 6.1 The report contains a potential financial implication if the recommendation for a hit squad is taken forward: -

- £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

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**

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.

These changes to the Amey contract would be formalised through the contractual Change Control process to vary the current contract.

## **7. CONSULTATION**

- 7.1 N/A

## **8. NEXT STEPS**

- 8.1 For the Committee to approve the recommendations and refer them to Cabinet on the 7<sup>th</sup> November 2016.

## **9. BACKGROUND DOCUMENTS**

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

- 9.1 Please refer to the report of the Task and Finish Group at Annex 1 which contains information on which background documents were used to prepare the report.

## **10. APPENDICES**

- 10.1 Annex 1 - Report of the Sustainable Growth and Environment Capital Scrutiny Committee Task and Finish Group - Review of Amey Street Cleansing Contract

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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 REFERENCE**

### Purpose 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:

<b>Meeting Date</b>	<b>Items discussed / Guests Attending</b>
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 noted 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 Street. 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](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](mailto: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
				<b>Total</b>	<b>6,737</b>

### 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
				<b>Total</b>	<b>13,705</b>

### 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					<b>17,768</b>

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## LITTER REPORT

<b><u>Labels</u></b>	<b><u>Count</u></b>
<b>Bird Faeces</b>	<b>23</b>
<b>Dog Fouling</b>	<b>66</b>
<b>Litter Removal</b>	<b>619</b>
<b>Pavement Cleaning Request</b>	<b>1372</b>
<b>Weed Removal/Spraying Request</b>	<b>80</b>
<b>Grand Total</b>	<b>2335</b>

<b><u>Labels</u></b>	<b><u>Count</u></b>
<b>High Intensity Area</b>	<b>29</b>
<b>Low Intensity Area</b>	<b>1107</b>
<b>Grand Total</b>	<b>1199</b>

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<b>SUSTAINABLE GROWTH AND ENVIRONMENT CAPITAL SCRUTINY COMMITTEE</b>	<b>Agenda Item No. 9</b>
<b>25 OCTOBER 2016</b>	<b>Public Report</b>

## **Report of the Director of Governance**

**Report Author** – Paulina Ford, Senior Democratic Services Officer

**Contact Details** – 01733 452508 or email paulina.ford@peterborough.gov.uk

### **FORWARD PLAN OF EXECUTIVE DECISIONS**

#### **1. PURPOSE**

- 1.1 This is a regular report to the Sustainable Growth and Environment Capital Scrutiny Committee outlining the content of the Forward Plan of Executive Decisions.

#### **2. RECOMMENDATIONS**

- 2.1 That the Committee identifies any relevant items for inclusion within their work programme.

#### **3. BACKGROUND**

- 3.1 The latest version of the Forward Plan of Executive Decisions is attached at Appendix 1. The Forward Plan contains those Executive decisions, which the Leader of the Council believes that the Cabinet or individual Cabinet Member(s) can take and any new Executive decisions to be taken after 14 November 2016.
- 3.2 The information in the Forward Plan of Executive Decisions provides the Committee with the opportunity of considering whether it wishes to seek to influence any of these Executive decisions, or to request further information.
- 3.3 If the Committee wished to examine any of the Executive decisions, consideration would need to be given as to how this could be accommodated within the work programme.
- 3.4 As the Forward Plan is published fortnightly any version of the Forward Plan published after dispatch of this agenda will be tabled at the meeting.

#### **4. CONSULTATION**

- 4.1 Details of any consultation on individual decisions are contained within the Forward Plan of Executive Decisions.

#### **5. BACKGROUND DOCUMENTS**

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

None

#### **6. APPENDICES**

Appendix 1 – Forward Plan of Executive Decisions

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# **PETERBOROUGH CITY COUNCIL'S FORWARD PLAN OF EXECUTIVE DECISIONS**

PUBLISHED: 14 OCTOBER 2016

## FORWARD PLAN

### **PART 1 – KEY DECISIONS**

In the period commencing 28 clear days after the date of publication of this Plan, Peterborough City Council's Executive intends to take 'key decisions' on the issues set out below in **Part 1**. Key decisions relate to those executive decisions which are likely to result in the Council spending or saving money in excess of £500,000 and/or have a significant impact on two or more wards in Peterborough.

If the decision is to be taken by an individual Cabinet Member, the name of the Cabinet Member is shown against the decision, in addition to details of the Councillor's portfolio. If the decision is to be taken by the Cabinet, this too is shown against the decision and its members are as listed below:

Cllr Holdich (Leader); Cllr Fitzgerald (Deputy Leader); Cllr Elsey; Cllr Goodwin; Cllr Hiller, Cllr Lamb; Cllr Smith; Cllr Seaton and Cllr Walsh.

