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# Report to Peterborough City Council

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an Inspector appointed by the Secretary of State for Communities and Local Government

22 December 2010

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PLANNING AND COMPULSORY PURCHASE ACT 2004

SECTION 20

**REPORT ON THE EXAMINATION INTO THE  
PETERBOROUGH CORE STRATEGY  
DEVELOPMENT PLAN DOCUMENT**

Document submitted for examination on 22 April 2010

Examination hearings held between 28 September and 15 October 2010

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## ABBREVIATIONS USED IN THIS REPORT

AA	Appropriate Assessment
BR	Building Regulations
CCAAP	City Centre Area Action Plan DPD
BREEAM	BRE Environmental Assessment Method
CIL	Community Infrastructure Levy
CSH	Code for Sustainable Homes
CS	Core Strategy
DPD	Development Plan Document
EC	Environment Capital
ELR	Employment Land Review
EIP	Examination in Public
HRA	Habitats Regulations Assessment
IGS	Integrated Growth Study
KSC	Key Service Centre
LDF	Local Development Framework
IDP	Integrated Development Programme
LDS	Local Development Scheme
LGV	Limited Growth Village
LHS	Lifetime Homes Standards
LP	Local Plan
LPA	Local Planning Authority
LTP	Local Transport Plan
pdI	previously developed land
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
PSA	Primary Shopping Area
RFI	Regional Freight Interchange
RSS	Regional Spatial Strategy
REVS	Resource Efficiency Viability Study
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SCI	Statement of Community Involvement
SCS	Sustainable Community Strategy
SFRA	Strategic Flood Risk Assessment
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
SV	Small Village
SPA	Special Protection Area
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest
VA	Peterborough Affordable Housing Financial Viability Assessment

## **Non-Technical Summary**

This report concludes that the Peterborough Core Strategy Development Plan Document provides an appropriate basis for the planning of the City over the next 15 years. The Council has sufficient evidence to support the strategy and can show that it has a reasonable chance of being delivered.

A limited number of changes are needed to meet legal and statutory requirements and to ensure that the Core Strategy is sound. These can be summarised as follows:

- Re-locate policies CS5, CS8 and CS15 within the Spatial Strategy section of the Core Strategy to complete and clarify the Spatial Strategy.
- Add clarity and flexibility to policy CS1 for housing delivery.
- Reduce the amount of employment land to be allocated in the City centre by policy CS2, to 3.5 hectares.
- Amend policies CS4 and CS7 by removing reference to a specific number of new, permanent pitches to be provided for Gypsies and Travellers.
- Amend policy CS13 to provide an effective transport strategy.
- Amend policy CS14 to provide a sound retail strategy.
- Add clarity to the delivery and monitoring strategies.

All but one of the changes recommended in this report are based on proposals put forward by the Council in response to points raised and suggestions discussed during the public examination. The changes do not alter the thrust of the Council's overall strategy.

## Introduction

1. This report contains my assessment of the Peterborough Core Strategy (CS) Development Plan Document (DPD) in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004. It considers whether the DPD is compliant in legal terms and whether it is sound. Planning Policy Statement (PPS) 12 (paragraphs 4.51-4.52) makes clear that to be sound, a DPD should be justified, effective and consistent with national policy.
2. The starting point for the examination is the assumption that the local authority has submitted what it considers to be a sound plan. The basis for this examination is the submitted Core Strategy (22 April 2010) [E135], together with the accompanying post-publication editorial changes [CD221]. Since I have formally accepted these changes, they are embedded in the submission version of the CS and do not require any further recommendation or endorsement.
3. Peterborough City Council (the Council) has also published a consolidated schedule of post-submission suggested changes [CD206]. This report focuses on those changes that are needed to make the DPD sound and they are identified in bold in the report (**S**). All of these changes have been proposed by the Council and are presented in Appendix A. In addition, I have recommended one change to policy CS7, which is identified in the report as (**IC1**). It is detailed in Appendix C. None of these changes should materially alter the substance of the plan and its policies, or undermine the sustainability appraisal and participatory processes undertaken.
4. Other changes put forward by the Council are factual updates, corrections of minor errors or other minor amendments in the interests of clarity. As these changes do not relate to soundness they are generally not referred to in this report although I endorse the Council's view that they improve the plan. These changes are shown in Appendix B.
5. All of the changes that the Council has put forward have been publicised on its website and notified to relevant representors. I have taken account of all comments made on them. I am content for the Council to make any additional minor changes to page, figure, paragraph numbering and to correct any spelling errors prior to adoption. My conclusions on the assessment of compliance with the legal requirements, having regard to the Council's own self-assessment [E129], are at the end of this report.
6. References in this report to documentary sources are provided thus [ ], quoting the reference number in the examination library.

