



Peterborough Further Draft Local Plan

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

Peterborough City Council

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

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

Foreword

Introduction

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

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

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

It will not replace any adopted Minerals and Waste DPDs.

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

How to make comments on the Further Draft Local Plan

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

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

planningpolicy@peterborough.gov.uk

or

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

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

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

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

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

Preface

What stage are we at?

This is the second stage in a lengthy process of producing a new Local Plan. The Local Development Scheme (LDS) (July 2016) sets out the full timetable, which is also summarised below:

2016												2017												2018				
Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May
1											2						3			4		5			6		7	

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

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

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

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

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

Status of Further Draft Local Plan December 2016 for Decision Makers

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

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

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

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

In accordance with NPPF paragraph 216, the policies contained within this emerging plan will be used (alongside the current development plans and other material considerations) in determining planning applications, especially where it contains 'new' policy not currently found in either the current Local Plans or the NPPF. In helping determine proposals, the amount of 'weight' to be given to the content of this emerging plan in comparison with the amount of weight given to other plans, strategies and material considerations, will be a matter for the decision maker to decide and will vary depending on the specific elements of the proposal. However, at this draft stage of plan preparation, the weight is likely to be limited.

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Preface

PART A - Setting the Scene

1	Introduction	1
2	Influences and Overarching Issues	5
3	Our Vision	9
4	Our Objectives	11

PART B - The Spatial Strategy

5	The Spatial Strategy	13
---	----------------------------	----

PART C - The Policies

6	The Policies	25
6.1	Health and Wellbeing	25
6.2	Housing Standards Review	26
6.3	Meeting Housing Needs	27
6.4	Custom build, Self-build and Prestige Homes	29
6.5	Gypsies and Travellers	30
6.6	Development in the Countryside	31
6.7	Retail and Other Town Centre Uses	34
6.8	Transport and Infrastructure	39
6.9	Urban Design and the Public Realm	45
6.10	Amenity Provision in New Residential Developemnt	46
6.11	Shop Frontages, Security Shutters and Canopies	47
6.12	Heritage Assets	48
6.13	Special Character Areas	51
6.14	Open Space and Green Infrastructure	53
6.15	Local Green Spaces	56
6.16	Nene Valley	57
6.17	Country Parks	58
6.18	Green Wedges	59
6.19	Landscape Character	59
6.20	Biodiversity and Geological Conservation	62

Contents

6.21	Ancient Woodland, Semi -Natural and Ancient and Veteran Trees	64
6.22	Culture, Leisure and Tourism	64
6.23	East Of England Showground	66
6.24	Renewable and Low Carbon Energy	67
6.25	Flood and Water Management	68
6.26	Development on Land Affected by Contamination	70

PART D - The Sites

7	The Sites	73
7.1	Introduction	73
7.2	Residential Allocations	76
7.3	Urban Extensions and Nearby Large Scale Allocation	76
7.4	Urban Area	77
7.5	Rural Area	80
7.6	Employment Allocations	84
7.7	Red Brick Farm	86
7.8	Regional Frieght Interchange	87
7.9	Rural Employment Sites	88
7.10	City Centre Allocations	88

The Appendices

A	Glossary	103
B	Neighbourhood Planning	107
C	Parking Standards	109
D	Open Space Standards	115

Policies Map

Policies Map	118
---------------------------	------------

List of Policies

Policy LP1: Sustainable Development and the Creation of the UK's Environment Capital	13
--	----

Policy LP2: The Settlement Hierarchy and the Countryside	15
Policy LP3: Spatial Strategy for the Location of Residential Development	17
Policy LP4: Spatial Strategy for Employment, Skills and University Development	18
Policy LP5: Urban Extensions and other Nearby Large Scale Allocations	20
Policy LP6: The City Centre - Overarching Strategy	21
Policy LP7: Health and Wellbeing	25
Policy LP8: Meeting Housing Needs	28
Policy LP9: Custom build, self-build and Prestige Homes	29
Policy LP10: Gypsies and Travellers	31
Policy LP11: Development in the Countryside	33
Policy LP12: Retail and Other Town Centre Uses	36
Policy LP13: Transport	42
Policy LP14: Infrastructure to Support Growth	44
Policy LP15: Safeguarded Land for Future Key Infrastructure	45
Policy LP16: Urban Design and the Public Realm	46
Policy LP17: Amenity Provision	47
Policy LP18: Shop Frontages, Security Shutters and Canopies	48
Policy LP19: Heritage Assets	50
Policy LP20: Special Character Areas	52
Policy LP21: Open Space and Green Infrastructure	55
Policy LP22: Local Green Spaces	56
Policy LP23: Nene Valley	57
Policy LP24: Country Parks	58
Policy LP25: Green Wedges	59
Policy LP26: Landscape Character	60
Policy LP27: Landscape and Biodiversity	63
Policy LP28: Ancient Woodland, Semi-Natural Woodland and Ancient and Veteran Trees	64
Policy LP29: Culture, Leisure and Tourism	65
Policy LP30: East of England Showground	66
Policy LP31: Renewable and Low Carbon Energy	68
Policy LP32: Flood and Water Management	69
Policy LP33: Development on Land affected by Contamination	71
Policy LP34: Urban Extensions and Other Nearby Large Scale Allocation	76
Policy LP35 Land to the north of Castor and Ailsworth (Great Kyne)	77
Policy LP36: Urban Area Allocations	78
Policy LP37: Large Village Allocations	80
Policy LP38: Eye Policy Area	82
Policy LP39 Medium Villages	82
Policy LP40: Urban Extensions - Employment Land	84
Policy LP41: General Employment Area and Business Parks	85
Policy LP42: Red Brick Farm	87
Policy LP43: Rural Employment Sites	88
Policy LP44: City Core Policy Area	90
Policy LP45: Railway Station Policy Area	93
Policy LP46: Rivergate Policy Area	95
Policy LP47: Riverside South Policy Area	96
Policy LP48: Riverside North Policy Area	98

Contents

Policy LP49: Fengate South Policy Area	100
Policy LP50: Boongate Policy Area	100
Policy LP51: City North Policy Area	101

Part A - Setting the Scene

- 1.1** This is the Further Draft Local Plan for Peterborough. It contains the emerging proposals for planning policies for the growth and regeneration of Peterborough and the surrounding villages over the next 20 years.
- 1.2** Within this document you will find a draft vision for what Peterborough could be like in 2036. There are also some objectives to explain what is trying to be achieved and the proposed policies setting out what and how much development should take place and the sites required to meet this growth. This Plan is structured as follows:
- Part A - sets the overall vision and objectives;
 - Part B - identifies the spatial distribution and broad areas of growth;
 - Part C - includes the detailed policies and standards that will be used in determining planning applications; and
 - Part D - identifies the Preferred sites required to deliver the future growth requirements.
- 1.3** The Plan also includes a Policies Map which shows where the spatial policies in the Local Plan apply.

Peterborough in Context

- 1.4** Peterborough is a unitary authority located in the East of England, approximately 125 kilometres (80 miles) north of London. It comprises the City of Peterborough itself, and 25 villages set in countryside extending over an area of approximately 344 square kilometres. The area borders the local authorities of Fenland, Huntingdonshire, East Northamptonshire, Rutland, South Kesteven and South Holland. The total population of Peterborough is estimated as 193,740 (at mid 2014).
- 1.5** One of the unique characteristics of Peterborough is its situation in the landscape, on the very edge of the Fens. To the east of the City, the fenland landscape is flat and open, with the villages of Eye and Thorney on islands of higher ground and a settlement pattern of dispersed hamlets and farms. To the west and north, the shallow river valleys of the Nene and Welland give way to an undulating limestone plateau, with a denser pattern of attractive stone villages. Historic houses and their grounds, like Burghley and Milton, feature prominently in the landscape, as does the RAF base at Wittering, beside the A1 towards the western edge of the area.
- 1.6** There is a long history of settlement in Peterborough, with evidence from the Bronze Age remains at Flag Fen. The Norman Cathedral still stands at the heart of the modern city; a city which expanded in Victorian and Edwardian times as Peterborough developed as a significant railway town, and then experienced further rapid growth from 1967 under the New Towns programme. It remains one of the fastest growing cities in England. Today, Peterborough is an important regional centre, providing employment, shopping, health, education and leisure facilities for people across a wide catchment area.
- 1.7** In addition to its important built heritage, the area contains a rich biological diversity. There are two Special Areas of Conservation (Orton Pit and Barnack Hills & Holes); part of one Special Protection Area and Ramsar site (Nene Washes); three National Nature Reserves (Castor Hanglands, Bedford Purlieus and Barnack Hills & Holes); five Local Nature Reserves; and a large number of Sites of Special Scientific Interest and other County Wildlife Sites.
- 1.8** Peterborough has a diverse economy, ranging from innovative small business to large global headquarters. The high performing business sectors include engineering and manufacturing; agriculture, food and drink; digital and creative; energy and environment and financial services.

Introduction

Peterborough fared well during the national and global economic downturn with increased investment underpinned by the city's ambitions and new initiatives to support economic growth.

- 1.9** A particularly important characteristic of Peterborough is the concentration of companies engaged in environment-related activities. There is also significant pressure for development to serve the logistics industry, taking advantage of the area's prime location beside the (north-south) A1 and (east-west) A47. Agriculture remains important to the economy, although the numbers employed on a full-time basis are relatively small. Unemployment levels in Peterborough tend to be marginally higher than those for the UK as a whole, but average figures mask particularly high pockets of unemployment, with a concentration in some inner city wards where other measures of deprivation are higher than average.
- 1.10** The City of Peterborough continues to grow, with 2014/15 seeing the highest number of new homes built in 25 years. The most noticeable growth areas are at Hampton, where a major urban extension is underway on reclaimed brickfields, and the urban extension at Stanground South. In recent years there has been increased development within the city centre, however, there remain vacant and underused sites close to the city centre which offer the opportunity for further investment to regenerate the area.

Introduction

Influences and Overarching Issues

Introduction

2.1 The Local Plan is required to be consistent with the NPPF/NPPG and to have regard to any other plans, policies and strategies, particularly the council's Sustainable Community Strategy. To help identify the key issues that are then used to develop objectives for the Local Plan a review of the following plans, policies and strategies has been carried out as part of the Local Plan Sustainability Appraisal Scoping Report (November 2015):

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

Council's Strategic Priorities

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

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

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

Environment Capital

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

2.5 In April 2014 the **Environment Capital Action Plan (ECAP)** was adopted by the council. It provides a clear vision of how Environment Capital will be achieved. The action plan comprises ten themes (see below), each with a 2050 vision along with interim targets (currently to 2016).

Influences and Overarching Issues



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

Local Transport Plan

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

Other Strategies and Plans

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

Influences and Overarching Issues

Overarching Issues

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

Overarching Issues:

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

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

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

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

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

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

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

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

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

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

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

Influences and Overarching Issues

Introduction

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

Our vision for Peterborough

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

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

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

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

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

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

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

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

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

Our Vision

Our Objectives

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

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

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

Our Objectives

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

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

Sustainability Objectives



Part B - The Spatial Strategy

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

Sustainable Development

- 5.2** Development in Peterborough should contribute to our ambition to create the UK's Environment Capital. This approach fits with the overarching national policy in the NPPF, which has a presumption in favour of sustainable development.
- 5.3** The proposed policy below is broadly a carry over of policy PP1 and CC1 in the current adopted development plan.



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

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

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

Spatial Strategy

The Settlement Hierarchy and the Countryside

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

The Spatial Strategy

- 5.7** In Peterborough there are a number of settlements ranging in size from the city of Peterborough itself to small villages, hamlets and individual, isolated dwellings. One of the particular characteristics of the local authority area is that it is dominated by the city, and there are no other settlements of any size larger than 4,500 people. In other words, there are no market towns.
- 5.8** In order to identify a hierarchy the council has produced a Peterborough Settlement Hierarchy Study. This identifies which settlements should be included in the hierarchy; what tiers should constitute the hierarchy; what criteria should be used to identify the villages that should appear in each tier; and what scoring system should be applied to each of the criterion. The Settlement Hierarchy Study concludes that the hierarchy in the adopted Core Strategy (2011) is robust and therefore there is no proposal to change it.
- 5.9** A survey of village services and facilities was undertaken, to enable testing against the criteria. The outcome of the resulting analysis was subject to sensitivity testing, to establish the effect of variations in the weightings given to each criterion.
- 5.10** In the hierarchy set out in policy LP2 below:
- **A Large Village** is a settlement that contains a wide range of services and facilities to meet people's daily needs, including a primary school, doctor's surgery and a range of shops and services, particularly a post office and food shopping. It also provides employment opportunities and has good access to Peterborough by car and public transport.
 - **A Medium Village** is a settlement which includes some, but not all, of the services and facilities that are characteristic of a Large Village. In many cases it will have a smaller population. The critical determinant is the presence of a primary school in the village (or immediately adjoining village).
 - **A Small Village** is a settlement which does not meet the criteria for one of the categories higher in the hierarchy. Typically, a Small Village will have some concentration of dwellings, but with a low population, and a limited range of services, if any. A Small Village will not have a primary school (or be within walking distance of a primary school).
- 5.11** It is emphasised that the position of any village in the hierarchy is largely a reflection of its size, and the scale and range of its services and facilities. Whilst this offers a pointer to its suitability (or not) for further development, it does not follow that new development is either appropriate or necessary. For example, if there is no need to identify sites for development in the rural area, then a village which is highly placed in the hierarchy may not need to have any site allocations. A village may be highly placed in the hierarchy, but subject to constraints which restrict the scope for further development. Such constraints would not alter its position in the hierarchy, but would be a critical factor in determining its suitability for any growth.
- 5.12** This policy together with policy LP3 and policy LP4, steers most new development to those larger places that offer the best access to services and facilities (both now and for the foreseeable future). This can help reduce the need to travel, as well as making best use of existing infrastructure and previously developed land in built-up areas.
- 5.13** This policy does not set an absolute restriction on the number of dwellings or other development that would be acceptable. This would be determined by applying Local Plan policies relating to such matters as density, amenity, traffic implications and greenspace provision.
- 5.14** It is emphasised that place names in the policy are references to villages, not parishes, as there are instances in Peterborough where a village extends across parish boundaries and therefore includes properties in more than one parish.

- 5.15** For many years the council has defined on the Policies Map, for each village within the District, a village boundary, also referred to as a village envelope, which sets the limit of the physical framework of the built-up area. The primary purposes of the envelopes, and the policies which apply within and outside them, are to prevent the spread of development into the countryside, to maintain the essential character of each settlement and control the growth within and outside each settlement in accordance with the settlement hierarchy in policy LP2.
- 5.16** The boundaries for the urban area and for each village is shown on the Policies Map. The boundaries have been amended to take into account any proposed allocations. All proposed boundary changes, including justification for incorporating the changes or not, are set out in the Boundary Review Evidence Report (December 2016).
- 5.17** It is Government policy that development in the countryside should be controlled, in order to conserve its character and natural resources. By identifying the settlement hierarchy and distinguishing between settlements and the countryside, the policy approach places a restriction on the types of development other than those where a rural location might be justified. Policy LP12 sets out further criteria for development in the countryside.
- 5.18** The proposed policy below is broadly a carry over of policy CS1 and SA4 in the current adopted development plan.