This Plan should be seen as an outline of the proposed decisions for the forthcoming month and it will be updated on a fortnightly basis to reflect new key-decisions. Each new Plan supersedes the previous Plan and items may be carried over into forthcoming Plans. Any questions on specific issues included on the Plan should be included on the form which appears at the back of the Plan and submitted to [philippa.turvey@peterborough.gov.uk](mailto:philippa.turvey@peterborough.gov.uk), Senior Democratic Services Officer, Governance Department, Town Hall, Bridge Street, PE1 1HG (fax 08702 388039). Alternatively, you can submit your views via e-mail to or by telephone on 01733 452460. For each decision a public report will be available from the Democratic Services Team one week before the decision is taken.

### **PART 2 – NOTICE OF INTENTION TO TAKE DECISION IN PRIVATE**

Whilst the majority of the Executive's business at the Cabinet meetings listed in this Plan will be open to the public and media organisations to attend, there will be some business to be considered that contains, for example, confidential, commercially sensitive or personal information. In these circumstances the meeting may be held in private, and on the rare occasion this applies, notice will be given within **Part 2** of this document, 'notice of intention to hold meeting in private'. A further formal notice of the intention to hold the meeting, or part of it, in private, will also be given 28 clear days in advance of any private meeting in accordance with The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

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The Council invites members of the public to attend any of the meetings at which these decisions will be discussed (unless a notice of intention to hold the meeting in private has been given).

### **PART 3 – NOTIFICATION OF NON-KEY DECISIONS**

For complete transparency relating to the work of the Executive, this Plan also includes an overview of non-key decisions to be taken by the Cabinet or individual Cabinet Members, these decisions are listed at **Part 3** and will be updated on a weekly basis.

You are entitled to view any documents listed on the Plan, or obtain extracts from any documents listed or subsequently submitted to the decision maker prior to the decision being made, subject to any restrictions on disclosure. There is no charge for viewing the documents, although charges may be made for photocopying or postage. Documents listed on the notice and relevant documents subsequently being submitted can be requested from Philippa Turvey, Senior Democratic Services Officer, Governance Department, Town Hall, Bridge Street, PE1 1HG (fax 08702 388038), e-mail to [philippa.turvey@peterborough.gov.uk](mailto:philippa.turvey@peterborough.gov.uk) or by telephone on 01733 452460.

All decisions will be posted on the Council's website: [www.peterborough.gov.uk/executivedecisions](http://www.peterborough.gov.uk/executivedecisions). If you wish to make comments or representations regarding the 'key decisions' outlined in this Plan, please submit them to the Senior Democratic Services Officer using the form attached. For your information, the contact details for the Council's various service departments are incorporated within this Plan.

**PART 1 – FORWARD PLAN OF KEY DECISIONS**

**KEY DECISIONS FROM 14 NOVEMBER 2016**

<i>KEY DECISION REQUIRED</i>	<i>DECISION MAKER</i>	<i>DATE DECISION EXPECTED</i>	<i>RELEVANT SCRUTINY COMMITTEE</i>	<i>CONSULTATION</i>	<i>CONTACT DETAILS / REPORT AUTHORS</i>	<i>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</i>
<p>1. <b>Cambridgeshire and Peterborough Devolution Proposal</b>                      Purpose: to consider a scheme for a combined authority for the Cambridgeshire and Peterborough area, with a directly elected Mayor, and to propose that scheme to Council before submission to the Secretary of State</p>	<p><b>Cllr John Holdich, Leader &amp; Cabinet Member for Education, Skills, University and Communications</b></p>	<p><b>17 November 2016</b></p>	<p>Strong and Supportive Communities Scrutiny Committee</p>	<p>Relevant internal and external stakeholders.</p>	<p>Kim Sawyer, Director of Governance</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

**PREVIOUSLY ADVERTISED DECISIONS**

<b>KEY DECISION REQUIRED DECISION MAKER</b>	<b>DATE DECISION EXPECTED</b>	<b>RELEVANT SCRUTINY COMMITTEE</b>	<b>CONSULTATION CONTACT DETAILS / REPORT AUTHORS</b>	<b>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</b>		
<p><b>2. Delivery of the Council's Capital Receipt Programme through the Sale of Dickens Street Car Park - KEY/03JUL/11</b> To authorise the Chief Executive, in consultation with the Solicitor to the Council, Corporate Director Resources, the Corporate Property Officer and the Cabinet Member Resources, to negotiate and conclude the sale of Dickens Street Car Park. For Cabinet to consider future options for service delivery.</p>	<p><b>March 2017</b></p>	<p><b>Councillor David Seaton Cabinet Member for Resources</b></p>	<p>Sustainable Growth and Environment Capital</p>	<p>Consultation will take place with the Cabinet Member, Ward Councillors, relevant internal departments &amp; external stakeholders as appropriate.</p>	<p>Richard Hodgson Head of Strategic Projects Tel: 01733 384535 richard.hodgson@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>