## Assessment of Soundness

### Overview

7. The CS is an ambitious plan containing 22 policies, setting out the Council's Spatial Strategy to deliver a bigger and better Peterborough. Substantial residential and economic growth, amounting to a net increase of around 25,500 dwellings and 24,600 new jobs is its key priority. It is supported by a robust, extensive, but proportionate evidence base, including an infrastructure Integrated Development Programme (IDP) [E058]. Alternative spatial options for the substantial growth envisaged and upon which the public were consulted are detailed in a substantive study that underpins the CS evidence base, known as the Integrated Growth Study (IGS) [E060]. Limited shortcomings of the

evidence base perceived by some representors are referred to in the appropriate sections of this report.

8. Significant changes to the national and regional policy context for the CS have taken place immediately prior to and post its submission. These are the publication of PPS4 and PPS5, the publication of the 3<sup>rd</sup> version of PPS3, the revocation of the RSS and the subsequent quashing of its revocation on 10 November 2010 [CD249]. I am satisfied that the Council has properly considered the implications of all of these policy changes for the CS. Except for its policies CS4 and CS7, concerning provision for Gypsies and Travellers, which is considered later in this report, they do not necessitate fundamental changes to the policies going to the heart of the soundness of the CS. For clarity and factual correctness to reflect the current national policy context, the Council has suggested changes, referring to PPS4 and PPS5, which I endorse. They are listed in Appendix B of this report. The Council has also suggested changes prefaced (300.1) – (300.86), which refer to changes that would reflect the Government's intended revocation of the RSS, however since the RSS forms part of the current development plan for Peterborough I do not endorse those changes.

### **Main Issues**

9. Taking account of all the representations, written evidence and the discussions that took place at the examination hearings I have identified nine main issues upon which the soundness of the plan depends. Except for the first, these are grouped to reflect the three main themes of the CS. These seek to: achieve growth that is viable, deliverable and accompanied by appropriate infrastructure; sustainable development that contributes to Peterborough's ambition to be the Environment Capital of the UK and to improve the quality of life of people and communities in Peterborough.

#### ***Issue 1 – Whether the spatial Vision and Objectives of the CS reflect the identified issues to be addressed and are sound, if cross boundary issues have been satisfactorily taken into account and if the format of the CS is logical.***

10. The first four sections of the CS set out its context in terms of the influences of other policies, plans and documents, and the 50 identified overarching issues to be addressed. They summarise the consultation processes and stakeholder involvement, Sustainability Appraisal (SA) and Habitats Regulations Assessment (HRA), all of which have clearly influenced the evolution of the CS. The Vision statement is set out, and 29 Objectives for achieving this Vision are detailed. It is clarified that the CS does not address matters of minerals and waste, which are the subjects of a separate Minerals and Waste Core Strategy DPD.
11. The Vision has been the subject of public consultation through the IGS and other key stages of the CS consultation process. It is identical in wording to the vision for the Sustainable Community Strategy (SCS) [E078]. It is locally distinctive and provides a clear sense of how the City will develop and how it will be different by the end of the plan period in 2026. The Council's suggested change (**S400.2**) will add necessary clarity and flexibility to its Economy and Employment Skills theme, which I endorse for soundness.
12. The Objectives that flow from the Vision are grouped to reflect its 11 key themes. It is clear that alternatives have been considered and consulted upon,

and that those within the CS are the most appropriate and provide a sound, relevant and locally distinctive basis for the Spatial Strategy.