Policy LP2: The Settlement Hierarchy and the Countryside

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

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

The Village Envelope for each village is identified on the Policies Map. Land outside the village envelopes and outside the Peterborough Urban Area boundary is defined as countryside. Development in the countryside (i.e. outside the boundary of all settlements in the hierarchy) will be restricted to that which is demonstrably essential to the effective operation of local agriculture, horticulture, forestry, outdoor recreation and access to natural greenspace, transport or utility services; and to residential development which satisfies the 'exception' test set out in policy LP8; and to minerals or waste development in accordance with the separate Minerals and Waste Development Plan Documents.

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. The council is also likely to do a further refresh over winter 2016/17, to ensure the most up to date information is available.
- 5.20** At present the OAN figure for Peterborough is 1,005 dwellings per year between 2011 and 2036, resulting in a total need for 25,125 new homes over the 25 year period. The housing growth target is closely linked to the scale of employment growth, with the SHMA identifying the need for 22,024 jobs between 2011 and 2036.
- 5.21** The council's current position is to accommodate in full, in this Local Plan, its OAN for both dwellings and jobs growth.
- 5.22** In addition, in 2013 the Cambridgeshire authorities, including Peterborough, signed a 'memorandum of cooperation' to support a coherent and comprehensive growth strategy across Cambridgeshire and Peterborough between 2011 and 2031. This included the agreement that Peterborough would accommodate some of the housing need arising in the Cambridgeshire Housing Market Area (which includes areas close to Peterborough, such as Yaxley and Whittlesey). This amounts to an additional 2,500 dwellings. This collaborative approach was undertaken as part of the requirements of the duty to co-operate as set out in the Localism Act 2011.
- 5.23** This means that the housing requirement for Peterborough increases to 27,625 dwellings between 2011 and 2036.
- 5.24** However, we must take account of any completions since 2011 (the base date of the Local Plan for the purpose of housing and employment forecast). The council monitors housing completions annually, and the results from the latest [Housing Monitoring Report](#) (March 2016) identifies that between 1 April 2011 and 31 March 2016 a total of 4,638 (net) dwellings were completed. This means the Local Plan needs to make provision between 1 April 2016 and 31 March 2036 for 22,987 net dwellings, or an average of 1,149 per year.

Table 1 Overall Requirements for Residential Growth

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

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

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

The Spatial Strategy for Residential Growth

- 5.27** The spatial strategy makes provision for housing growth in a wide variety of places across the local authority area, but with a distinct emphasis on locations within and adjoining the urban area of the city. These are generally the most sustainable and help to maximise the use of previously developed land. The Key Diagram (Map 2) shows the general location and strategy for future growth.
- 5.28** The proposed policy below is an update of policy CS2 in the current adopted development plan.



Policy LP3: Spatial Strategy for the Location of Residential Development

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

Provision will be made for the development of approximately 27,625 additional dwellings over the period from April 2011 to March 2036.

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

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

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

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

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 Employment, Skills and University Development

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



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

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

Employment development will be mainly focused on the urban area (within general employment areas and business parks), urban extensions and/or nearby large scale allocations and the city centre. Small-scale employment development will be allowed in villages where it would meet local needs and, in particular, would form part of mixed-use development.

Provision has been made to accommodate the 95 hectares of employment land needed over the period from April 2011 to March 2036, including land already committed with planning permission.

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

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

University Peterborough

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

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

Urban Extensions and Nearby Large Scale Allocation

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

The Spatial Strategy

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



Policy LP5: Urban Extensions and other Nearby Large Scale Allocations

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

- Make efficient use of land, provide a broad range of housing choice by size, type and tenure (including market and affordable housing) and cater for people with special housing needs;
- Provide serviced plots for custom build homes (aprox 5% of all plots).
- Provide a wide range of local employment opportunities that offer a choice of jobs in different sectors of the economy;
- Make provision for an appropriate level of retail, leisure, social, cultural, community and health facilities to meet local needs without having an unacceptable impact on the vitality and viability of existing centres;
- Incorporate pre-school and primary schools.
- Incorporate either a secondary school if the scale of the urban extension justifies it on-site, or, if not, a contribution to secondary school provision off-site, in order to meet the needs generated by the development;
- Provide a network of open spaces for play, sport and recreation, including local nature reserves, woodlands and green spaces;
- Consider design solutions to maximise the use of energy from on-site renewable and/or decentralised renewable or low carbon energy source and maximise energy efficiency; and
- Incorporate appropriate landscape treatment to ensure that the development can be satisfactorily assimilated into the surrounding area.

The City Centre

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

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

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

- 5.46** However, the city centre is not without its problems, and there are issues which need to be addressed over both the long and short term.
- 5.47** Currently the city centre has relatively few houses and flats, when compared to other towns and cities of a similar size and scale, but this is changing and new housing will continue to be supported.
- 5.48** Recent investment in the public realm around Cathedral Square, Bridge Street, Cowgate and King Street has attracted new retailers, restaurants and bars to this part of the city. Extensions to the Queensgate Shopping Centre have accommodated national retail and restaurant operators. Further development is also planned.
- 5.49** The cultural offer is not fully developed and there is a significant opportunity to attract visitors into the city centre, particularly in the evening. The evening economy has improved in the last few years with new restaurants, particularly around Cathedral Square and linked to the wider public realm improvements. However, this is still a limited offer when compared to other towns and cities of a similar size.
- 5.50** There has been little new office development in the city centre for many years. The city centre has not been able to successfully compete for investment with business parks located on the edge of the city. The city centre office stock is generally ageing and some is poor quality, some of which has been converted to residential development, and consequently new office stock is needed.
- 5.51** The River Nene is one of the city's most important assets but it currently fails to maximise its potential for leisure and is poorly connected to other parts of the city centre. Again this needs to be addressed.
- 5.52** The transport network in and around the city centre currently prioritises accessibility by car at the expense of pedestrians and cyclists. Improvements have been made with the new pedestrian crossing points along Bourges Boulevard improving access to and from the railway station into the city core.
- 5.53** In December 2014, the council adopted the City Centre Plan, which set out plans for widespread improvements, growth and regeneration. It identified eight 'Policy Areas' and included individual policies for each area setting out the vision, and potential development opportunities and planning requirements. Broadly this has been carried over into Part D of this Local Plan (see policies LP44 to LP51).
- 5.54** The following policy sets out the overall strategy and vision for the City Centre, and is broadly a carry over of policy CS4 in the current adopted development plan.



Policy LP6: The City Centre - Overarching Strategy

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

Major new retail, cultural and leisure developments which will meet the needs of the city and its sub-region, as well as the local needs of a significantly larger city centre resident population, are

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.

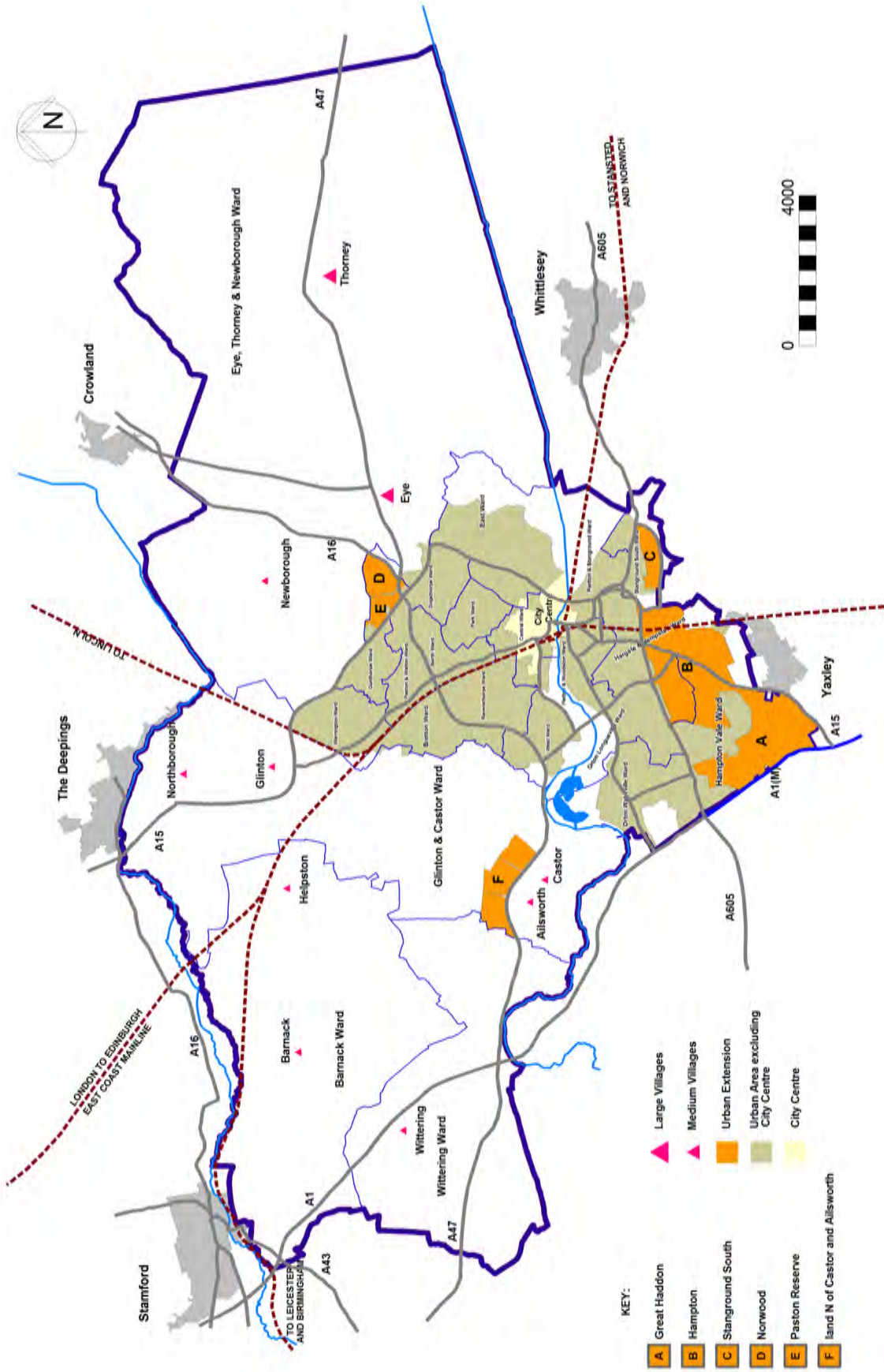
The city centre is promoted as a location for substantial new residential development at a range of densities according to location. It is also promoted as a location for employment development, with an emphasis on B1 development (together with employment in all of the service sectors outside the B Use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

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.

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



Policy LP7: Health and Wellbeing

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

This will be achieved by:

- Seeking, in line with guidance at policy LP14, developer contributions towards new or enhanced health facilities from developers where development results in a shortfall or worsening of provision, as informed by the outcome of consultation with health care commissioners;
- In the case of developments of 100 dwellings or more, applicants must submit a fit for purpose Health Impact Assessment (HIA) as part of the application where applicable, and

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

6.2 Housing Standards Review

- 6.2.1** The council is keen to ensure that new homes built in the future are of a higher standard in terms of their technical functioning.
- 6.2.2** In the past, Local Plans could attempt to set such standards, but this led to inconsistencies between different districts, and government believed it generally caused confusion and expense for developers.
- 6.2.3** Government therefore undertook a 'Housing Standards Review' in 2013/14, with the aim of creating a new approach to setting technical standards for new housing that rationalises the many differing existing standards into a simpler system that reduces the burdens on developers and, it believes, will ultimately help bring new homes forward.
- 6.2.4** Government issued a Written Statement on 25 March 2015 which provides an update on the Housing Standards Review. The statement confirmed the government's intention to prevent Local Plans from setting their own standards and instead impose national standards via the Building Regulations system. There are three exceptions to this general rule.
- First, a Local Plan could require internal minimum space standards for all dwellings, though such standards could only be those as prescribed by government.
 - Second, a Local Plan could require water efficiency measures in new houses which would aim to reduce average occupier use of water down from 125 litres (as required by Building Regulations) to 110 litres. This measure can only be applied in areas that are considered to be in water stress.
 - Third, a Local Plan could require higher standards than required by Building Regulations in relation to access to, from and within buildings.
- 6.2.5** A Local Plan can only require one or more of these optional standards if the standard will address a clearly evidenced need and the viability implications of introducing the standard have been adequately considered.
- 6.2.6** Whilst the council acknowledge there could be evidence of 'need' to introduce one or more of the optional standards, there is strong evidence to indicate that viability of development would be compromised (or other essential infrastructure not deliverable) if such standards were imposed on development in full.
- 6.2.7** As such, this Local Plan does not introduce the first optional standard on space standards (though, of course, proposals which voluntarily include such standards would be supported).

However, the plan requires the second standard relating to water efficiency (see LP32) and an element of the third optional requirement (see LP8 below).

6.3 Meeting Housing Needs

- 6.3.1** Three of the key objectives of the Local Plan are to ensure that proposed new housing delivers a balanced mix of tenures, types and sizes, delivers sufficient affordable housing and improves the overall quality of the housing stock. In short, a key task for the Local Plan is to present a policy that will deliver housing that meets all needs, within the context of an evolving national policy.
- 6.3.2** At a strategic level, the issue of meeting all needs can be subdivided into matters relating to the mix of dwellings of different sizes that will satisfy need and demand; the provision of housing for those households unable to meet their needs in the open market; and the provision of housing for those with special requirements.
- 6.3.3** Developers will be encouraged to bring forward proposals which will, in overall terms, secure the market and affordable housing mix as recommended by the most up to date SHMA. This affordable housing mix is however not prescriptive, and is intended to allow developers to respond to demand and site specific characteristics/circumstances. However, unless financial viability indicates otherwise, the guidance on mix in the most up to date SHMA will be sought.
- 6.3.4** Affordable housing is housing that is provided for eligible households who are unable to meet their housing needs in the open market because of the relationship between housing costs and income. It is tightly defined by national policy. The affordable housing needs of the most vulnerable groups will be prioritised, this could include people with learning disabilities and autism; physical disabilities; sensory impairment; mental health support needs; older people and care leavers.
- 6.3.5** The policy sets an overall target for 30% affordable housing for sites of 15 or more dwellings. Where the affordable housing policy would result in the requirement relating to part of a dwelling the calculation will be rounded upwards for over 0.5 and downwards for less than 0.5. For many years, it has been difficult for local people on lower incomes to secure market housing. Although house prices in Peterborough are generally lower than those across the region as a whole, so too are average incomes. A limited supply of new affordable properties, and the loss of existing affordable homes through 'right to buy' and 'right to acquire' provisions have tended to exacerbate housing problems for those in need. The latest SHMA (2014 and 2015 update) has calculated that there is a total annual affordable housing requirement of 620 dwellings (approximately 62% of the annual OAN).
- 6.3.6** The policy also sets additional higher access standards so that sufficient choice is available in the market for people with particular needs, such as the requirement for wheelchair accessible homes and homes which can be adapted to suit people's needs over time. Part M (Volume 1) of Building Regulations, updated on 1 October 2015, sets out these additional higher standards. Category 1 relates to mandatory access standards (visitable dwellings), Category 2 to accessible and adaptable dwellings and Category 3 to wheelchair user dwellings. Any dwellings identified as needing to meet the policy requirement for any of these standards should have regard to this section of the Building Regulations.
- 6.3.7** At the time of writing, the section of the Housing and Planning Act (2016) regarding Starter Homes had not been enacted. It is proposed that this policy will be updated at the next stage if the Starter Homes regulations have been published.
- 6.3.8** Park Home sites provide a small but important part of the districts housing accommodation. These sites require all the services and facilities of built residential development and will not

The Policies

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

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

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



Policy LP8: Meeting Housing Needs

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

Affordable housing

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

The council will negotiate with developers to secure affordable housing on the basis of the above targets, but will take into account the financial viability of individual schemes (using a reconsidered viability model).