<b>KEY DECISION REQUIRED</b>	<b>DECISION MAKER</b>	<b>DATE DECISION EXPECTED</b>	<b>RELEVANT SCRUTINY COMMITTEE</b>	<b>CONSULTATION</b>	<b>CONTACT DETAILS / REPORT AUTHORS</b>	<b>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</b>
<b>3. Real Time Passenger Information – KEY/10JUL15/02</b> To approve the expansion and maintenance contract.	<b>Councillor Peter Hiller</b> <b>Cabinet Member for Growth, Planning, Housing &amp; Economic Development</b>	<b>October 2016</b>	Sustainable Growth and Environment Capital	Relevant internal and external stakeholders.	Amy Pickstone Senior ITS Officer Tel: 01733 317481 Amy.pickstone@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
<b>4. Sale of the Lindens, Lincoln Road – KEY/24JUL15/04</b> To authorise the Chief Executive, in consultation with the Solicitor to the Council, Corporate Director Resources, the Corporate Property Officer and the Cabinet Member Resources, to negotiate and conclude the sale.	<b>Councillor David Seaton</b> <b>Cabinet Member for Resources</b>	<b>October 2016</b>	Sustainable Growth and Environment Capital	Relevant internal and external stakeholders.	Brian Davies Sales and Acquisitions Tel: 01733 384547 Brian.davies@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

<i>KEY DECISION REQUIRED</i>	<i>DECISION MAKER</i>	<i>DATE DECISION EXPECTED</i>	<i>RELEVANT SCRUTINY COMMITTEE</i>	<i>CONSULTATION</i>	<i>CONTACT DETAILS / REPORT AUTHORS</i>	<i>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</i>
<p>5. <b>Sale of Bretton Court, Bretton North – KEY/24JUL15/05</b> To authorise the Chief Executive, in consultation with the Solicitor to the Council, Corporate Director Resources, the Corporate Property Officer and the Cabinet Member Resources, to negotiate and conclude the sale.</p>	<p><b>Councillor David Seaton</b> <b>Cabinet Member for Resources</b></p>	<p><b>October 2016</b></p>	<p>Sustainable Growth and Environment Capital</p>	<p>Relevant internal and external stakeholders.</p>	<p>Brian Davies Sales and Acquisitions Tel: 01733 384547 Brian.davies@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>
<p>6. <b>Draft Housing Strategy – KEY/21SEPT15/03</b> For Cabinet to approve the Strategy for public consultation.</p>	<p><b>Cabinet</b></p>	<p><b>7 November 2016</b></p>	<p>Sustainable Growth and Environment Capital</p>	<p>Relevant internal and external stakeholders.</p>	<p>Anne Keogh Housing and Strategic Planning Manager Anne.keogh1@peterborough.gov.uk Tel: 01733 863815</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p>

<i>KEY DECISION REQUIRED</i>	<i>DECISION MAKER</i>	<i>DATE DECISION EXPECTED</i>	<i>RELEVANT SCRUTINY COMMITTEE</i>	<i>CONSULTATION</i>	<i>CONTACT DETAILS / REPORT AUTHORS</i>	<i>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</i>
<p>7. <b>Passenger Transport Services AMEY – KEY/27NOV15/01</b> To approve the award of six routes to Amey under the existing contract arrangements.</p>	<p><b>Councillor John Holdich</b> <b>Leader of the Council and Cabinet Member for Education, Skills and University</b></p>	<p><b>October 2016</b></p>	<p>Sustainable Growth and Environment Capital</p>	<p>Relevant internal and external stakeholders.</p>	<p>Sara Thompson Team Manager, Passenger Transport Operations Tel: 01733 317452 Sara.thompson@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p> <p><b><i>The decision will include an exempt annexe. By virtue of paragraph 3, information relating to the financial or business affairs of any particular person (including the authority holding that information).</i></b></p>
<p>8. <b>Intelligent Transport Systems Infrastructure – KEY/11DEC15/01</b> To introduce the use of Variable Message Signs (VMS) on the road network to provide real-time driver information.</p>	<p><b>Councillor Peter Hiller</b> <b>Cabinet Member for Growth, Planning, Housing and Economic Development</b></p>	<p><b>October 2016</b></p>	<p>Sustainable Growth and Environment Capital</p>	<p>Relevant internal and external stakeholders.</p>	<p>Peter Tebb Network and Traffic Manager Tel: 01733 453519 Peter.tebb@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p> <p><b><i>The decision will include an exempt annexe. By virtue of paragraph 3, information relating to the financial or business affairs of any particular person (including the authority holding that information).</i></b></p>