13. However, as acknowledged by the Council, this introductory part of the CS is not sufficiently focussed and the priorities for the plan are unclear. Thus its overall success and the relevance of its policies would be difficult to measure. For effectiveness and soundness, I endorse suggested change **(S100.1)**, which adds a brief spatial portrait to provide the context for the issues to be addressed. Also, suggested change **(S200.5)**, which relocates text from the end of section 4 to precede the long list of Objectives, to summarise and highlight the 3 key priorities of the CS.
14. The evidence presented by the Council and in representations indicates that regard has been paid to the existing and emerging plans of neighbouring LPAs (taking account of the relative weights that they should be afforded), that cross boundary issues are addressed through several of the CS policies, including; CS11, CS13, CS19 and CS22, and that joint working arrangements are in place, or are being initiated. However, to make this explicit in the CS, the Council has suggested several changes, which I endorse for soundness. Change **(S400.1)** inserts text after paragraph 2.11.2 clarifying the main cross-boundary issues and how they will be addressed. **(S200.8)** recognises that Fenland District Council and Cambridgeshire County Council will be party to decision making concerning any proposals for a regional freight interchange, which is the subject of policy CS3. In addition, suggested change **(S100.8)** adds references in the Key Diagram to the main cross boundary linkages.
15. The Spatial Strategy comprises a suite of four policies, but these exclude policies CS5: The Settlement Hierarchy and the Countryside, CS15: The City Centre and CS8: Neighbourhood Regeneration. These three strategic, spatial matters are fundamental to the delivery of the Vision. To clarify this and to make the Spatial Strategy complete the Council wishes to re-locate them within the Spatial Strategy group of policies, in accordance with suggested changes **(S100.2)**, **(S400.22)** and **(S400.23)**. In addition, to correct an omission in policy CS8, suggested change **(S200.14)** refers to the important contribution that housing regeneration can make in tackling community inequalities. I endorse these changes for effectiveness and soundness.
16. I conclude that no further changes are necessary to make the spatial Vision and Objectives of the CS sound, to satisfactorily address cross boundary issues and to clarify the main elements of the Spatial Strategy.

## **Theme 1 - Delivery of Viable, Substantial Growth**

***Issue 2 – Whether the strategy for the location of major development is justified by the evidence, is the most appropriate to achieve the Vision and Objectives of the CS, and is effective, deliverable and consistent with national policy.***

### *The Settlement Hierarchy*

17. Policy CS5 informs that 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 hierarchy; *City of Peterborough*, including the City centre, existing urban areas, District centres and proposed urban extensions, *Key Service Centres* (KSCs), *Limited Growth Villages* (LGVs) and *Small Villages* (SVs). (These three latter typologies refer to rural settlements). There are no settlements within Peterborough that amount to towns. The focus for most

growth will be in the first category and the Council suggests that this should be clarified by change **(S400.5)**. No sites for development will be allocated in the SVs and new development will be restricted in the countryside to types specified in the policy.

18. The classification of settlements into appropriate categories is based on criteria set out in the Peterborough Settlement Hierarchy Study 2007 [E072], updated in 2009 [E073] and in 2010 [E122]. These criteria are derived largely from the RSS and reflect the function of settlements based mainly on their existing facilities, size and relationship with adjoining areas. The settlement categories are not directly linked to capacity for further growth, since this depends on specific environmental and infrastructure considerations.
19. There is a general consensus that most development should be directed towards the City of Peterborough and its environs. However, some objection has been raised to the LGV category, which centres mainly on the perceived scale of new development that may consequentially occur in those settlements.
20. The inclusion of LGVs carries forward an established typology from the 2005 Peterborough Local Plan (First replacement) (LP) [E126], in which its policy H10 refers to 'Limited Rural Growth Settlements'. In such settlements, new development is permitted on allocated sites defined on the Proposals Map, and as infill. Apart from the elevation of Thorney to a KSC, the policy basis for the LGVs would not be changed by the CS. However, for necessary clarity and transparency, the Council wishes to add text at paragraph 6.2.8, **(S400.7)** that defines the main features of the rural settlement typologies. As the settlement categories primarily reflect function rather than capacity for growth, a representor's suggested inclusion in their definition of a percentage growth limit in LGVs and the preclusion of greenfield development would be unjustified and inflexible. Suggested change **(S400.6)** informs that existing settlement boundaries, including for the urban area, as shown on the LP Proposals Map, will be re-assessed, initially through the Site Allocations DPD and through the Planning Policies DPD. I endorse these changes for soundness.
21. With the following exceptions, the categories into which settlements have been placed are not disputed. Since substantial future growth may be constrained in Thorney, it is questioned if this settlement is appropriately categorised as a KSC. However, as noted above, capacity is not a primary consideration for classification. I conclude that Thorney is appropriately designated as a KSC, because it contains the necessary range of services and facilities, employment opportunities and has a regular bus service to Peterborough.
22. Although Eye and Eye Green are separated by the A47, and the LP Proposals Map defines individual village envelopes, they function as a single settlement; a view which is supported by their joint Parish Council. Taking account of the considerable range of facilities and services in Eye, they clearly function as a KSC and are appropriately categorised.
23. Wittering may have potential for further residential development, which would not be constrained by its LGV designation, but it does not have a doctor's surgery nor, apart from the RAF base, does it contain significant employment opportunities. Furthermore, it has only an hourly bus service to Peterborough. Therefore, it does not function as a KSC and is correctly categorised as an LGV.
24. Although Glinton contains a secondary school, which is unique amongst the rural settlements, it does not contain the wider range of facilities and services that are expected of a KSC. Nevertheless, like Wittering, it may have potential