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

Dwellings with Higher Access Standards

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

Rural Exception Sites

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

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

Park Homes

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

6.4 Custom build, Self-build and Prestige Homes

- 6.4.1** Policy LP8 requires the provision of a wide choice of homes to meet the needs of the community, including custom build, self-build and prestige homes.
- 6.4.2** The Self-build and Custom Housebuilding Act 2015 places a requirement on Local Planning Authorities to maintain a register of individuals and associations of individuals who have expressed an interest in acquiring land for the purposes of self-build or custom build.
- 6.4.3** The Housing and Planning Act 2016 goes further to require Local Planning Authorities to grant planning permission on sufficient serviced plots of land to meet the identified need for self-build and custom build.
- 6.4.4** On a separate matter, one of the issues identified for the Local Plan is that a substantial proportion of higher paid people in managerial, professional and technical occupations are commuting into Peterborough for work, whilst living elsewhere in the housing market area (and possibly beyond). Nearly half of the managers and senior officials who work in Peterborough live outside the local authority area.
- 6.4.5** If Peterborough's economic development strategy of growth based on the attraction of new and expanding companies in the environmental and knowledge-based industries is to succeed, there will be a need for large, top of the range houses that will enable business leaders to live locally. Provision will be made for the development of new properties in this sector of the market.
- 6.4.6** Large existing houses in generous plots, including older properties and those in conservation areas, will also help to meet this particular need. The policy therefore seeks to prevent their loss.
- 6.4.7** There is no specific definition of 'top of the market' prestige homes, but these can be generally regarded as being at the higher end of the market in terms of value (within the highest 10% price bracket of dwellings in the housing market area as a whole); large (perhaps with 5 bedrooms or more); and individually designed, with a high specification, detailing and facilities. Newly-built houses in this sector would be typically aimed at the senior professional and managerial market or would be of a bespoke design for an individual client.
- 6.4.8** The proposed policy below, in respect of prestige homes, is broadly a carry over of policy PP5 in the current adopted development plan. The custom build and self build element is new.



Policy LP9: Custom build, self-build and Prestige Homes

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

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

The Policies

(b) there is clear evidence that the dwelling that would be lost has been marketed at a realistic price for an appropriate period of time without genuine interest in its purchase and occupation as a dwelling.

Policy LP34 to LP39 identifies sites that will be expected to include a reasonable proportion of prestige homes.

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

6.5 Gypsies and Travellers

- 6.5.1** Throughout many parts of the country the Gypsy and Traveller community has experienced difficulties in securing sufficient caravan sites to meet their needs. The Government's overarching aim is to 'ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community' (Planning Policy for Traveller Sites, August 2015).
- 6.5.2** For the purposes of planning policy the PPTS defines "Gypsies and Travellers" as: *'Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such'*.
- 6.5.3** The latest [Gypsy and Traveller Accommodation Assessment](#) (GTAA) (October 2016) covering Cambridgeshire, King's Lynn and West Norfolk, Peterborough and West Suffolk identifies no additional need for Gypsy and Traveller sites in Peterborough and no need for Transit sites or Travelling Showpeople. Therefore this plan does not allocate any sites for Gypsy and Traveller provision.
- 6.5.4** However, the report identifies an 'unknown' need for up to 16 pitches between 2016 and 2036. This unknown need is to be met through the determination of planning applications, taking into account the requirements of the NPPF, PPTS and policies in this Local Plan, particularly the requirements set out in Policy LP10 below.
- 6.5.5** In Peterborough there are currently two council owned sites and nine private sites. The council owned sites are located at Oxney Road and Paston Ridings on the eastern side of the city and are large in size. The private sites are located in the urban and rural areas to the north and east of the city and the number of pitches on each site varies.
- 6.5.6** From the experience of the council in managing its sites, and from views expressed by residents of sites within Peterborough, it is clear that future provision should aim to deliver smaller sites which have a maximum capacity of 15 pitches, and in many cases, considerably fewer.
- 6.5.7** The proposed policy below, in respect of the criteria for determining planning applications, is broadly a carry over of policy CS9 in the current adopted development plan.



Policy LP10: Gypsies and Travellers

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

- a. the site and its proposed use does not conflict with other local or national planning policy relating to issues such as flood risk, contamination, landscape character, protection of the natural and built environment or agricultural land quality;
- b. the site is located within reasonable travelling distance of a settlement which offers local services and community facilities, including a primary school;
- c. the site can enable safe and convenient pedestrian and vehicle access to and from the public highway, and adequate space for vehicle parking, turning and servicing;
- d. the site is served, or capable of being served, by adequate mains water and sewerage connections and should not place undue pressure on local infrastructure; and
- e. the site can enable development and subsequent use which would not have any unacceptable adverse impact on the amenities of occupiers of nearby properties or the appearance or character of the area in which it would be situated.

The Council will be prepared to grant permission for sites in the countryside (i.e. outside the urban area and village envelopes) provided that there is a continued evidence of a need (as identified in the latest local assessment), that the intended occupants meet the definition of Gypsies and Travellers, as set out in Government guidance, and provided that the above criteria (a) to (e) are met.

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

6.6 Development in the Countryside

- 6.6.1** Areas outside the urban boundary and the village envelopes are considered as countryside for the purpose of policies in the Local Plan.
- 6.6.2** Policy LP11 recognises the potential for conversion of redundant rural buildings in the open countryside to dwellings. Given that new housing in the countryside is subject to strict control, applications for residential conversions will be examined with particular care and will only be acceptable where all the criteria of policy LP11 can be met and the development complies with all other relevant policies of the Local Plan.
- 6.6.3** The replacement of an original dwelling with a new dwelling on a one-for-one basis may be acceptable in certain circumstances and policy LP11 sets out the criteria to be applied. Where a building is of historic or traditional nature or is otherwise worthy of retention, redevelopment will be resisted and proposals for restoration and renovation will be encouraged.
- 6.6.4** Policy LP3 places a restriction on development in the countryside, although an exception may be justified when required to enable agricultural, forestry and certain other full-time workers to live at, or in the immediate vicinity of, their place of work.
- 6.6.5** It will often be as convenient and more sustainable for such workers to live in the city of Peterborough, or nearby towns or villages, or suitable existing dwellings, so avoiding new and potentially intrusive development in the countryside. It is recognised however that there will be some cases where the nature and demands of the work concerned make it essential

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 Town Centre Uses

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

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

- 6.7.2** In Peterborough, there is a hierarchy of centres, accompanied by out-of-centre shops, which is well established, notwithstanding recent changes in provision. Peterborough city centre is at the top of the hierarchy of such centres, with by far the largest retail floorspace (approximately 153,000 square metres gross) and a full range of other services, performing a regional role and with a retail catchment for comparison goods shopping that extends into the East Midlands region as well as the East of England. Within the overall city centre, there is an identified PSA and Primary Shopping Frontage (PSF), as shown on the Policies Map.
- 6.7.3** The designation of primary retail frontages apply only to the ground floor level. Although predominantly in retail use, primary frontages within District Centres can contain a variety of other uses, however without a reasonable proportion of class A1 retail units, the pedestrian flow in the daytime could fall below a level that would maintain the viability of the centre.
- 6.7.4** Historically, and evidence from the Peterborough Retail Centres Hierarchy Study (2016) reconfirm that there are five locations which qualify as District Centres (Bretton, Hampton, Millfield, Orton and Werrington) based on the scale of retail provision (with retail floorspace in the range 4,000 square metres to 27,500 square metres) and the availability of other community services and facilities.
- 6.7.5** Finally, there are a number of Local Centres, serving the day-to-day needs of their local neighbourhoods.
- 6.7.6** This retail hierarchy will form the basis for decisions on planning applications for retail development, including application of the sequential approach.
- 6.7.7** Of the District Centres, Hampton (including Serpentine Green) is relatively modern; Bretton has recently been remodelled and improved with considerable investment; and Orton has undergone substantial redevelopment, although there is scope for further regeneration in subsequent phases. Together with Orton, the centres now in most need of further investment are Werrington and Millfield. Opportunities for further regeneration of these centres are set out in policy LP36.
- 6.7.8** The latest Study (December 2016) indicates there is no need for any further for convenience goods floorspace during the plan period. However, this assumes all recently permitted floorspace is built. If some of this existing commitments (at 31 March 2016) is not implemented then this would release some floorspace need.
- 6.7.9** For comparison goods, the Study (December 2016) indicates there is currently no need any further floorspace to 2026. However, there is likely to be some need beyond the 2026 period, although this should be treated with caution as long term retail growth expenditure forecasts beyond a ten years period is very difficult to accurately forecast.
- 6.7.10** The council therefore recognises the importance of regularly reviewing retail forecasts figures, at least every five to ten years, to take into account the latest information on population and expenditure growth. The latest retail forecasts will be taken into account when making retail planning decisions.

The Policies

- 6.7.11** Despite the 'no need' conclusion set out in the study (2016) until at least 2026, the council will still support appropriate retail proposals coming forward, although this is likely to be exclusively proposals within the designated centres.
- 6.7.12** As a general principle, new shops selling primarily convenience goods should be located close to, and easily accessible by, the community that they are intended to serve, with a priority to development in centres. This includes the city centre, as the spatial strategy envisages considerable residential development (and, therefore, population growth) here.
- 6.7.13** Small scale retail development in rural locations, which are of a scale to support only the local community in which it sits, will not be subject to sequential test and makes the distinction between the extent of centres and the extent of PSA within them, both of which are shown on the Policies Map. The meaning of 'edge-of-centre' for the purpose of retail development is a location that is well connected to and within easy walking distance (i.e. up to 300 metres) of the boundary of a PSA (or district/local centre for other developments). In determining 'easy walking distance', the council will take into account barriers to pedestrian movement, such as the need to cross major roads or car parks, the attractiveness and perceived safety of the route and the strength of attraction and size of the centre.
- 6.7.14** Other uses such as libraries, medical centres and community facilities should be located in or on the edge of centres where possible, but will not be restricted to those locations if they would be unsuitable or inappropriate in relation to the community that they would serve.
- 6.7.15** Although the city centre has improved its overall rating in recent years, but it has experienced a decline in its rating when compared with other competing centres. It is important that major retail expansion within the city centre PSA is not compromised by other retail development elsewhere, and the policy reflects this.
- 6.7.16** District and local centres all have a role to play in providing retail and other facilities suitable to their functions. The city centre is highlighted as a general location for more convenience goods shopping, along with existing district centres and new centres in the proposed urban extensions. These are justified in order to meet the needs of residents in the areas planned for substantial residential intensification and expansion. Meeting those needs is likely to result in a District Centre and two Local Centres at Great Haddon, two Local Centres at Hampton Leys and a Local Centre at Paston Reserve/Norwood.
- 6.7.17** The policy enables retail as well as other investment of an appropriate scale at local centres and in villages, because this can help improve viability or deliver more sustainable communities. Where possible, within the limits of planning powers, protection will be afforded to village shops in order to safeguard these vital facilities in rural areas.
- 6.7.18** The proposed policy below is broadly a merge of policies CS15, PP9, PP10 and CC2 in the current adopted development plan.



Policy LP12: Retail and Other Town Centre Uses

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

- support and regenerate the city centre in order to maintain its position at the top of the retail hierarchy;
- support, and regenerate where necessary, existing District Centres and Local Centres to ensure they continue to cater for the needs of the communities they serve;
- provide appropriate development in the form of new centres in the emerging and proposed urban extensions, to serve the needs of the new communities created.

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

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

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

Hierarchy of Centres:

The hierarchy of designated centres in Peterborough is as follows:

1 - Peterborough City Centre*

Peterborough City Centre

2 - District Centres*

Bretton
Hampton
Millfield

Orton
Werrington

The Policies

3 - Local Centres

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

*For retail development, the PSA will take precedence

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

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

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

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

Primary shopping Areas and Primary Shopping Frontages

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

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

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

4 Village Shops

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

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

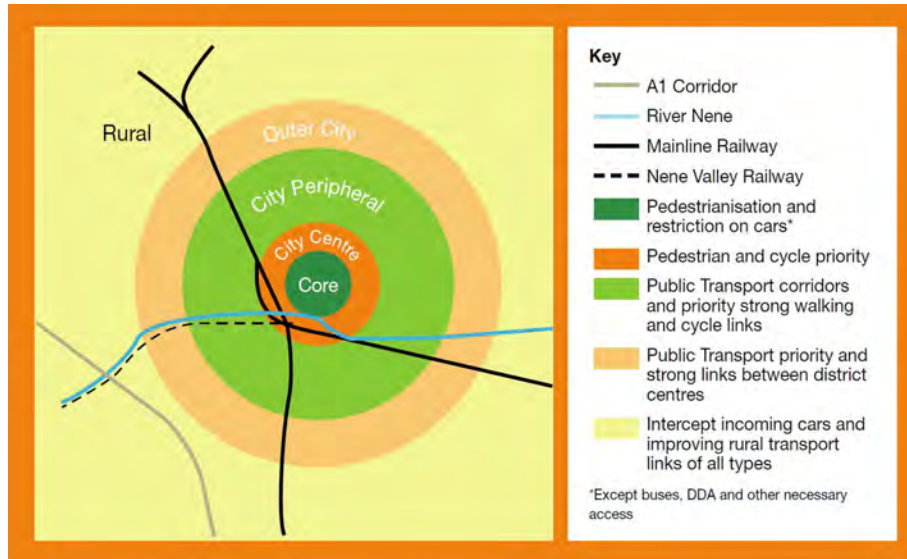
6.8 Transport and Infrastructure

Transport

- 6.8.1** The Impacts of growth on the city's transport infrastructure will require careful planning.
- 6.8.2** The main transportation policies and infrastructure requirements for Peterborough are set out in the Long Term Transport Strategy 2011 to 2026 (LTTS) and the Local Transport Plan 2016 to 2021 (LTP) (April 2016).
- 6.8.3** LTP4 sets a sustainable transport user hierarchy, providing an order to which consideration will be given to the needs of user groups in relation to land use matters. The hierarchy is set out below :
- Pedestrians and those with mobility difficulties
 - Cyclists
 - Public transport including coaches and taxis/private hire vehicles (PHV) (higher priority for electric and low emission vehicles)
 - Motorcycles (higher priority for electric and low emission vehicles)
 - Rail freight
 - Commercial and business users including road haulage (higher priority for electric and low emission vehicles)
 - Car borne shoppers and visitors (higher priority for electric and low emission vehicles)
 - Car borne commuters (higher priority for electric and low emission vehicles)

The Policies

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



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

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

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

6.8.7 This policy should be read in conjunction with the Infrastructure Policy LP15, which explains the relationship between the Infrastructure Delivery Schedule (IDS), the Community Infrastructure Levy (CIL) and the Developer Contributions Supplementary Planning Document

(SPD). The IDS identifies a list of infrastructure projects within the authority area. The current IDS is dated **November 2016**.