<i>KEY DECISION REQUIRED</i>	<i>DECISION MAKER</i>	<i>DATE DECISION EXPECTED</i>	<i>RELEVANT SCRUTINY COMMITTEE</i>	<i>CONSULTATION</i>	<i>CONTACT DETAILS / REPORT AUTHORS</i>	<i>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</i>
<p>9. <b>Direct Payment Support Service – KEY/11DEC15/02</b> To approve the direct payment support service.</p>	<p><b>Councillor Wayne Fitzgerald</b> <b>Deputy Leader and Cabinet Member for Integrated Adult Social Care and Health</b></p>	<p><b>February 2017</b></p>	<p>Scrutiny Commission for Health Issues</p>	<p>Relevant internal and external stakeholders.</p>	<p>Gary Jones Lead commissioner for Older people Tel: 452450 gary.jones@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p> <p><b><i>The decision will include an exempt annexe. By virtue of paragraph 3, information relating to the financial or business affairs of any particular person (including the authority holding that information).</i></b></p>
<p>10. <b>Offtake Arrangements for Power from the Energy Recovery Facility – KEY/25DEC15/01</b> To approve putting into place arrangements for the sale of heat and/or electricity from the Energy Recovery Facility.</p>	<p><b>Councillor Gavin Elsey</b> <b>Cabinet Member for Waste and Street Scene</b></p>	<p><b>November 2016</b></p>	<p>Sustainable Growth and Environment Capital</p>	<p>Relevant internal and external stakeholders.</p>	<p>Richard Pearn Waste Partnership Manager Tel: 01733 864739 Richard.pearn@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p> <p><b><i>The decision will include an exempt annexe. By virtue of paragraph 3, information relating to the financial or business affairs of any particular person (including the authority holding that information).</i></b></p>

<i>KEY DECISION REQUIRED</i>	<i>DECISION MAKER</i>	<i>DATE DECISION EXPECTED</i>	<i>RELEVANT SCRUTINY COMMITTEE</i>	<i>CONSULTATION</i>	<i>CONTACT DETAILS / REPORT AUTHORS</i>	<i>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</i>
<b>11. Review of Emergency Stopping Places – KEY/25JAN16/02</b> For Cabinet to review existing and proposed emergency stopping places.	<b>Cabinet</b>	<b>16 January 2017</b>	Strong and Supportive Communities	Relevant internal and external stakeholders.	Belinda Child Head of Housing and Health Improvement Tel: 01733 863769 Belinda.child@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
<b>12. Provision of Non Social Care Temporary Agency Workers – KEY/25JAN16/04</b> To approve the provision of temporary agency workers.	<b>Councillor David Seaton Cabinet Member for Resources</b>	<b>November 2016</b>	Scrutiny Commission for Health Issues	Relevant internal and external stakeholders.	James Fordham Recruitment and Retention Officer Tel: 01733 864581 James.fordham@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
<b>13. Personal Care and Support (Homecare) in Peterborough – KEY/02MAY16/01</b> To approve the awarding of a contract to an external provider following a competitive tender exercise.	<b>Councillor Wayne Fitzgerald Deputy Leader and Cabinet Member for Integrated Adult Social Care and Health</b>	<b>May 2017</b>	Scrutiny Commission for Health Issues	Relevant internal and external stakeholders	Karen Hodsdon Senior Category Manager Karen.hodsdon@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

<i>KEY DECISION REQUIRED</i>	<i>DECISION MAKER</i>	<i>DATE DECISION EXPECTED</i>	<i>RELEVANT SCRUTINY COMMITTEE</i>	<i>CONSULTATION</i>	<i>CONTACT DETAILS / REPORT AUTHORS</i>	<i>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</i>
14. <b>Peterborough City Council Construction Framework – KEY/30MAY16/01</b> Approval of Peterborough City Council Construction Framework	<b>Councillor David Seaton Cabinet Member for Resources</b>	<b>October 2016</b>	Sustainable Growth and Environment Capital	Relevant internal and external stakeholders.	Brian Howard Head of Schools Infrastructure Tel: 01733 863976 Brian.howard@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.  <i>The decision will include an exempt annexe. By virtue of paragraph 3, information relating to the financial or business affairs of any particular person (including the authority holding that information).</i>
15. <b>Business Advice Charging Policy – KEY/25JUL16/01</b> To approve the charging policy.	<b>Councillor Irene Walsh Cabinet Member for Communities and Environment Capital</b>	<b>October 2016</b>	Sustainable Growth and Environment Capital	Relevant internal and external stakeholders.	Peter Gell Head of Regulatory Services Tel: 01733 453419 Peter.gell@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
16. <b>Market Position Statement – KEY/08AUG16/01</b> To approve the market position statement.	<b>Councillor Wayne Fitzgerald Deputy Leader and Cabinet Member for Integrated Social Care and Health</b>	<b>October 2017</b>	Scrutiny Commission for Health Issues	Relevant internal and external stakeholders.	Oliver Hayward Assistant Director of People Commissioning and Commercial Operations Oliver.hayward@peterborough.gov.uk Tel: 01733 863708	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