for further residential development, which would not be constrained by its LGV typology. Castor more so has limited service facilities and employment opportunities and is, therefore, appropriately categorised as a LGV.

*The Strategy for the Location of Major Development – The City Centre*

25. The City centre is the 'heart of the City of Peterborough' and is acknowledged in the CS (paragraph 6.12.1) as being essential to its image, economic prosperity and future success. Suggested change **(S400.22)** re-locates policy CS15 within the Spatial Strategy to correctly emphasise this.
26. The policy encourages the expansion of retail floorspace in the City centre, with priority in the early years being afforded to proposed mixed, but primarily retail development at North Westgate, to which the developers and landowners are clearly committed. Suggested change **(S400.24)**, which I endorse for soundness, clarifies that decisions on development proposals will be made in accordance with PPS4. The forthcoming City Centre Area Action Plan DPD (CCAAP) [E048] will identify areas for concentrations of development or regeneration, including the Railway Station Area, South Bank, District Hospital Site and at land beside the River Nene.
27. In addition, policy CS15 proposes around 4,300 new dwellings and significant office development, specific sites for which will be identified in the CCAAP. The policy also supports new cultural and leisure developments to meet sub-regional needs. Mixed use developments are encouraged, improvements to the public realm will be promoted and the City centre's historic environment will be protected. Class A2 uses are not specifically referred to, but to acknowledge that service industries have an important role in the City centre I endorse the Council's suggested change **(S400.25)**, which inserts such reference at paragraph 6.12.2.
28. Whilst the currently constrained economic climate may slow down delivery of the City centre proposals, work on the CCAAP indicates that the main stakeholders are committed and optimistic.
29. No further changes are necessary to policy CS15 for soundness.

*Development in the Urban Area*

*Urban Extensions*

30. Policy CS4 is criteria based and states that Peterborough's Spatial Strategy includes urban growth by means of sustainable urban extensions. These are supported by a significant and robust evidence base, including the IGS, which considered several alternative locations that have been consulted upon, giving reasons why those others were rejected. The SA has not revealed any outstanding issues and no alternative, competing locations have been put forward in representations.
31. The IDP has identified significant infrastructure requirements associated with the delivery of the urban extensions, but none are contested by the main developer partners as being unnecessary or financially unviable. Stakeholders' commitment to their delivery is evident since their planning is advanced, and development is well underway at Hampton, Stanground South and Paston Reserve. Planning applications are currently being considered for Great Haddon. Norwood has no planning permission and is not yet the subject of any planning application, but the indications are that its landowners and potential



developers are supportive of development there. However, for clarity and consistency between the policy and its supporting text concerning Norwood, the Council's suggested change (**S400.12**) to paragraph 5.3.12 is necessary, which I endorse for soundness.