Parking Standards

- 6.8.8** Appendix C sets out the car parking standards for new development within use classes A, B, C and D1, excluding schemes in the City Core Policy Area, where no new car parking is required in accordance with Policy LP44.
- 6.8.9** It is not proposed to set specific parking standards for other uses or other modes of transport within this Local Plan but rather to allow for each proposal to be considered on a case by case basis. Applications must include robust justification to demonstrate how it meets its own needs.
- 6.8.10** All development should carefully assess its parking needs taking into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; the existing available car parking provision close to the development site and an overall need to reduce the use of high-emission vehicles, as stated in the NPPF.
- 6.8.11** Development should consider user's needs, impact on neighbouring users and the safe and efficient use of the highway network and consider imaginative solutions for car share facilities, powered two wheeler and cycle parking, and enabling domestic electric vehicle charging points. Unallocated cycle parking for residents should be secure and covered, located in easily accessible locations throughout the development. The Manual for Streets (2007) and Manual for Streets 2 (2010) provide guidance on the principles that should normally be followed. All development should justify the level of parking provided and the design of such parking.
- 6.8.12** To demonstrate how accessibility, mobility and transport related matters have been considered and taken into account in the development of proposals, one or more of the following should be submitted with planning applications, with the precise need dependent on the scale and nature of development:
- parking or design and access statement (all proposals); and/ or
 - transport statement (typically required for developments of 50 - 80 dwellings); and/ or
 - transport assessment and travel plan (typically required for developments over 80 dwellings).
- 6.8.13** Flatted development in the city centre boundary must be supported by a parking management plan.
- 6.8.14** Advice on the level of detail required should be confirmed through early discussion with the local planning and highway authority.
- 6.8.15** The proposed policy below is a new policy replacing policies CS14, PP12, PP13 and CC11 in the current adopted development plan.



The Policies

Policy LP13: Transport

New development must ensure that appropriate provision is made for the transport needs that it will create, having specific regard to the Peterborough Transport User Hierarchy.

In order to achieve (or assist in achieving) the aims of the Long Term Transport Strategy and Local Transport Plan for Peterborough, all new development proposals should demonstrate that appropriate, proportionate and viable opportunities have been taken to:

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

Developers will be required to ensure proposals for major new developments are assessed, using appropriate methodologies (such as Travel Plans, Transport Assessments and Transport Statements), for their likely transport impacts in accordance with relevant national and local guidance.

The Transport Implications of Development

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

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

Parking Standards

Planning permission will only be granted for development if the proposal makes appropriate and deliverable parking provision in accordance with the standards in Appendix C, except for residential schemes within the City Core Policy Area which will be delivered in accordance with the requirements of Policy LP44.

For all other uses, the number and nature of spaces provided, and their location and access, should have regard to surrounding conditions and cumulative impact and set out clear reasoning in a note submitted with the application (whether that be in a Design and Access Statement /

Transport Statement / Transport Assessment and/ or Travel Plan as appropriate, depending on the nature and scale of development proposed).

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

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

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

City Centre

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

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

Infrastructure

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

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

- Community Infrastructure – Community buildings and libraries,
- Transport – highways, cycle and pedestrian facilities, rail, bus, travel management and car parking,
- Environmental Sustainability - Open space and Green Infrastructure projects such as Nene Park, South Peterborough Country Park and the forest of Peterborough,
- Skills and Education – primary school, secondary schools, further and higher education,
- Emergency Services – fire, ambulance and police,
- Utilities and Services – water, waste water, flood risk management, electricity and gas.

6.8.18 The IDS is a live document produced to identify the range of infrastructure types and projects required to support growth. Importantly, it identifies likely funding sources, delivery agents, timescales and priorities, This list is correct at summer 2016. The IDS will be updated annually.

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

The Policies

industry. However, it is unlikely that all the different service providers will have the necessary financial arrangements in place at the same time, therefore the role of the IDS is to ensure that all the service providers' strategies and investment plans are developed alongside and align with the Local Plan.

- 6.8.20** In April 2015 the council adopted the Community Infrastructure Levy (CIL) and a Developer Contributions SPD. The SPD provides detailed guidance on the council's approach to how developers will contribute to the provision of infrastructure, both on and off site. At present the council does not intend to refresh the CIL prior to the adoption of this Local Plan.
- 6.8.21** While every effort has and will be made to ensure the timely provision of infrastructure, the following policy will be used to restrict development from being commenced or, in certain cases, from being permitted, in the absence of proven infrastructure capacity.
- 6.8.22** Where there is a major development proposal which requires its own (on-site and/or off-site) infrastructure, and the proposal is subject to EIA and/or project level Appropriate Assessment under the Habitats Regulations, the council will require the developer to consider the likely effects of the development and all of its supporting infrastructure as a whole, so that potential in-combination effects can be fully assessed before any decisions are taken.
- 6.8.23** The proposed policy below is broadly a merge of policies CS12 and CS13 in the current adopted development plan.



Policy LP14: Infrastructure to Support Growth

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

1. Infrastructure

Planning Permission will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the necessary requirements arising from the proposed development. Development proposals must consider all of the infrastructure implications of a scheme; not just those on the site or its immediate vicinity. Conditions or planning obligations, as part of a package or combination of infrastructure delivery measures, are likely to be required for many proposals to ensure that new development meets this principle.

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

2. Developer Contributions

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

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

Safeguarded Land for Future Key Infrastructure

- 6.8.24** Sometimes infrastructure which may not be viable or needed in the short-term is likely to be crucial to the future development of the city over the medium to long-term. This may lead to, on a fairly exceptional basis, the need to 'safeguard' land from certain forms of development in order to protect it for future infrastructure needs.
- 6.8.25** The proposed policy below is broadly a carry over of policy SA15 in the current adopted development plan.



Policy LP15: Safeguarded Land for Future Key Infrastructure

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

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

6.9 Urban Design and the Public Realm

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

The Policies

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



Policy LP16: Urban Design and the Public Realm

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

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

6.10 Amenity Provision in New Residential Development

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

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



Policy LP17: Amenity Provision

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

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

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

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

6.11 Shop Frontages, Security Shutters and Canopies

- 6.11.1** Shop fronts can make a substantial and positive contribution to the visual interest of an area if sympathetically designed, but a degree of control is required if the character of buildings or the overall appearance of a street is not to be destroyed by poor design. Open shop fronts, such as those with expansive glazing and thin metal frames, can create visually unacceptable voids and proposals for their development will generally be resisted. Particular care is necessary in the design of shop fronts in conservation areas, and on listed buildings, or where the shop front would straddle buildings of different designs.
- 6.11.2** Security shutters (especially if solid) on shopfronts can be visually unattractive and create a 'dead', hostile appearance, which can reduce natural surveillance and thereby encourage crime. This can also affect the commercial viability of an area. There are other means of improving the security of shop fronts, such as the use of laminated glass, improved lighting, internal security grilles or natural surveillance, that have a less detrimental impact. The city council will strive to achieve a balance between the security requirements of individual shops and the impact on the wider area.

The Policies

- 6.11.3** Canopies are not traditional on most buildings in this country and are frequently not compatible with their style or character. Because of their shape, design, materials and colours, they can be visually very dominant and discordant. It is important, therefore, that they should be used sensitively.
- 6.11.4** This policy is supported by the Shop Front Design Guidance SPD (January 2014).
- 6.11.5** The proposed policy below is broadly a carry over of policy PP11 in the current adopted development plan.



Policy LP18: Shop Frontages, Security Shutters and Canopies

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

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

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

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

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

6.12 Heritage Assets

- 6.12.1** Peterborough is an ancient settlement with a strong past and character stretching back to prehistoric times, which has been transformed into a modern city, often closely associated with its New Town background. In an area of predominantly recent buildings, the older structures and street patterns, boundary walls, buried archaeological remains and other features of the city and its villages represent an important record of the area's social and economic history and are a valued amenity for residents and visitors.
- 6.12.2** We are fortunate to have a rich tapestry of heritage assets including historic places and structures of international and national significance, such as the Bronze Age remains at Flag Fen, the Norman Cathedral with its precincts and associated ecclesiastical buildings in the heart of the city, and the magnificent Burghley House, gardens and parkland in the north-west

of the district. There is a growing appreciation of the life and work of the 'peasant poet' John Clare, whose cottage at Helpston provides a visitor centre and educational facilities.

- 6.12.3** However, the value of heritage assets is by no means confined to the most important places. The city and surrounding settlements all have varied and unique characters and appearance. These heritage assets are irreplaceable and therefore every effort should be made to ensure appropriate protection and enhancement. This can be achieved through the application of national and local policies and the identification and designation of listed buildings, conservation areas, scheduled monuments, buildings of local importance, and parks and gardens of special historic interest.
- 6.12.4** In Peterborough, there are 66 scheduled monuments, and many other sites of special archaeological importance. There are 1,060 listed buildings which are recognised to be of special architectural or historic interest, with over 10% of them being Grade I or Grade II*. There are also over 230 buildings which have been identified as non-designated heritage assets, being locally distinctive. Although these are not afforded the same special protection as listed buildings, they make a positive contribution to the character and appearance of the area in which they are situated or have local historic significance, and so justify a degree of protection. All non designated heritage assets are listed in the Buildings of Local Importance (December 2016).
- 6.12.5** There are currently 29 conservation areas and the council has a programme of keeping conservation area appraisals and design guidance up to date. There are a number of areas within the district which do not satisfy conservation area designation but have a distinctive mature character and local identity worthy of protection. These three Special Character Areas (Wothorpe, Ashton and the environs of Thorpe Road, Thorpe Avenue and Westwood Park Road) are designated in the adopted Site Allocations DPD and each have a strong landscape character and low density development patterns that together provide high environmental quality. It is proposed to retain them (see Policy LP20).
- 6.12.6** Archaeological remains are an important part of Peterborough's historic environment and identity. They constitute an important resource for understanding our past, and often survive as significant landscape features. Archaeological remains are a finite and non-renewable resource and, in many cases, are highly fragile and vulnerable to damage and destruction. There is a presumption in favour of physical preservation of remains in situ wherever possible. In the case of application sites which include, or could potentially include, heritage assets with archaeological interest, the council will require the developer to carry out a preliminary desk-based assessment and/or a field evaluation. The results of these will inform the plan and decision-making processes at pre-determination stage. In advance of the loss of a potential heritage asset at a post-determination stage, further archaeological mitigations may be attained through the implementation of a programme of suitable archaeological investigations.
- 6.12.7** A fundamental feature of the spatial strategy for Peterborough is substantial residential, employment and related growth, with an emphasis on intensification within the urban area. With this anticipated growth, it is vital that the value and character of the historic environment is not put at risk. If sensitively implemented, change and growth can enhance the historic built environment.
- 6.12.8** Development proposals affecting any heritage asset will need to reference the Historic Environment Record (HER) as well as other information such as the council's Conservation Area Appraisals, Management Plans, Design and Development in Selected Villages SPD, List of Buildings of Local Importance, Special Character Areas, Landscape Character Assessment and historic maps.
- 6.12.9** The protection, conservation and enhancement of Peterborough's historic environment is an integral part of the future strategy for the area. This is particularly important for a location

The Policies

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

6.12.10 In the villages, there are many open areas, substantial walls, hedges, and treed frontages that are an essential and valued features of village character. As heritage assets, these features are identified on the Policies Map. Green space often provides an important visual or amenity function. An open space or a gap in a built-up frontage allows key views into and out of a village. Substantial treed or hedged frontages, traditional walls or railings are invariably positive features in the street scene.

6.12.11 It is important to note that the policy does not seek to prevent or unnecessarily restrict development within the setting of heritage assets. It allows for suitable development to take place in these areas, so that they may make an appropriate contribution to the growth priorities of the Local Plan. For example, new development does not have to mimic the past; carefully considered, high quality designs that provide a successful contrast with their surroundings can conserve and enhance character, as can schemes that employ authentic historical forms and features.

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



Policy LP19: Heritage Assets

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

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

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

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

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

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

6.13 Special Character Areas

- 6.13.1** A number of areas in Peterborough have been designated as conservation areas because of their special architectural or historic interest.
- 6.13.2** In addition, whilst not of conservation area quality, three locally specific Special Character Areas have been designated to acknowledge their strong landscape character, architectural quality and development patterns that together provide high environmental quality. All three Special Character Areas are marked by their low-density and generally large dwellings set within spacious grounds. It is important that any development is carefully guided in order to protect each Area's character.
- 6.13.3** The development criteria identified below are intended to provide additional design guidance in respect of these Special Character Areas.
- 6.13.4 Wothorpe:** The settlement pattern is set around three bridleways established in the Enclosure Award (1797), now First Drift and Second Drift. Both are un-adopted roads. These bridleways provided access to allotments, which gradually became developed into residential properties. Since Enclosure the pasturelands, hedgerows and woodlands surrounding the village have remained largely unaltered. The area is characterised by low-density development, mainly individually designed family houses set in large landscaped gardens giving a semi-woodland setting. The built environment has a wide range of building styles.
- 6.13.5 Thorpe Road, Thorpe Avenue, Westwood Park Road:** The character of the area is defined by low density, large detached family dwellings set back behind established building lines in large and typically spacious landscaped gardens. Many of the properties in the area have a sylvan setting. Trees of varied maturity add significantly to the special character of the area.
- 6.13.6 Ashton:** The settlement is formed by a loose collection of three historic farmsteads, a small number of 19th Century cottages and some post-1950 infill dwellings interspersed with open space along Bainton Green Road and High Field Road. Most buildings are stone and slate construction. Development is very limited and the layout has changed little from the end of the 19th Century.
- 6.13.7** In addition to conservation areas and Special Character Areas in the rural area, the council has adopted a Design and Development in Selected Villages SPD. This gives additional detailed design policy and will be taken into account when determining applicable development proposals.
- 6.13.8** The proposed policy below is broadly a carry over of policy SA19 in the current adopted development plan.

The Policies



Policy LP20: Special Character Areas

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

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

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

Wothorpe Area

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

Thorpe Road Area

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

Ashton Area

- Any development should respect the linear form of Ashton. As such, there is a presumption against all backland development.
- The special relationship between the settlement and its agricultural setting must not be undermined by new development. As such, views of surrounding countryside must be maintained.

6.14 Open Space and Green Infrastructure

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

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

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

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

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

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

The Policies

- 6.14.6** As set out in policy LP5, where urban extensions are to be created to accommodate the growth of the city, it is important that green infrastructure is included as an integral element of their design and layout and that they are well integrated and linked to the existing urban area.
- 6.14.7** The policy sets out the overall framework for the provision of new open spaces and green infrastructure and the protection and enhancement of existing spaces, to support the growth of the city. It should be read in conjunction with policy LP27, which seeks to secure additional accessible natural greenspace/Local Nature Reserves.
- 6.14.8** The primary purpose of the open space standards, set out in Appendix D, is to secure adequate provision of open space for all new residential development. The city council will apply the standards to all proposals including housing sites within the city centre boundary as shown on the Policies Map (although here, a financial contribution to provision is more likely to be the best solution, rather than on-site provision).
- 6.14.9** The open space standards provide the basis for assessing the notional open space requirements of any proposed residential development. They set out a hierarchy of open space which is based on the Peterborough Open Space Study Update (2016) and which will be applied to all relevant development proposals.
- 6.14.10** The open space requirements for a specific development proposal will be based on the application of the standards, taking into account the current average household size for Peterborough, the type and size of dwellings proposed in the development and any particular needs identified in neighbourhood or community plans for the area in which the development would take place.
- 6.14.11** The standards for the different types of open space will not necessarily be applied in a cumulative way, as one type of open space may be capable of performing more than one function. For example, a developer may be able to meet the neighbourhood park and children's play standards by incorporating a children's play area within a neighbourhood park. The council will generally encourage the creation of a consolidated open space structure for major new housing developments with open space provided on-site and accessible to all residents. The council may seek variations in the composition of the open space in order to secure the best outcome for the development and the surrounding area.
- 6.14.12** In assessing whether any open space that is provided in accordance with policy LP20 will be acceptable, the city council will take into account the need to ensure that the proposed site will keep potential nuisance to a minimum and that there is sufficient supervision and surveillance from homes for doorstep and junior play areas.
- 6.14.13** Provided that the size, location and site characteristics of open spaces are acceptable, they have been fully laid out in accordance with the city council's requirements and are in a satisfactory condition, the council will normally be prepared to adopt and maintain them. For adoption purposes, developers will be required to enter into an agreement with the council which will include payment by the developer of a commuted sum to cover the costs of future maintenance of the open space.
- 6.14.14** In addition to the open space standards, the council will work towards the provision of accessible woodland. The national Woodland Access Standard aspires to an accessible woodland of at least 2 hectares within 500 metres of every home, and a woodland of at least 20 hectares within 4km. Provision of new woodland will not be a requirement of new residential development, but the council will work with partners, including developers, to improve the levels of provision that currently exist in Peterborough. This can be achieved by new woodland planting and by access agreements to existing private woodland.