<i>KEY DECISION REQUIRED</i>		<i>DECISION MAKER</i>	<i>DATE DECISION EXPECTED</i>	<i>RELEVANT SCRUTINY COMMITTEE</i>	<i>CONSULTATION</i>	<i>CONTACT DETAILS / REPORT AUTHORS</i>	<i>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</i>
17.	<b>Local Plan - KEY/22AUG16/01</b> To approve the Plan for public consultation in December 2016.	<b>Cabinet</b>	<b>7 November 2016</b>	Sustainable Growth and Environment Capital	Relevant internal and external stakeholders.	Gemma Wildman Principal Planner Tel: 01733 863824 Gemma.wildman@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
18.	<b>Integrated Healthy Lifestyles Service - KEY/05SEPT/01</b> To award a contract for the Integrated Healthy Lifestyles Service in Peterborough.	<b>Councillor Diane Lamb</b> <b>Cabinet Member for Public Health</b>	<b>November 2016</b>	Scrutiny Commission for Health Issues	Relevant internal and external stakeholders.	Julian Base Head of Health Strategy Tel: 01733 207180 Julian.base@peterborough.gov.uk  Oliver Hayward Assistant Director: People Commissioning and Commercial Operations Tel: 01733 863910 <a href="mailto:Oliver.hayward@peterborough.gov.uk">Oliver.hayward@peterborough.gov.uk</a>	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

	<b>KEY DECISION REQUIRED</b>	<b>DECISION MAKER</b>	<b>DATE DECISION EXPECTED</b>	<b>RELEVANT SCRUTINY COMMITTEE</b>	<b>CONSULTATION</b>	<b>CONTACT DETAILS / REPORT AUTHORS</b>	<b>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</b>
19.	<b>Award of Contract for Construction and Operation of Fengate Household Recycling Centre – KEY/05SEPT16/02</b> To approve the award of contract for construction and operation of Fengate Household Recycling Centre.	<b>Councillor Gavin Elsey Cabinet Member for Waste and Street Scene</b>	<b>February 2017</b>	Sustainable Growth and Environment Capital	Relevant internal and external stakeholders.	Richard Pearn Waste Partnership Manager Tel: 01733 864739 Richard.pearn@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.  <i>The decision will include an exempt annexe. By virtue of paragraph 3, information relating to the financial or business affairs of any particular person (including the authority holding that information).</i>
20.	<b>Governance Arrangements for the Community Infrastructure Levy - KEY/19SEPT16/01</b> To approve the governance arrangements for the Community Infrastructure Levy (CIL) – IDS 2016.	<b>Cabinet</b>	<b>7 November 2016</b>	Sustainable Growth and Environment Capital	Relevant internal and external stakeholders.	Anne Keogh Housing and Strategic Planning Manager Tel: 01733 863815 Anne.keogh@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.



<i>KEY DECISION REQUIRED</i>	<i>DECISION MAKER</i>	<i>DATE DECISION EXPECTED</i>	<i>RELEVANT SCRUTINY COMMITTEE</i>	<i>CONSULTATION</i>	<i>CONTACT DETAILS / REPORT AUTHORS</i>	<i>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</i>
<b>21. Community Supported Living Services – KEY/19SEPT16/02</b> To approve the award of the contract for Community Supported Living Services for adults with complex learning disabilities.	<b>Councillor Wayne Fitzgerald Deputy Leader and Cabinet Member for Integrated Adult Social Care and Health</b>	<b>January 2017</b>	Scrutiny Commission for Health Issues	Engagement with service users, family members, carers and current provider.	Peter Brennan Interim Head of Mental Health and Learning Disabilities Tel: 452474 peter.brennan@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
<b>22. Academy Conversion of Maintained School KEY/31OCT16/01</b> To approve the closure of the maintained school. To authorise the grant of a 125 year lease of land and buildings. To authorise entering into Deeds of Assignment with the Academy Trust	<b>Councillor John Holdich Leader of the Council and Cabinet Member for Education, Skills and University</b>	<b>December 2016</b>	Creating Opportunities and Tackling Inequality Scrutiny Committee	Relevant Internal and External Stakeholders	Emma Everitt – Capital Projects and Assets Officer Tel: 01733 863660 emma.everitt@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

**PART 2 – NOTICE OF INTENTION TO TAKE DECISIONS IN PRIVATE**

**KEY DECISIONS TO BE TAKEN IN PRIVATE**

<i>KEY DECISION REQUIRED</i>	<i>DECISION MAKER</i>	<i>DATE DECISION EXPECTED</i>	<i>RELEVANT SCRUTINY COMMITTEE</i>	<i>CONSULTATION</i>	<i>CONTACT DETAILS / REPORT AUTHORS</i>	<i>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER</i>
<p>1. <b>Potential Energy Joint Venture – KEY/07MAR16/04</b> For Cabinet to consider and approve a potential energy joint venture.</p>	<p><b>Cabinet</b></p>	<p><b>16 January 2017</b></p>	<p>Sustainable Growth and Environment Capital</p>	<p>Relevant internal and external stakeholders.</p>	<p>Richard Pearn Waste Partnership Manager Tel: 01733 864739 Richard.pearn@peterborough.gov.uk</p>	<p>It is not anticipated that there will be any documents other than the report and relevant appendices to be published.</p> <p><i>The decision will include an exempt annexe. By virtue of paragraph 3, information relating to the financial or business affairs of any particular person (including the authority holding that information).</i></p>