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



Policy LP21: Open Space and Green Infrastructure

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

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

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

- (a) the provision of open space on-site would not be feasible due to the nature of the proposed development, by virtue of its size and/or other site specific constraints; and/or
- (b) the open space needs of the proposed residential development can be met more appropriately by providing either new or enhanced provision off-site.

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

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

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

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

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

The Policies

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

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

6.15 Local Green Spaces

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

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

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

6.15.3 The proposed policy below is a new policy.



Policy LP22: Local Green Spaces

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

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

6.16 Nene Valley

- 6.16.1** The Nene Valley runs west-east across the authority area. It has long been identified as an area of high amenity, landscape, ecological and heritage value and forms part of the Nene Valley Nature Improvement Area.
- 6.16.2** The council works in partnership with a number of organisations to manage the river environment, both within the boundary defined on the Policies Map and the wider River Nene catchment area. Facilities such as the Ferry Meadows Country Park have been provided within the Nene Valley. However, the council considers that there is still scope for further action to enhance the Nene Valley's role for recreation whilst having due regard to other aspects of the river's environment. It is envisaged that there will be a gradual transition from informal, dispersed activities in the rural area to more organised, formal activities in the urban area. The emerging Nene Park Trust Master Plan will provide a mechanism for addressing some of the above issues.
- 6.16.3** To the west of the urban area of Peterborough, the Nene Valley has high value landscape features, and, from a nature conservation perspective, parts are also designated as a Site of Special Scientific Interest and County Wildlife Site. East of the city lie the Nene Washes SSSI and other wetland sites. The Nene Washes are of international importance for nature conservation, and are formally designated as a Special Protection Area (in relation to the conservation of wild birds), and a 'Ramsar' site (in relation to wetlands of international importance). Part of the Nene Washes (Mortons Leam) is designated as a Special Area of Conservation for spined loach (a type of rare fish).
- 6.16.4** Where these designations apply, the duty to further the conservation and enhancement of the features for which the site is of special interest will carry considerable weight in decision-making. In other parts of the Nene Valley recreation development will be encouraged, subject to there not being any unacceptable impact on these considerations.
- 6.16.5** The proposed policy below is broadly a carry over of policy PP15 in the current adopted development plan.



Policy LP23: Nene Valley

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

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

The Policies

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

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

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

6.17 Country Parks

6.17.1 Country parks should provide a wide range of recreational activities including outdoor sports facilities and playing fields, children's play for different age groups and informal recreational pursuits including sitting out and walking. Nature trails, cycle routes, formal picnic areas, interpretation facilities, refreshments and toilets are also likely to be found in country parks.

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

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



Policy LP24: Country Parks

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

Table 2

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

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

6.18 Green Wedges

- 6.18.1** In and around Peterborough specific areas are under considerable pressure for development and which, if built on, would result in the coalescence of the urban area with nearby settlements. These areas have been protected as 'Green Wedges' in current and previous Local Plans. The council proposes to maintain a long-term commitment to these 'Green Wedges' in this Local Plan.
- 6.18.2** One of these wedges separates Peterborough from Glinton; a second separates Peterborough from Eye; a third separates Stanground from Farcet; and a fourth separates the main part of Peterborough from its suburb of Stanground. Although Stanground forms part of the Urban Area, it is separated from the remainder of the city by an area of undeveloped land. Here, as in the other cases, it is the policy of the council to maintain the separate identity of communities by containing urban sprawl.
- 6.18.3** Although primarily areas for agriculture and woodland, Green Wedges may, where appropriate, accommodate new woodland planting or open uses such as SuDS, landscaping and open spaces associated with an adjoining allocated site, provided that they do not harm the separation of settlements.
- 6.18.4** The proposed policy below is broadly a carry over of policy SA17 in the current adopted development plan.

Policy LP25: Green Wedges

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

6.19 Landscape Character

- 6.19.1** The character of the landscape across the Peterborough administrative area varies considerably, containing six Landscape Character Areas. There are no National Parks or Areas of Outstanding Natural Beauty but that does not mean that the character of the landscape is not valued in its own right. Conserving and enhancing the distinct landscape setting of the area is integral to protecting the identity of Peterborough.
- 6.19.2** The way that this growth is delivered will need to be appropriate and sensitive to the landscape in which it will be situated. It is therefore important for the Local Plan to establish a consistent approach to avoid unnecessary damage to the quality and distinctiveness of our landscapes; and to capture enhancements to the landscape where development is to take place.

The Policies

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



Policy LP26: Landscape Character

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

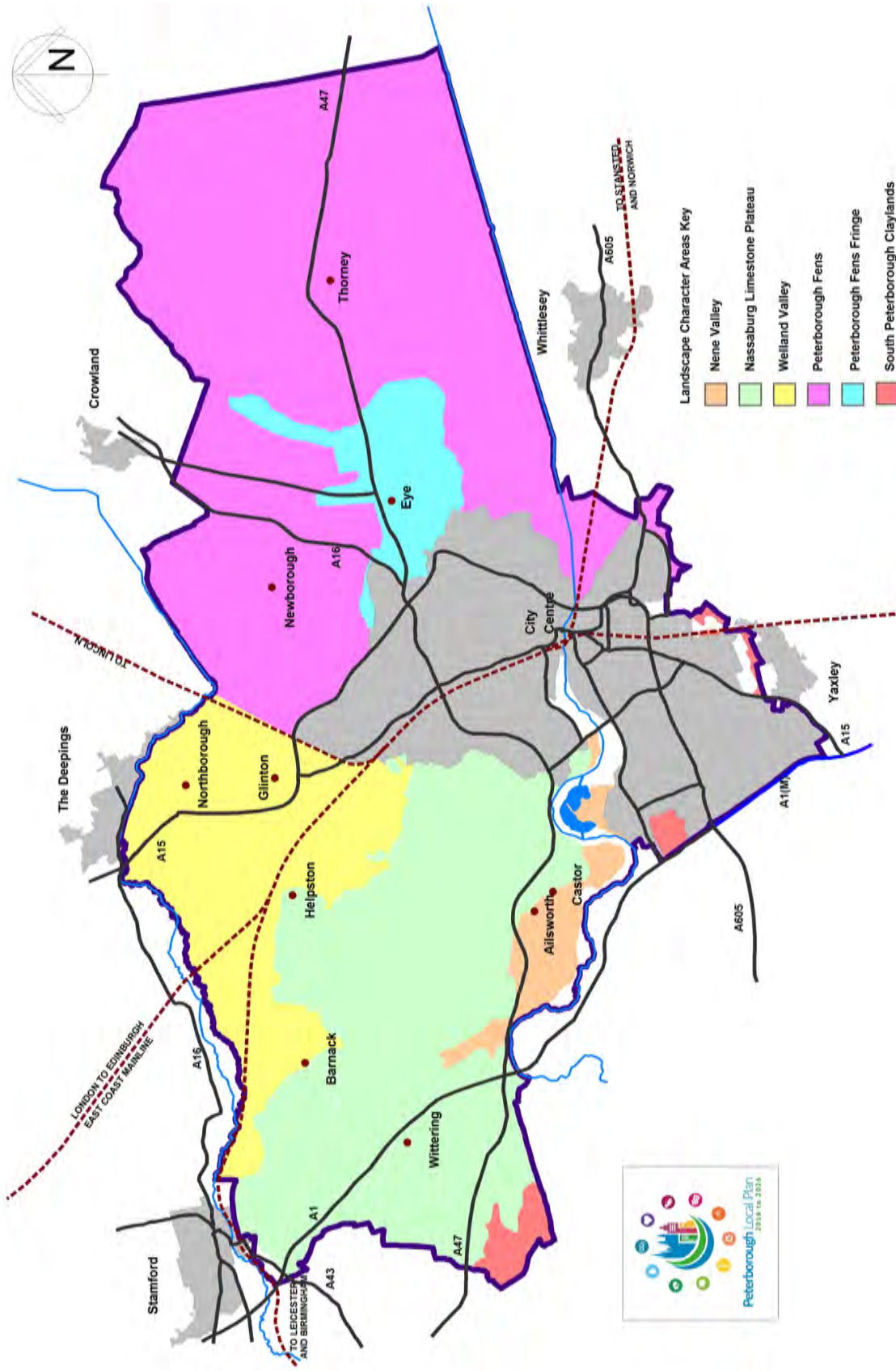
There are six landscape character areas (with associated sub-areas), which have been identified in the Peterborough Landscape Character Assessment. Their general extent is shown on Map D. They are:

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

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

- recognise and, where possible, enhance the character and qualities of the local landscape through appropriate design and management;
- reflect and enhance local distinctiveness and diversity;
- make adequate provision as far as is reasonably practicable for the retention of features and habitats of significant landscape, historic, wildlife and geological importance;
- safeguard and enhance important views within the development layout;
- protect the landscape settings and separate identities of settlements; and
- provide appropriate landscape mitigation proportionate in scale and design, and/or suitable off-site enhancements.

Map D



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 Woodland, Semi-Natural Woodland and Ancient and Veteran Trees

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

6.22 Culture, Leisure and Tourism

- 6.22.1** Peterborough's Cultural Strategy (2015 to 2020) sets out how culture and leisure activities will be promoted and delivered in the city. It also includes the vision 'To ensure that culture is at the heart of the city's growth so that those who live here now and in the future will enjoy a great place to live, work and play'.

- 6.22.2** Peterborough has a rich and diverse heritage coupled with a relatively young population. The city centre provides a wide range of cultural and leisure facilities, attracting many visitors and helping to boost the wider economy. Some of the main attractions include the Cathedral, Peterborough Museum, Key Theatre, Regional Pool, Lido and sports facilities, Peterborough United's football ground and a range of restaurants and bars.
- 6.22.3** The overall Local Plan strategy proposes the intensification and regeneration of the city centre together with the provision of additional homes. This offers an ideal opportunity to help further improve the range of facilities and attractions.
- 6.22.4** In recent years there has been significant investment in the museum and art gallery as well as an extension and improvements to the Key Theatre. The enhancement of the public realm around the Cathedral Square and elsewhere has also helped to improve the overall image of the city for visitors and the increased range of restaurants in this area has helped to make the city centre more vibrant and inviting.
- 6.22.5** Whilst the city centre is seen as the focus for major new cultural and leisure facilities, the latter will be provided across the district to meet the needs of the existing and growing population, such as the provision of smaller scale sports facilities that meet the needs of a local community and larger scale sports facilities that have a substantial land-take.
- 6.22.6** A strong leisure and cultural sector is seen as fundamental to the creation of a vibrant city. There is a need to improve the existing evening economy so that it is more socially inclusive with uses and events for all ages. There is a need for more restaurants and a larger theatre which would attract larger shows and productions to the city. Increasing the range of facilities will help create a place where all parts of the community feel safe and welcome throughout the day and night.
- 6.22.7** The development of a regional or national venue would bring many benefits to the city. All stages of public consultation in the preparation of the previous Local Plan had identified significant public support for a large-scale venue, particularly the need for an arena or entertainment venue.
- 6.22.8** The proposed policy below is broadly a carry over of policy CS18 in the current adopted development plan.

Policy LP29: Culture, Leisure and Tourism

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

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

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

- make the most of the existing facilities and assets such as the river frontage and the embankment, protecting this for future events and uses such as festivals and concerts;
- aim to promote a regionally/nationally flexible multi-use venue which can host a range of activities and large-scale events, including concerts; sports, arts and theatre events; a sport village/centre of excellence; leisure pool complex etc. to attract many visitors;

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. Suitable measures will need to be taken to alleviate any adverse impacts.

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



Policy LP30: East of England Showground

Within the East of England Showground, as defined on the Policies Map, the following uses will be supported in principle, subject to an approved master plan for the Showground:

- Facilities directly related to the function of shows on the showground itself;
- Conference facilities (D1 and D2);
- Employment related development (B1) up to 5ha;
- Residential development up to 400 dwellings.

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

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

6.24 Renewable and Low Carbon Energy

- 6.24.1** Renewable and Low Carbon energy refers to those sources of energy which are either not depleted, such as wind or solar, or which are finite but which emit low amounts of carbon dioxide. Advances in technology have meant that some processes are now much 'cleaner' that they have been in the past.
- 6.24.2** The types of large scale renewable and low carbon energy technologies likely to come forward in Peterborough include commercial onshore wind, commercial solar photovoltaics (PV), anaerobic digestion, combined heat and power (CHP), hydroelectricity and biomass. Technologies not applicable to Peterborough include wave energy, tidal energy and offshore wind. Peterborough is also a low enthalpy area therefore geothermal energy generation is currently unlikely to come forward.
- 6.24.3** Microgeneration refers to small scale renewable energy technologies, usually mounted on or about residential or commercial properties. These technologies include heat pumps, solar panels, biomass, micro-CHP and wind turbines. Most microgeneration proposals will be deemed permitted development, however it is recommended to always check with the local authority before carrying out any work.
- 6.24.4** The Energy Act 2004 amended by the Green Energy (Definition and Promotion) Act 2009 provides a definition of microgeneration as any technology which generates up to 50 kW_e (kilowatts of electricity) or 300 kW_t (kilowatts of heat). Renewable and low carbon energy installations which exceed these limits will require planning permission.
- 6.24.5** Energy installations which typically generate a power output greater than 50MW (megawatts) are classified as Nationally Significant Infrastructure Projects (NSIPs). Such technologies could include large scale wind, solar and biomass. NSIPs are dealt with by Central Government through Overarching National Policy Statement for Energy (EN-1) and National Policy Statement for Renewable Energy Infrastructure (EN-3).
- 6.24.6** In June 2015 the Secretary of State for Communities and Local Government issued a Written Statement (HCWS42) relating to wind energy, which subsequently amended National Planning Practice Guidance (NPPG). The statement sets out criteria for development proposals involving one or more wind turbines, namely that the site must be allocated in the Development Plan (either the Local Plan or a Neighbourhood Plan) and that any planning impacts identified by affected communities have been fully considered and that the proposals have their backing. This policy reflects these changes to national guidance.
- 6.24.7** This Local Plan does not identify any areas for wind farm development, however we would welcome your views on this and would like to know if you think the council should identify such zones and commit resources to determining whether such zones exist or not.
- 6.24.8** The proposed policy below is a new policy which replaces policy CS11 in the current adopted development plan.



The Policies

Policy LP31: Renewable and Low Carbon Energy

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

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

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

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

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

6.25 Flood and Water Management

- 6.25.1** The city of Peterborough lies just a few metres above sea-level and much of the district lies below sea-level, making the area particularly vulnerable to the effects of climate change. Linked to the Environment Capital Action Plan and the Sustainable Community Strategy, Peterborough will seek to promote development which has the ability to adapt to climate change and promotes flood risk reduction.
- 6.25.2** There are two particular flood risk issues relevant to Peterborough. The first relates to the location of new development and to potential development in flood risk areas. The second issue relates to increased surface runoff caused by development, particular in areas where there are drainage capacity issues, such as parts of the city centre with combined foul and surface water sewers.
- 6.25.3** In accordance with the NPPF, the supporting technical guidance and the council's Flood and Water Management SPD, policy LP32 seeks to ensure that development does not place itself or others at increased risk of flooding. All development will be required to demonstrate that regard has been given to existing and future flood patterns from all flooding sources and that the need for effective protection and flood risk management measures, where appropriate, have been considered as early on in the development process as possible.
- 6.25.4** The Flood and Water Management SPD provides further guidance and advice to developers to help reduce flood risk through the location of development or through on site drainage and management.
- 6.25.5** Peterborough City Council is the Lead Local Flood Authority (LLFA) and is responsible for co-ordinating local flood risk issues. The council has worked with the Environment Agency, Anglian Water, a number of Internal Drainage Boards (IDBs) and local community groups to

prepare a Local Flood Risk Management Strategy and will maintain a register of significant flood prevention assets.

- 6.25.6** Management of water is important not only from a flood risk point of view but because of the need to protect and improve Peterborough's water bodies with regards to water quality, water habitats and biodiversity under the requirements of the Water Framework Directive (WFD). Where new activities or schemes have the potential to cause deterioration and lead to failures in achieving ecological objectives, sites will require a WFD assessment. Chapter eight of the SPD provides further detail on the local impacts of the WFD, the assessment and reasons for which it might be required.
- 6.25.7** An updated Strategic Flood Risk Assessment (SFRA) Level 1 and a Water Cycle Study has been prepared to support the Further Draft Local Plan. A separate sequential test will be carried out for all sites suggested to the council.

Water Efficiency

- 6.25.8** Where justified through evidence, the council has the option to set, through the Local Plan, additional technical requirements exceeding the minimum 'Building Regulation' standards in respect of access, water usage and space standard of dwellings.
- 6.25.9** In terms of water usage, existing sources of evidence demonstrate that in Peterborough water resources are under stress. Increasing demands from growth, along with reductions in abstraction to improve the quality of the water environment, could result in an imbalance between supply and demand. Minimising the demand for water in buildings is therefore crucial to protecting the water environment.
- 6.25.10** To reduce impact on the water environment, the following policy requires new development to achieve the nationally set technical housing standard for water efficiency. This standard will reduce water consumption in new dwellings to a level equivalent to 110 litres per person per day (rather than the standard 125 litres), and is described in Building Regulation G2.
- 6.25.11** The proposed policy below is a new policy which replaces policy CS22 in the current adopted development plan.



Policy LP32: Flood and Water Management

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

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

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

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

All new development must take into account:

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

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

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

The Policies

7.1 Introduction

Introduction

- 7.1.1** The following section identifies the sites required to deliver the Local Plan target for 27,625 dwellings and 95.2 ha of employment land between 2011 and 2036. The site selection process is set out in the Sites Evidence Report (December 2016), which explains the detailed methodology and site selection criteria.
- 7.1.2** Table 3 (overleaf) sets out the overall spatial distribution as included in policy LP3.
- 7.1.3** Column (a) of the following table presents the approximate dwellings requirement figure based on the growth and distribution targets set out in policy LP3, for which provision must be made over the period 1 April 2011 to 31 March 2036, broken down according to the location in the first column.
- 7.1.4** Column (b) provides details of the net dwellings completed between 1 April 2011 and 31 March 2016.
- 7.1.5** Columns (c) and (d) provide details of commitments, as at 31 March 2016, which are defined as:
- dwellings which remain to be completed on sites under construction;
 - dwellings which have full planning permission;
 - dwellings which have outline planning permission.
- 7.1.6** The Local Plan does not allocate any site under 10 dwellings therefore the commitment data is broken down by the number of dwellings on sites with permission for fewer than 10 dwellings or with fewer than 10 dwellings still to be completed (Column (c)); and on sites with permission for 10 or more dwellings or sites with 10 or more dwellings still to be completed (column (d)).
- 7.1.7** Column (e) provides the total completed and committed sites (Column (b) + (c) + (d)) to give the total known dwellings at 31 March 2016.
- 7.1.8** Column (f) identifies the remaining dwellings to be identified and allocated through this Plan. 27,625 minus completions and commitments (Column (a) - (e)).
- 7.1.9** Column (g) shows the number of dwellings that are assumed to be deliverable from new sites that are allocated in Policies LP34 to LP39 and LP44 to LP51. These are sites without planning permission at 1 April 2016.
- 7.1.10** Column (h) shows the total sites allocated in the Local Plan, and listed in the following policies. This is a sum of 'Committed Sites over 10 dwellings' and 'Proposed New Allocations' (column (d) + (g)).
- 7.1.11** Column (i) headed 'Total dwellings 2011 to 2036' shows the sum of 'Total known site' (e), 'Proposed new allocations' (g). The difference between the figure in column (h) and those in the 'Local Plan Requirement' (a) are presented in the final column (j). Thus, column (j) reveals the extent to which the identified sites deliver both the Local Plan target overall and the strategic split as per Policy LP3. In overall terms, this table demonstrates that the Local Plan is capable of facilitating the dwellings requirement, with a buffer of 194 dwellings.
- 7.1.12** Table 3 includes an assumption of windfall allowance. This is considered a conservative estimate of the likely amount of dwellings coming forward in the plan period on land not allocated or accounted for in this Local Plan. This allowance is a useful buffer to achieving the housing targets and will compensate for any allocated sites which unexpectedly do not come forward in this plan period, or do not come forward as quickly as expected. It will also

The Sites

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

Local Plan Requirements 2011 to 2036

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

The Sites

7.2 Residential Allocations

- 7.2.1** In the policies that follow, each site allocated for residential development has a figure in the column headed "Indicative Number of Dwellings". Where a site already has planning permission (at 1st April 2016), but no development has started, the figure is the number of dwellings for which permission was granted. Where development had already started (at 1st April 2016), the figure is the remaining number of dwellings still to be completed in accordance with the permission. Where the site is 'new' (i.e. without any existing permission), the figure is an estimate based on the size of the site, an assumption about the net developable area, and an assumption about the net residential density which would be appropriate for the area in which the site is located. The supporting Evidence Report sets out the average densities used and a full explanation of the assumption used.
- 7.2.2** The indicative numbers of dwellings are used to demonstrate how the approximate Local Plan dwelling requirements can be met. It is emphasised that they are only "indicative", and do not represent a fixed policy target for each individual site.

7.3 Urban Extensions and Nearby Large Scale Allocation

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

Policy LP34: Urban Extensions and Other Nearby Large Scale Allocation

The following sites, as identified on the Policies Map, are allocated for development in accordance with policy LP5 and, where applicable, in accordance with the principles of any planning permissions (including minded to permissions) for each respective site which were in place at 31 March 2016.

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

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

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

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

**resolution to grant permission subject to legal agreements.

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

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

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

7.3.5 The proposed policy below is a new policy.

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

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

In addition to the general requirements for urban extensions and new settlements in policy LP5, the site will be required to meet/address the following specific requirements:

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

7.4 Urban Area

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

The Sites

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

Policy LP36: Urban Area Allocations

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

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

Committed Sites at 31 March 2016

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

Proposed New Allocations

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

The Sites

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

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

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

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

7.5 Rural Area

Large Villages

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

Policy LP37: Large Village Allocations

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

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

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

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

7.5.3 The proposed policy below is a new policy.

The Sites

Policy LP38: Eye Policy Area

Prior to the approval of detailed proposals for the Eye Policy Area (Site EYE017H) an outline planning application comprising, amongst other matters, a comprehensive masterplan for the whole area should be submitted and approved by the council.

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

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

- A residential led scheme, comprising approximately 250 dwellings, of a range of types and tenures that respect the surrounding context;
- The quality of life of adjacent users, especially residential users which abut the site, should be respected;
- Ensuring satisfactory provision of education facilities are available, and if not, address these deficiencies on-site;
- Provision of wider community facilities as identified through consultation with the wider Eye community (subject to viability, deliverability and consideration of long term management of such facilities);
- Careful consideration of vehicular access to and from the Policy Area, the traffic implications for wider Eye area and junctions on the A47;
- Provision, including potential off-site provision (secured by legal agreement), of high quality access for pedestrians and cyclists from, and within, the Policy Area to the key community facilities and services in Eye; and
- Details of the long term governance structure for the development, addressing issues such as community involvement and engagement and any financial arrangements to ensure long term viability of facilities.

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

Medium Villages

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

Policy LP39 Medium Villages

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

Committed sites at 31 March 2016

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

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

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

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

Small Villages

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

The Sites

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

The Countryside

7.5.7 At 31 March 2016, there were 16 dwellings committed in the countryside - i.e outside the urban area of Peterborough and the village boundary. Development in the open countryside contributes to the overall housing delivery and must be acknowledged in the spatial strategy, but the strategy does not make provision for any specific additional figure from this source. Any dwellings developed in the countryside are very much exceptional - for example, to meet a specific requirement related to local agriculture, or to enable the renovation and reuse of a listed building that has fallen into decay (see policy LP11). If further dwellings arise from this source over the Local Plan period, these would be classed as 'windfall', helping to deliver dwelling numbers in excess of the Local Plan targets or to make up any shortfall from allocated sites not coming forward.

7.5.8 Policy LP8 (meeting Housing Needs), will allow in exceptional circumstances, the release of land adjacent to a village envelope solely for the provision of affordable housing.

7.6 Employment Allocations

7.6.1 Policy LP4 sets out the spatial strategy for employment, the following policies identify the proposed sites to meet the strategy and the requirement for 95.27ha of employment land between 2011 and 2036.

Urban Extensions - Employment Land

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

Policy LP40: Urban Extensions - Employment Land

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

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

General Employment Area and Business Parks

- 7.6.3** To reflect the differing locational and amenity requirements of various employment uses, two categories of employment areas are established, forming the basis for future land use decisions - General Employment Areas and Business Parks.
- 7.6.4** General Employment Areas (GEAs) are considered suitable for a full range of employment uses: offices, research and development facilities, light and general industrial, and storage and distribution (i.e Use Classes B1, B2 and B8).
- 7.6.5** Business Parks (BP) are expected to accommodate development within the Use Classes B1(a) and B1(b) only. Generally, these areas are developed at a lower density than other employment areas and provide a higher quality environment. General industrial and warehousing uses are not permitted within Business Parks in order to protect levels of amenity and maintain the attractiveness of these locations for inward investment. The design of all buildings within Business Parks should be of a high quality and respect the character of the area.
- 7.6.6** The proposed policy below updates policy SA11 in the current adopted development plan.

Policy LP41: General Employment Area and Business Parks

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

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

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

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

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

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

General Employment Areas:

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

The Sites

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

Business Parks:

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

Employment Sites Within and Adjoining the Urban Area

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

Table 4

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

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

7.7 Red Brick Farm

7.7.1 The Red Brick Farm site (EAS003E) is a large allocation which has a number of detailed issues that warrant an additional policy to ensure appropriate delivery of the site.

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

Policy LP42: Red Brick Farm

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

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

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

7.8 Regional Freight Interchange

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

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

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

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

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

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

The Sites

7.9 Rural Employment Sites

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

Policy LP43: Rural Employment Sites

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

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

7.10 City Centre Allocations

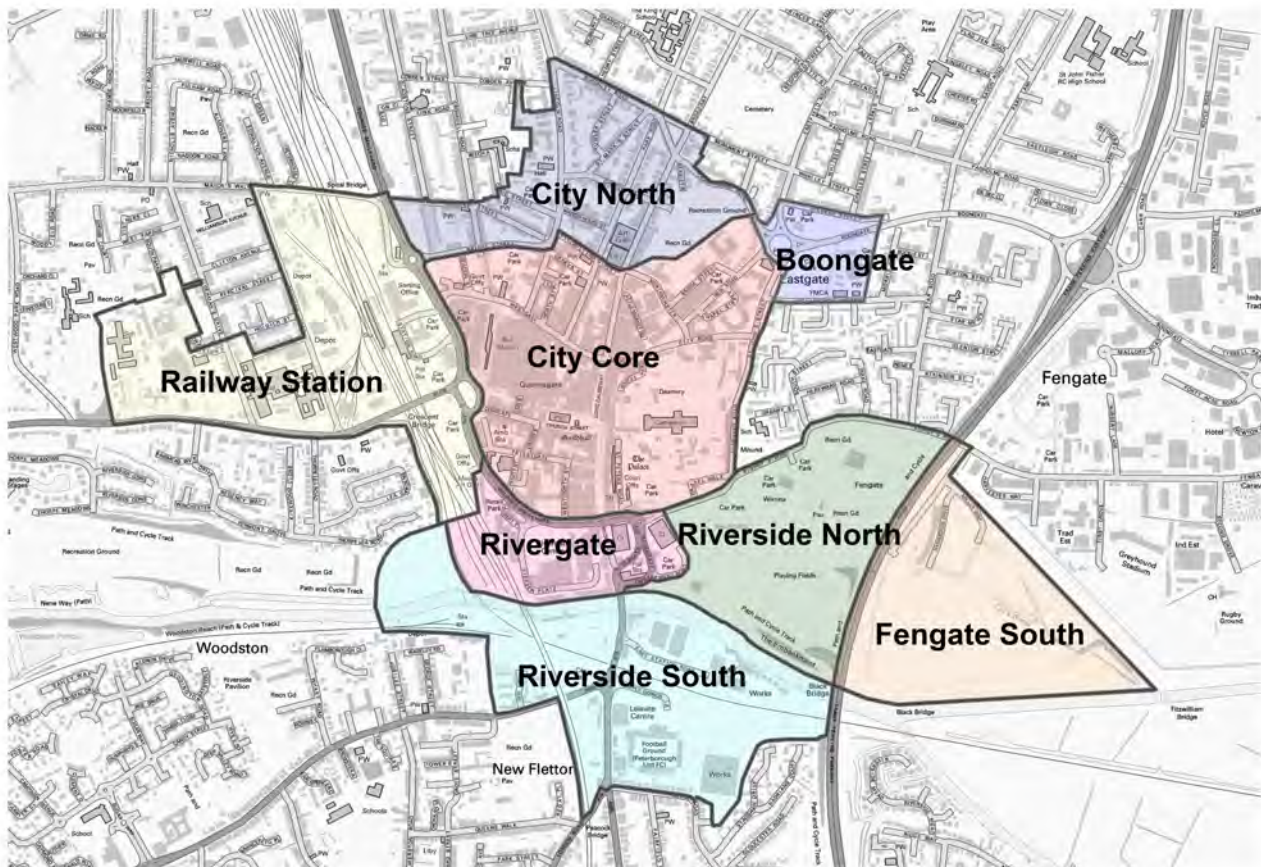
7.10.1 Policy LP6 sets the overall strategy for the city centre, this section focuses specifically on individual parts of the city centre, with policies and proposals which set out what the council would expect to happen in each one. There are eight distinct Policy Areas; the location and name of each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

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

7.10.3 Each area has its own policy with specific planning requirements for that particular area. Where appropriate, the policies identify Opportunity Areas, which are large areas of underused or vacant land that have the potential for comprehensive redevelopment.