**PART 3 – NOTIFICATION OF NON-KEY DECISIONS**

**NON-KEY DECISIONS**

<b>NON-KEY DECISIONS</b>							
<i>DECISION REQUIRED</i>	<i>DECISION MAKER</i>	<i>DATE DECISION EXPECTED</i>	<i>RELEVANT SCRUTINY COMMITTEE</i>	<i>CONSULTATION</i>	<i>CONTACT DETAILS / REPORT AUTHORS</i>	<i>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</i>	
<b>PREVIOUSLY ADVERTISED DECISIONS</b>							
1.	<b>Proposal for Loan of Senior Management Staff Under Joint Arrangements –</b> To approve a sharing agreement for senior management staff.	<b>Councillor Seaton Cabinet Member for Resources</b>	<b>October 2016</b>	Sustainable Growth and Environment Capital	Relevant internal and external stakeholders.	Kim Sawyer Director of Governance Tel: 01733 452361 Kim.sawyer@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
2.	<b>Opportunity Peterborough Business Plan 2016/17 –</b> For Cabinet to endorse the Opportunity Peterborough 2016/17 business plan.	<b>Cabinet</b>	<b>7 November 2016</b>	Sustainable Growth and Environment Capital	Relevant internal and external stakeholders.	Steve Bowyer Chief Executive Opportunity Peterborough Tel: 01733 317489 Steve.bowyer@opportunitypeterborough.co.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

<i>DECISION REQUIRED</i>	<i>DECISION MAKER</i>	<i>DATE DECISION EXPECTED</i>	<i>RELEVANT SCRUTINY COMMITTEE</i>	<i>CONSULTATION</i>	<i>CONTACT DETAILS / REPORT AUTHORS</i>	<i>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</i>
3. <b>Request for Public Consultation for Public Space Protection Orders</b> – To authorise the commencement of public consultation for public space protection orders.	<b>Councillor Irene Walsh Cabinet Member for Communities and Environment Capital</b>	<b>October 2016</b>	Strong and Supportive Communities	Police, Fire Service, internal PCC departments.	Laura Kelsey Anti-Social Behaviour Co-ordinator Tel: 01733 453563 Larua.kelsey@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
4. <b>Food Safety Service Plan</b> – To approve the service plan.	<b>Councillor Irene Walsh Cabinet Member for Communities and Environment Capital</b>	<b>October 2016</b>	Strong and Supportive Communities	Relevant internal and external stakeholders.	Peter Gell Head of Regulatory Services Tel: 01733 453419 Peter.gell@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

<i>DECISION REQUIRED</i>	<i>DECISION MAKER</i>	<i>DATE DECISION EXPECTED</i>	<i>RELEVANT SCRUTINY COMMITTEE</i>	<i>CONSULTATION</i>	<i>CONTACT DETAILS / REPORT AUTHORS</i>	<i>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</i>
<b>5. To Adopt the Highway Asset Management Policy and Strategy</b> To approve the adoption of the Highway Asset Management Policy and Strategy.	<b>Councillor Peter Hiller</b> <b>Cabinet Member for Growth, Planning, Housing and Economic Development</b>	<b>October 2016</b>	Sustainable Growth and Environment Capital	Relevant internal and external stakeholders.	Lewis Banks, Principal Transport Planning Officer Tel: 01733 317465 Lewis.banks@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
<b>6. Empty Homes Strategy –</b> To approve the Empty Homes Strategy.	<b>Councillor Irene Walsh</b> <b>Cabinet Member for Communities and Environment Capital</b>	<b>October 2016</b>	Strong and Supportive Communities	Relevant internal and external stakeholders.	Belinda Child Head of Housing and Health Improvement Tel: 01733 863769 Belinda.child@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
<b>7. Vivacity Funding –</b> To fund Vivacity £1278 until March 2016 (via DWP grant funding) to provide digital support for UC claimants to make benefit claims online at Central Library.	<b>Councillor David Seaton</b> <b>Cabinet Member for Resources</b>	<b>October 2016</b>	Strong and Supportive Communities	Relevant internal and external stakeholders.	Ian Phillips Social Inclusion Manager Tel: 01733 863849 ian.phillips@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