7.10.4 Although each area has its own policy, any development should not take place in isolation, but as an element which contributes towards the wider success of the city centre. It is also important to improve the links between areas so that pedestrians, in particular, can make their way between different destinations safely and conveniently.

Map E: City Centre Policy Areas



City Core Policy Area

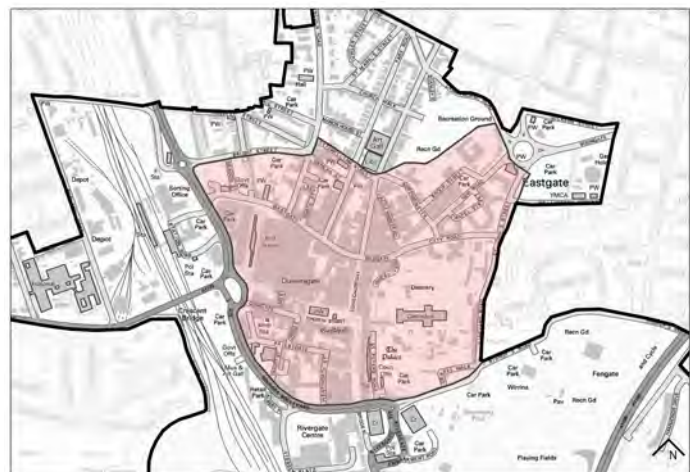
7.10.5 This Policy Area is the heart of the city. It forms the established retail, commercial and civic focus, as well as the historic centre. It is the area most likely to attract visitors to the city.

7.10.6 The area forms the main shopping area. It includes the Queensgate shopping centre, and other shopping streets such as Bridge Street, Westgate, Long Causeway and Cowgate, as well as the Market. It will continue to be the primary focus for new retail development.

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

7.10.8 To the north, the area between Queensgate and Bright Street is currently an underused part of the city and it has been identified as the North Westgate Opportunity Area. There have been proposals in the past for substantial new retail and leisure led developments, but changes in the nature of retailing and the wider economic context have meant that a more modest and

Map F: City Core Policy Area



The Sites

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

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

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

Policy LP44: City Core Policy Area

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

New development must, where appropriate:

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

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

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

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

Committed Sites at 31 March 2016				
Site Reference	Address	Status*	Indicative number of dwellings	Site Specific Requirements
Committed site under ten dwellings			43	
	117 Park Road	NS	24	
	Geneva House, 3 Park Road	UC	28	
	New Priestgate House, 57 Priestgate	UC	47	
CEN002H	Wheel Yard	Proposed new allocation	25	To be delivered in accordance with an agreed development brief that covers, amongst other matters, the height and scale of development and the setting of the

Committed Sites at 31 March 2016

Site Reference	Address	Status*	Indicative number of dwellings	Site Specific Requirements
				cathedral and Precincts
Sub total			167	

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

Opportunity Areas

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

Total City Core Policy Area	1009
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North Westgate Opportunity Area

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

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

The Sites

Northminster Opportunity Area

Development proposals within the Northminster Opportunity Area (CEN005O) should deliver a range of uses that provide high quality office development and approximately 300 dwellings including student accommodation. Development in this area should protect and enhance any historic assets, including in particular the Cathedral Precincts and Peterscourt.

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

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

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

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

Railway Station Policy Area

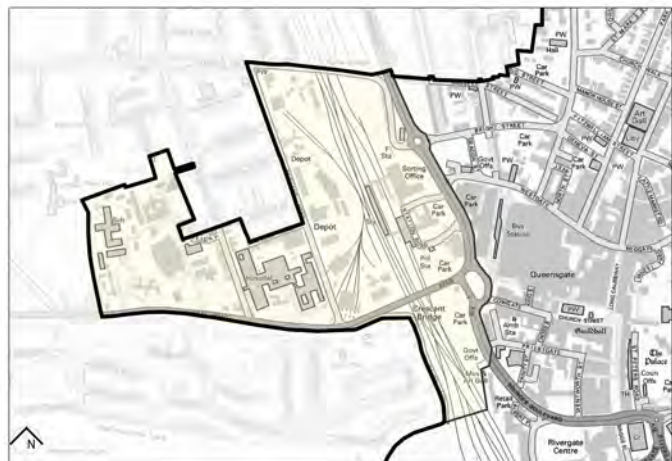
7.10.11 This Policy Area is located to the west of the city centre and primarily comprises the former hospital site (which relocated to a new site in 2011), the railway station and associated operational railway land.

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

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

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

Map G: Railway Station Policy Area



Policy LP45: Railway Station Policy Area

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

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

The Sites

Site Reference	Site Name	Status*	Indicative number of dwellings**	Site Specific Requirements
Hospital Opportunity Area				
Committed site under ten dwellings			8	
	Zone F, former PDH	UC	56	
	Site of former of Peterborough District Hospital	O	287	
Sub total			351	
Station West Opportunity Area				
	Mega Car Centre Midland Road	NS	29	
CEN007O	Elsewhere in Opportunity Area	Proposed new allocation	200	
Sub total			229	
Station East Opportunity Area				
Committed site under ten dwellings			6	
CEN008O	Elsewhere in Opportunity Area	Proposed new allocation	400	
Sub total			406	
Total Railway Station Policy Area			986	

Due to the sensitivities in this area, particular scrutiny will be given to the sustainability of the area with regard to drainage and surface water flood risk (see section LP33 for further details).

Development proposals for the Station West Opportunity Area should:

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

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

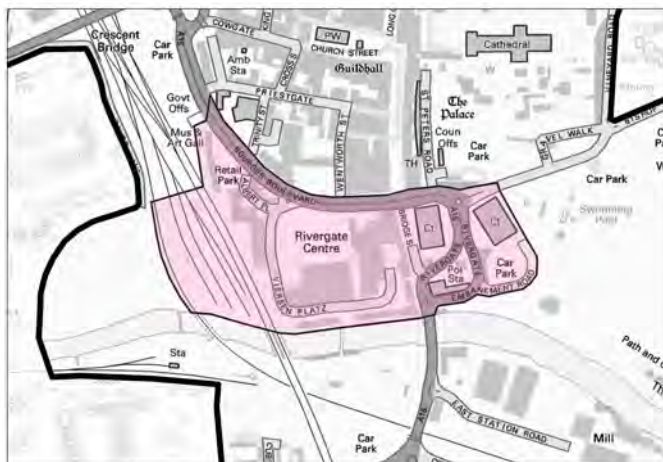
- high-quality residential and office development;
- retail uses ancillary to, and associated with, the railway station;
- bars, restaurants and leisure uses; and
- safeguarding of land for a foot/cycle bridge over the railway line, connecting to the Station West Opportunity Area.

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

Rivergate Policy Area

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

Map H: Rivergate Policy Area



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

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

Policy LP46: Rivergate Policy Area

Within the area designated as the Rivergate Policy Area on the Policies Map, the principle of a retail-led, mixed-use development, incorporating approximately 100 dwellings, will be supported provided that it:

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

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

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

The Sites

Riverside South Policy Area

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

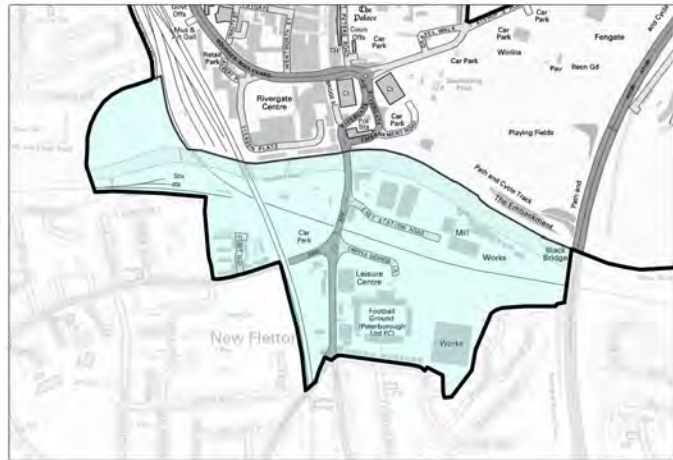
7.10.19 The Fletton Quays Opportunity Area is located within this Policy Area, between the River Nene and the Peterborough to March railway line, and consists of approximately 6.8ha of derelict land which presents an excellent opportunity for high profile redevelopment of a major brownfield site.

7.10.20 This area also contains a variety of uses including the Peterborough United Football Ground, Pleasure Fair Meadow car park, an area registered as a community asset and Railworld land either side of the river.

7.10.21 Currently this Policy Area is poorly connected to the City Core and other surrounding residential areas, and the railway lines act as barriers to movement. Part of the area is located in flood zones 2 and 3, particularly the areas to the west.

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

Map I: Riverside South Policy Area



Policy LP47: Riverside South Policy Area

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

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

Collectively, the development of sites within the Policy Area should provide approximately 921 dwellings, in accordance with the number of dwellings indicated for each site, or area, below:

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

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

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

Total Riverside South Policy Area	979	
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Within the Fletton Quays Opportunity Area, planning permission will be granted for a mixed-use development which delivers approximately 362 new dwellings. Offices, culture and leisure uses , with restaurants and bars along the river frontage will also be acceptable. Development should:

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

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

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

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

The Sites

Riverside North Policy Area

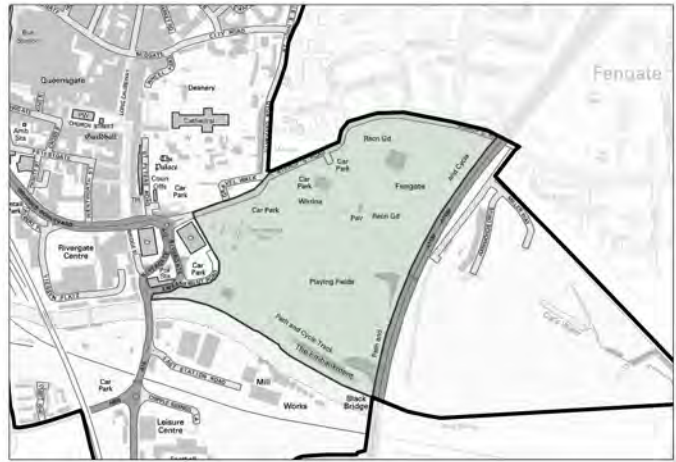
7.10.23 This area is located to the south and east of the Cathedral and to the west of the Frank Perkins Parkway. It includes the Embankment which will remain a protected area of open space, and the regional pool and athletics track to the north of the Policy Area.

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

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

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

Map J: Riverside North Policy Area



Policy LP48: Riverside North Policy Area

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

Any built development will be confined to the northern part of the site and along the frontage to Bishops Road, and will be considered as part of a University Campus.

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

Table 5

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

The Sites

Policy LP49: Fengate South Policy Area

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

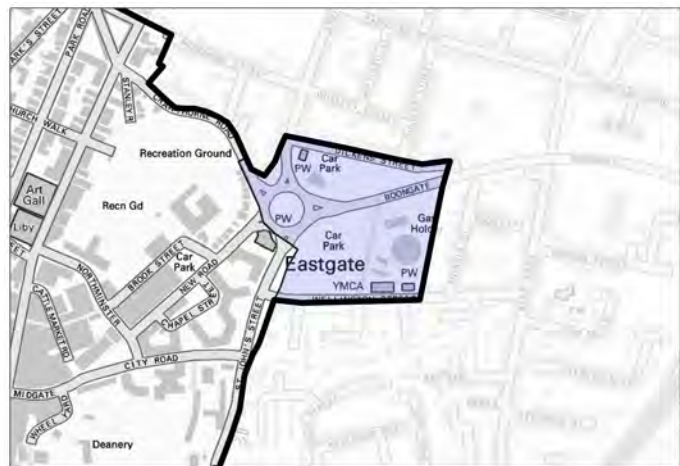
Site Reference	Site Name	Status*	Indicative number of dwellings	Site Specific Requirements
	Potters Way	UC	47	
	Former sewerage works	NS	31	
Total			78	

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

Boongate Policy Area

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

Map L: Boongate Policy Area



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

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

Policy LP50: Boongate Policy Area

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

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

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

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

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

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

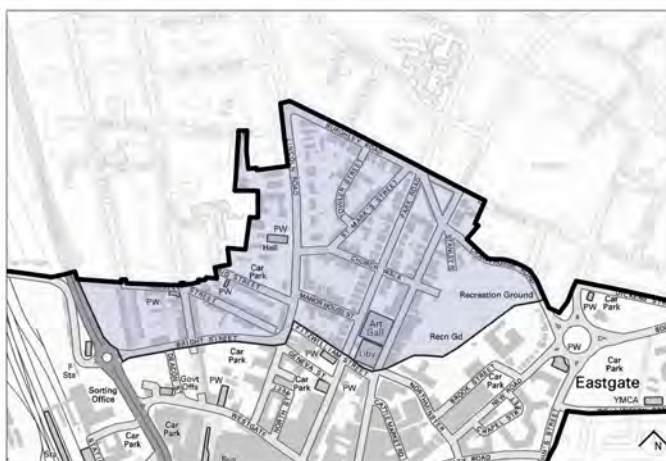
7.10.34* Status at 1 April 2016. O = Outline. NS = Not started, with full planning permission. UC = under construction.

City North Policy Area

7.10.35 This area is towards the north of the city centre and is seen as a transitional area between the commercial City Core and the inner city residential areas. It includes many public buildings such as the Central Library and the Broadway Theatre building. A large part falls within the Park Conservation Area and it includes a number of listed buildings and buildings of local importance.

7.10.36 The area has a mix of commercial and residential properties, including substantial Victorian/Edwardian villas and terraced housing. It includes the Stanley Recreation Ground, which is a valued area of green space.

Map M: City North Policy Area



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

Policy LP51: City North Policy Area

Within the area designated as the City North Policy Area on the Policies Map development will be acceptable provided that it respects the character and built form of the surrounding area and, in the case of housing proposals, assists in improving the quality of the housing stock and the residential environment. The intensification of residential use through the subdivision of existing properties, including the creation of houses in multiple occupation, will not be supported.

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

The Sites

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

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

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

The Stanley Recreation Ground will be protected and enhanced with new facilities for local users. Proposals for development adjoining the Recreation Ground should help to reconnect it to the rest of the city centre and ensure activity and overlooking across the open space to enhance the sense of safety.

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

Glossary

Please see the NPPF for a comprehensive glossary of planning related words and phrases. The following are additional words or terms.

Adoption - the formal decision by the city council to approve the final version of a document, at the end of all the preparation stages and examination in public, bringing it into effect.

Amenity - a general term used to describe the tangible and intangible benefits or features associated with a property or location, that contribute to its character, comfort, convenience or attractiveness.

Biodiversity - a contraction of biological diversity, all species of life on earth including plants and animals and the ecosystem of which we are all part.

Brownfield Land (also known as Previously Developed Land, see NPPF)

Conservation Area - a formally designated area of special historic or architectural interest whose character must be preserved or enhanced.

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

Development Plan Document (DPD) - A Statutory Planning Document that sets out the spatial planning strategy, policies and/or allocations of land for types of development across the whole, or specific parts, of the LPA's area.

District Centre - an area, defined on the Policies Map, which usually comprises groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public and community facilities such as a library.

Gypsies and Travellers - Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

Health Impact Assessment (HIA) - a method of considering the positive and negative impacts of development upon human health

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

Infrastructure - a collective term which relates to all forms of essential services like electricity, water, and road and rail provision.

Integrated Delivery Schedule (IDS) - brings together key infrastructure requirements and any constraints to wider development proposals.