<b>DECISION REQUIRED</b>	<b>DECISION MAKER</b>	<b>DATE DECISION EXPECTED</b>	<b>RELEVANT SCRUTINY COMMITTEE</b>	<b>CONSULTATION</b>	<b>CONTACT DETAILS / REPORT AUTHORS</b>	<b>DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER INCLUDING EXEMPT APPENDICES AND REASONS FOR EXEMPTION</b>	
8.	<b>Vivacity Premier Fitness Invest to Save Scheme -</b> To authorise investment in developing Vivacity Premier Fitness on an invest to save basis	<b>Councillor David Seaton</b> <b>Cabinet Member for Resources</b>	<b>October 2016</b>	Strong and Supportive Communities	Relevant internal and external stakeholders.	John Harrison Corporate Director Resources Tel: 01733 452520 John.harrison@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.  <i>The decision will include an exempt annexe. By virtue of paragraph 3, information relating to the financial or business affairs of any particular person (including the authority holding that information).</i>
9.	<b>Delivery of the Council's Capital Receipt Programme through the sale of Welland House, Dogsthorpe – KEY/24JUL15/01</b> To authorise the sale of Welland House, Dogsthorpe	<b>Councillor David Seaton</b> <b>Cabinet Member for Resources</b>	<b>October 2016</b>	Sustainable Growth and Environment Capital	Relevant internal and external stakeholders.	David Gray Capital Projects Officer Tel: 01733 384531 david.gray@peterborough.gov.uk	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

## **DIRECTORATE RESPONSIBILITIES**

### **RESOURCES DEPARTMENT Corporate Director's Office at Town Hall, Bridge Street, Peterborough, PE1 1HG**

City Services and Communications (Markets and Street Trading, City Centre Management including Events, Regulatory Services, Parking Services, Vivacity Contract, CCTV and Out of Hours Calls, Marketing and Communications, Tourism and Bus Station, Resilience)

Strategic Finance

Internal Audit

Schools Infrastructure (Assets and School Place Planning)

Waste and Energy

Strategic Client Services (Enterprise Peterborough / Vivacity / SERCO including Customer Services, ICT and Business Support)

### **PEOPLE AND COMMUNITIES DEPARTMENT Corporate Director's Office at Bayard Place, Broadway, PE1 1FB**

Adult Services and Communities (Adult Social Care Operations, Adult Social Care and Quality Assurance, Adult Social Care Commissioning, Early Help – Adults, Children and Families, Housing and Health Improvement, Community and Safety Services, Offender Services)

Children's Services and Safeguarding (Children's Social Care Operations, Children's Social Care Quality Assurance, Safeguarding Boards – Adults and Children's, Child Health, Clare Lodge (Operations), Access to Resources)

Education, People Resources and Corporate Property (Special Educational Needs and Inclusion, School Improvement, City College Peterborough, Pupil Referral Units, Schools Infrastructure)

Business Management and Commercial Operations (Commissioning, Recruitment and Retention, Clare Lodge (Commercial), Early Years and Quality Improvement)

### **GOVERNANCE DEPARTMENT Director's Office at Town Hall, Bridge Street, Peterborough, PE1 1HG**

Legal and Democratic Services

Human Resources (Business Relations, HR Policy and Rewards, Training and Development, Occupational Health and Workforce Development)

Performance and Information (Performance Management, Information Governance, Systems Support Team, Coroner's Office, Freedom of Information)

### **GROWTH AND REGENERATION DEPARTMENT Corporate Director's Office Stuart House, St Johns Street, Peterborough, PE1 5DD**

Development and Construction (Development Management, Planning Compliance, Building Control)

Sustainable Growth Strategy (Strategic Planning, Housing Strategy and Affordable Housing, Climate Change and Environment Capital, Natural and Built Environment)

Opportunity Peterborough

Peterborough Highway Services (Network Management, Highways Maintenance, Street Naming and Numbering, Street Lighting, Design and Adoption of Roads, Drainage and Flood Risk Management, Transport Policy and Sustainable Transport, Public Transport)

Corporate Property

### **PUBLIC HEALTH DEPARTMENT Director's Office at Town Hall, Bridge Street, Peterborough, PE1 1HG**

Health Protection, Health Improvements, Healthcare Public Health.

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Meeting Date	Item	Indicative Timings	NOTES
<p><b>14 July 2016</b> <i>Draft Report 22 June</i> <i>Final Report 4 July</i></p>	<p><b>Review of KPIs of Major Contract Groups and Review of Street Scene – Proposal to Set up a Task &amp; Finish Group</b></p> <p><b>Contact Officer: John Harrison/James Collingridge/Steven Pilsworth/Andy Tatt</b></p>		
	<p><b>Review of 2015/16 and Future Work Programme 2016/2017</b></p> <p>To review the work undertaken during 2015/16 and to consider the future work programme of the Committee.</p> <p><b>Contact Officer: Paulina Ford, Senior Democratic Services Officer</b></p>		
	<p><b>Forward Plan of Executive Decisions</b></p> <p>That the Committee identifies any relevant items for inclusion within their work programme which is relevant to the remit of this Committee.</p>		
<p><b>8 September 2016</b> <i>Draft Report 16 Aug</i> <i>Final Report 26 Aug</i></p>	<p><b>Highway Asset Management Policy and Strategy</b></p> <p>The Committee to comment on the proposed Highway Asset Management Policy and Strategy prior to adoption.</p> <p><b>Contact Officer: Andy Tatt</b></p>		
	<p><b>Establishment Of A Scrutiny Task And Finish Group To Review Amey Contract Street Cleansing Services</b></p> <p>The purpose of this report is for the Committee to consider and agree the Terms of Reference and membership of a Task and Finish Group.</p> <p><b>Contact Officer: Paulina Ford/James Collingridge</b></p>		
	<p><b>Forward Plan of Executive Decisions</b></p> <p>That the Committee identifies any relevant items for inclusion within their work programme which is relevant to the remit of this Committee.</p>		