Listed Building - a building or structure designated by the Secretary of State under the Planning (Listed Buildings and Conservation Areas) Act 1990 for its special architectural or historic interest, and therefore included in a 'list' of such buildings and structures.

Local Centre - an area, defined on the Policies Map, which usually includes a range of small shops of a local nature, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot-food takeaway and laundrette. In rural areas, large villages may perform the role of a local centre.

Glossary

National Planning Policy Framework (NPPF) - the Government's national planning policies for England and how these are expected to be applied.

National Planning Practice Guidance (NPPG) - Provides guidance for local planning authorities and decision takers, both drawing up plans and making decisions about planning applications. The guidance is categorised into subject categories

Neighbourhood Planning - A plan prepared by a Parish Council or Neighbourhood Forum for a particular area (made under the Planning and Compulsory Purchase Act 2004)

Objectively Assessed Need - The identified housing need to meet the needs of the local authority area over the plan period.

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

Pitch - means a pitch on a "gypsy and traveller" site

Plot - means a pitch on a "travelling showpeople" site (often called a "yard")

Policies Map (previously known as a Proposals Map)- a map on an Ordnance Survey base which shows where policies in Local Plans apply.

Primary Shopping Area - Defined area where retail development is concentrated

Scheduled Monument - a nationally important archaeological site that has been designated by the Secretary of State under the Ancient Monuments and Archaeological Areas Act 1979, and therefore included in a 'schedule' of such monuments.

Sequential Approach - an approach to planning decisions which may require certain sites or locations to be fully considered for development before the consideration moves on to other sites or locations. The approach could apply to issues such as retail development, the use of previously developed land or the use of land at risk from flooding.

Settlement Hierarchy - settlements are categorised into a hierarchy based on the range of facilities, services and employment opportunities available, plus the ability to access other higher ranking settlements by public transport.

Strategic Housing Market Assessment (SHMA)- An assessment of housing need in the housing market area, including the scale and mix of housing and the range of tenures that is likely to be needed over the plan period.

Supplementary Planning Document (SPD) - SPDs expand on policies or provide further details to policies contained in a Local Plan.

Sustainability Appraisal (SA) - a formal, systematic process to assess the environmental, economic and social effects of strategies and policies in a DPD from the start of preparation onwards. The process includes the production of reports to explain the outcomes of the appraisal.

Sustainable Community Strategy - a document which plans for the future of Peterborough across a wide range of topics, setting out a vision and a series of aspirations. The local strategic partnership (Greater Peterborough Partnership) has responsibility for producing the document which sets out four main priorities that all partners work towards.

Sustainable Development - usually referred to as "development which meets the needs of the present without compromising the ability of future generations to meet their own needs" (Brundtland, 1987).

Sustainable Drainage Systems (SuDS) - an overall term for systems of surface water drainage management that take into account the quantity and quality of runoff, and the amenity value of surface water in the urban environment. The main focus is on source control and the mimicking of natural processes to enable infiltration and gradual discharge into watercourses.

Use Classes - contained within the Use Class Order: a piece of national secondary legislation which groups types of use of premises into classes, so that no development is involved if a building is changed from one use to another within the same class. Changing the use of a building from one class to another constitutes development, and needs planning permission, but in certain circumstances this may be automatically permitted without the need to submit a planning application.

Village Boundary/Envelope - a boundary on a map beyond which the local planning authority proposes that a village should not be able to extend.

Glossary

Appendix B - Neighbourhood Planning

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

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

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

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

Site Allocations (provided they are in line with the thrust of policies in this plan, such as the settlement hierarchy)

Scale and massing of buildings

Local character considerations

Local design and building materials

Boundary fences/walls design criteria

Support for community facilities and services to ensure a thriving settlement

Policies to support sustainable lifestyles

Affordable housing sites

Housing type/size (eg small/large dwellings, bungalows)

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

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

Policy LP2: The Settlement Hierarchy and the Countryside

Policy LP3: Spatial Strategy for the Location of Residential Development

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

Policy LP5: Urban Extensions and other Nearby Large Scale Allocations

Policy LP6: The City Centre - Overarching Strategy

Policy LP7: Health and Wellbeing

Policy LP8: Meeting Housing Needs

Policy LP9: Custom build, self-build and Prestige Homes

Policy LP10: Gypsies and Travellers

Policy LP11: Development in the Countryside

Policy LP12: Retail and Other Development in Centres

Policy LP13: Transport

Policy LP14: Infrastructure to Support Growth

Neighbourhood Planning

Policy LP15: Safeguarded Land for Future Key Infrastructure

Policy LP19: Heritage Assets

Policy LP21: Open Space and Green Infrastructure

Policy LP22: Local Green Spaces

Policy LP23: Nene Valley

Policy LP24: Country Park

Policy LP25: Green Wedges

Policy LP26: Landscape Character

Policy LP27: Landscape and Biodiversity

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

Policy LP29: Culture, Leisure and Tourism

Policy LP31: Renewable and Low Carbon Energy

Policy LP32: Flood and Water Management

Policy LP33: Development on Land Affected by Contamination

Policy LP34: Urban Extensions and Nearby Large Scale Allocation

Policy LP36: Urban Area Allocations

Policy LP37: Large Village Allocations

Policy LP39: Medium Villages

Policy LP40: Urban Extensions - Employment Land

Policy LP41: General Employment Area and Business Parks

Policy LP43: Rural Employment Sites

Policy LP44: City Core Policy Area

Policy LP45: Railway Station Policy Area

Policy LP46: Rivergate Policy Area

Policy LP47: Riverside South Policy

Policy LP48: Riverside North Policy Area

Policy LP49: Fengate South Policy Area

Policy LP50: Boongate Policy Area

Policy LP51: City North Policy Area

The parking standards are set out by Use Class. They provide an overall approach for the local authority area. A lower provision may be appropriate in the city centre and in locations where there is good access to alternative forms of transport and existing public car parking facilities.

In all cases, adequate provision should be made for the parking and turning of service vehicles that serve the site, off the highway.

References in this Appendix to a cycle stand mean a 'Sheffield' or 'A-Frame' stand or similar (capable of accommodating two cycles). References to a cycle space mean a space for the parking/storage of one cycle.

Use	Car/van	Cycle
	Maximum	Minimum
A1 – excluding food stores	One space per 20 sqm gross floorspace	One stand per 150 sqm gross floorspace for staff and one stand per 400 sqm gross floorspace for customers
A1 – Food stores	One space per 14 sqm gross floorspace	

Informative notes: Parking standards for large, stand alone developments, such as large department stores and shopping centres will be considered on a case by case basis and should be agreed with the council.

Use	Car/van	Cycle
A2 - Financial and professional services	One space per 20 sqm gross floorspace	One stand per 150 sqm gross floorspace for staff plus one stand per 400 sqm gross floorspace for customers
A3 – Restaurants and cafes (excluding transport cafes)	One space per 15 sqm gross floorspace	One stand per 100 sqm for staff plus one stand per 100 sqm for customers
A3 (Transport cafes/truck stops)	One space per 15 sqm gross floorspace One lorry space per two sqm gross floorspace	One stand per 100 sqm gross floorspace for staff plus one stand per 200 sqm gross floorspace for customers
A4 – Drinking establishments	One space per 15 sqm gross floorspace	One stand per 100 sqm gross floorspace for staff plus one stand per 100 sqm gross floorspace for customers
A5 – Hot food takeaways	One space per 20 sqm gross floorspace	One stand per 100 sqm gross floorspace for staff plus one stand per 100 sqm gross floorspace for customers

Parking Standards

Informative notes: A higher provision of cycle parking may be required in locations situated in close proximity to key cycle routes and where a high volume of cyclists is expected to occur. This will be negotiated on a case-by-case basis.

Use	Car/van	Cycle
B uses	Maximum	Minimum
B1 – Business	One space per 30 sqm gross floorspace	One stand per 90 sqm gross floorspace for staff plus one stand per 200 sqm gross floorspace for visitors

Informative notes: Consideration should also be given to the requirement for any overnight parking and facilities.

Use	Car/van	Cycle
B2 – General industrial	One space per 50 sqm gross floorspace	One stand per 150 sqm gross floorspace for staff plus one stand per 500 sqm gross floorspace for visitors

Informative notes: If a site office is included in the development then a B1 parking standard should be applied for that area.

Use	Car/van	Cycle
B8 – Storage and distribution (including open air storage areas)	Three parking spaces per unit plus one space per 300 sqm gross floorspace	One stand per 500 sqm gross floorspace for staff plus one stand per 1000 sqm gross floorspace for visitors
B8 with retail element	Three parking spaces per unit plus one space per 300 sqm gross floorspace +one space per 20 sqm gross floorspace for customer parking	

Informative notes: Consideration should also be given to the requirement for any overnight parking and facilities.

It is acknowledged that there is an increasing trend for B8 developments with a retail element where there is the option for customers to visit a counter at the premises and make purchases. For developments such as this, additional customer parking should be allocated, equivalent to the A1 standard for the floorspace that has public access.

If a site office is included in the development then a B1 parking standard should be applied for that area.

Use	Car/van	Cycle
C uses	Maximum	Minimum
C1 - Hotels	One space per bedroom plus one space per ten sqm of dining area for hotels with restaurants open to the public	One stand per four staff plus one stand per ten bedrooms

Informative notes: The modern day hotel is seldom used solely as a hotel and often offers multifunctional amenities such as conference facilities, restaurants and gyms. These multifunctional uses must be considered per individual use class and adequate parking allocated to encompass all uses when considering the potential for cross-visitation.

Use	Car/Van	Cycle
C2 - Residential care home	One space per full time equivalent staff + One visitor space per three beds	One stand per five staff + resident parking on a case-by-case basis
Hospitals – Note: at hospitals there are a number of people who are temporarily disabled and do not have Blue Badges.	To be considered on a case by case basis	One stand per four staff Visitors - to be considered on a case by case basis
Treatment centres (e.g. ISTC* with over night facilities)	To be considered on a case by case basis	One stand per four staff Visitors - to be considered on a case by case basis
Residential education establishments – primary/secondary	One space per full time equivalent staff	One stand per eight staff + one stand per six students
Residential education establishments – further/higher	One space per full time equivalent staff + one space per five students	One stand per eight staff + one stand per six students

Informative notes: Parking standards for retirement developments that are warden assisted yet provide independent living should fall under Class C3.

Parking Standards

Hospital parking: It should be acknowledged that particular needs of hospitals arising from their 24 hour service (which impacts on accessibility for patients and visitors and on staff working patterns) should be taken into account and parking provision provided accordingly. The impact of parking on the surrounding area should be considered and if necessary provision should be made for appropriate traffic management measures (e.g. resident parking scheme) to prevent illegitimate parking on neighbouring streets by people travelling to the hospital site. Travel plans for staff, patients and visitors play an important role in traffic reduction and especially encourage modal shift for staff.

* Independent Sector Treatment Centre

Use	Car/van	Cycle
C2A - Secure residential institution	One space per full time equivalent staff Visitor – on a case-by-case basis	One stand per eight full time equivalent staff Visitor – on a case-by-case basis

Informative notes: Class C2A includes a variety of uses which will demand a varying need for parking. Standards should be used as a guide but there must be flexibility and applications should be looked at on a case-by-case basis. Visitor parking requirements will vary between institutions and should be dealt with on an individual application basis.

Use	Car/Van	Cycle
	Minimum*	Minimum*
C3 – Dwelling houses One bedroom	One space per dwelling (plus spaces for visitors at the rate of one space for every four dwellings (unallocated))	One secure covered space per dwelling. None if garage or secure area is provided within curtilage of dwelling
Two+ bedroom	Two spaces per dwelling (plus spaces for visitors at the rate of one space for every six dwellings (unallocated))	
Four+ bedroom	Two spaces per dwelling (plus spaces for visitors at the rate of one space for every four dwellings (unallocated))	

Use	Car/Van	Cycle
Flats in City Centre**	One space for every two dwellings (plus spaces for visitors at a rate of one space for every six dwellings (unallocated))	on a case- by-case basis
Retirement developments (e.g. warden assisted independent living accommodation)	One space per dwelling	
C4 – Houses in multiple occupation	One space per bedroom	

Informative notes:

*For C3 or C4 development, the standards are listed as 'minimum' and will be applied in most instances, especially for major development (10 or more dwellings). However, in some instances the standards will be inappropriate, for example where this would harm the established character of the area. In such instances applicants should discuss with the council what an appropriate provision of parking should be.

For C3 and C4 developments, car parking spaces for occupants should normally be provided on-plot, except in the case of flats or for specific urban design reasons where the most appropriate design solution would require a communal car park or garage court.

**For flatted development in the City Centre boundary applications must be supported by a parking management plan. This is because the standard if for 0.5 spaces per dwellings and to prevent on street parking and the development becoming cluttered with cars.

Where the number of dwellings in each category are below the threshold, the total number of dwellings will be used to calculate the number of unallocated spaces required by taking an average requirement.

Where a garage is proposed to count as one of the required parking spaces, the garage would need to be of at least 20 sq m of internal floorspace. Alternatively, garage size can be reduced to 18 sq m of internal floorspace and still qualify as a parking space provided a shed or other covered area of 1m by 3m space is available for parking a cycle(s).

Annexes which create extra bedrooms will require additional parking unless existing provision is demonstrated to be adequate.

Visitor/unallocated vehicle parking can, subject to appropriate design, be located on or near the road frontage.

Use	Car/van	Cycle
D uses	Maximum	Minimum

Parking Standards

Use	Car/van	Cycle
D1 - Medical centres	One space per full time equivalent staff + two per consulting room + drop off/pick up facilities	One stand per eight staff plus one stand per two consulting rooms for visitors
Crèche, child care	One space per full time equivalent staff + drop off/pick up facilities	One stand per eight staff plus One stand per 15 child places
Day care centre	One space per full time equivalent staff + drop off/pick up facilities	One stand per eight staff plus one stand per 20 clients
Education – primary/secondary	One space per full-time member of staff + drop off/pick up facilities	One stand per eight staff plus one stand per six pupils

Informative notes:

A lower provision may be appropriate for educational establishments in an urban location where there is good access to alternative forms of transport to allow sustainable travel.

Parking/drop off arrangements for special schools must be taken into consideration as generally extra staff are required and most pupils/students arrive by taxi or car.

Coach parking and facilities must be considered for all D1 uses.

Open Space Standards

D

Open Space Type	Quantity Standard	Accessibility Standard	Quality Standard
Neighbourhood Parks	1.36ha per 1,000 population	560m straight line distance	All spaces should meet Green Flag standard wherever possible
Country Parks	No standard – provision should be opportunity led and requested on a case by case basis	5.25km straight line distance	All spaces should meet Green Flag standard wherever possible
Children's Play	0.04ha per 1,000 population - equipped/ designated play areas (LAP, LEAP and NEAP)	LAP – 200m straight line distance (where possible) LEAP – 450m straight line distance NEAP – 800m straight line distance	Children's play provision should provide a range of facilities associated with the type of facility.
Natural Greenspace	0.42ha of Local Nature Reserve per 1,000 population	300m to natural greenspace of at least 2ha (although a minimum of 0.25ha will be appropriate within existing urban areas) 2km to natural greenspace of at least 20ha 5km to natural greenspace of at least 100ha 10km to natural greenspace of at least 500ha	Areas of natural and semi-natural greenspace should be of adequate quality and support local biodiversity
Allotments	0.29ha per 1,000 population	560m straight line distance	Allotment sites should be of adequate quality and support the needs of the local community. Allotment sites which under perform in terms of their value to the local community should be improved

Open Space Standards

Policies Map

Policies Map