Meeting Date	Item	Indicative Timings	NOTES
	<b>Contact Officer: Paulina Ford, Senior Democratic Services Officer</b>		
	<b>Work Programme 2016/2017</b> To consider the Work Programme for 2016/2017.		
<b>25 October 2016</b> <b>Moved from 10 November</b>  <i>Draft Report 6 Oct</i> <i>Final Report 13 Oct</i>	<b>Peterborough Local Plan Further Draft</b>  <b>Contact Officer: Gemma Wildman</b> <b>Community Infrastructure Levy Governance Proposals &amp; Infrastructure Delivery Schedule Update 2016</b>  <b>Contact Officer: Richard Kay/Ed Dade</b> <b>The Draft Peterborough Housing Strategy</b>  <b>Contact Officer: Anne Keogh and Caroline Hannon</b> <b>Task &amp; Finish Group Review of Amey Street Cleansing Contract</b>  <b>Contact Officer: James Collingridge/Paulina Ford</b> <b>Forward Plan of Executive Decisions</b> That the Committee identifies any relevant items for inclusion within their work programme which is relevant to the remit of this Committee. <b>Contact Officer: Paulina Ford, Senior Democratic Services Officer</b> <b>Work Programme 2016/2017</b> To consider the Work Programme for 2016/2017		

Meeting Date	Item	Indicative Timings	NOTES
<b>16 November 2016</b> <b>(Joint Meeting of the Scrutiny Committees and Commissions)</b>	<b>Budget 2017/18 and Medium Term Financial Strategy to 2026/27 Phase One</b> To scrutinise the Executive's proposals for the Budget 2017/18 and Medium Term Financial Plan 2026/27. <b>Contact Officer: John Harrison/Steven Pilsworth</b>		
<b>16 January 2017</b> <i>Draft Report 15 Dec</i> <i>Final Report 4 Jan</i>	<b>Local Transport Plan Programme of Works 2017/18</b> To consider the Local Transport Plan Programme of Works for 2017/2018. <b>Contact Officer: Lewis Banks / Andy Tatt</b>		
	<b>Status Report and proposed action plan to increase recycling</b>  <b>Contact Officer: Richard Pearn</b>		
	<b>Street Lighting and the Use of New Technology</b>  <b>Contact Officer: Andy Tatt</b>		As requested at 14 July 2016 meeting.
	<b>Biodiversity Strategy Refresh</b>  <b>Contact Officer: James Fisher</b>		
	<b>Forward Plan of Executive Decisions</b> That the Committee identifies any relevant items for inclusion within their work programme which is relevant to the remit of this Committee. <b>Contact Officer: Paulina Ford, Senior Democratic Services Officer</b>		

Meeting Date	Item	Indicative Timings	NOTES
	<p><b>Work Programme 2016/2017</b></p> <p>To consider the Work Programme for 2016/2017</p>		
<p><b>8 February 2017</b> <b>(Joint Meeting of the Scrutiny Committees and Commissions)</b></p>	<p><b>Budget 2017/18 and Medium Term Financial Strategy to 2026/27 Phase Two</b></p> <p>To scrutinise the Executive's proposals for the Budget 2017/18 and Medium Term Financial Plan 2026/27.</p> <p><b>Contact Officer: John Harrison/Steven Pilsworth</b></p>		
<p><b>23 March 2017</b> <i>Draft Report 1 March</i> <i>Final Report 13 March</i></p>	<p><b>Proposed Submission Local Plan</b></p> <p><b>Contact Officer: Gemma Wildman</b></p>		
	<p><b>Final Housing Strategy</b></p> <p><b>Contact Officer: Caroline Hannon/Anne Keogh</b></p>		
	<p><b>Green Infrastructure/Bio diversity Strategy</b></p> <p><b>Contact Officer: James Fisher/Darren Sharpe</b></p>		
	<p><b>Active Lifestyle Strategy</b></p> <p><b>Contact Officer: Lisa Roberts</b></p>		

Meeting Date	Item	Indicative Timings	NOTES
	<p><b>Forward Plan of Executive Decisions</b></p> <p>That the Committee identifies any relevant items for inclusion within their work programme which is relevant to the remit of this Committee.</p> <p><b>Contact Officer: Paulina Ford, Senior Democratic Services Officer</b></p>		

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