32. Except for 'non duly made' comments made late into the examination process, on behalf of the Norman Cross Action Group (which brings together the Parish Councils in Huntingdonshire most affected by the Great Haddon urban extension), there is no significant objection to any of them. These Councils were formally consulted at various stages of the progress of the CS, but they raised no objection. But for clarity, the Council wishes to insert text at paragraph 5.9.4, by suggested change (**S400.52**), to confirm that given the close proximity to the communities in Huntingdonshire, it will work closely with those communities to ensure the successful delivery of the Great Haddon urban extension. I endorse this change in the interests of ensuring effective cross-boundary relationships.
33. A statement of common ground between the Council and the Great Haddon Consortium [CD233/5] demonstrates that it is highly probable that the necessary project level AA under the HRA process could be completed to ensure that development at Great Haddon would not be harmful to the interest features of the adjacent Orton Pit SAC. Natural England supports this precautionary approach. However, the Council suggests that the last paragraph of policy CS4, which refers to this matter, is amended as detailed in (**S200.11**), to clarify that it is the Council's responsibility to carry out the project level AA. Also, to remove specific reference to woodland provision and to clarify that inappropriate access from the development to the Orton Pit SAC should be controlled and regulated. I endorse this change for soundness and consistency with statutory requirements.
34. In line with main thrusts of national planning policy, the criteria of policy CS4 seek overall to ensure that the urban extensions will enable inclusive, sustainable communities by providing mixed development that is sensitive to the natural environment and its resources. Necessary compliance with all other policies of the CS, for example policy CS17, would also require that such development respects the historic environment and other considerations.
35. Some concern has been raised about the considerable loss of greenfield land that would occur. But given the Council's agenda of substantial growth, which is considered under Issue 3 of this report, this is inevitable. Nevertheless, substantial parts of the urban extensions would re-use areas of former brickworks. Furthermore, the evidence indicates that they are the most effective and sustainable means of achieving the desired high level of growth.
36. Several of the criterion of the policy requires the provision of community services and facilities. For compliance with the tests of Circular 05/2005 Planning Obligations, the Council suggests that the fifth bullet point of the policy is amended, as detailed in (**S400.13**) to clarify how provision for education facilities will be sought. I endorse this change for clarity and consistency with national policy.
37. The requirement of the second criteria of policy CS4, which refers to the provision of Gypsy and Traveller accommodation at Great Haddon and Norwood, is considered under Issue 7 of this report. Apart from the Council's wish to change this part of the policy no further changes are necessary to policy CS4 for soundness.

*Regional Freight Interchange*

38. Extensive evidence robustly demonstrates the need for a regional freight interchange (RFI) associated with the transfer of freight between the port of Felixstowe and the Midlands/North of England. Peterborough is well located on the national rail and road network to provide this facility.
39. Policy CS3 demonstrates the Council's support for and enables the development of a RFI, to the north-east of Stanground, provided that a prospective developer can provide a robust evidence base that addresses all of the significant issues listed in the policy. These include; minimising any potential pollution and contamination, floodrisk, impacts on biodiversity, making arrangements for appropriate alternative sources of minerals supply, addressing strategic transport issues including associated greenhouse gas emissions, addressing impacts on the natural and historic environments and on local communities, and impacts on the Nene Washes SSSI, SAC, SPA and Ramsar Site. I am satisfied that the policy refers to all of the most significant issues that should be addressed.
40. To comply with statutory requirements, the Council wishes to amend reference in the policy to the need for a project level AA, as detailed in **(S400.34)**. For compliance with PPS5, it also suggests change **(S200.9)** to clarify that impacts on archaeological interests, both within the site and in the wider area should be assessed and addressed. I endorse these changes for soundness.
41. To demonstrate that adequate joint working arrangements are taking place the Council suggests that text should be added to paragraph 5.8.6 and to the monitoring and implementation table for policy CS3, as detailed in changes **(S200.8)** and **(S400.69)**. Such joint working includes the current proponent for this development, the Council, Cambridgeshire County Council, Fenland District Council, into which area part of the possible site would extend, and other bodies including the Environment Agency, Natural England and Network Rail. I endorse these changes for transparency, effectiveness and soundness.
42. An extensive evidence base submitted by the proponents of the RFI indicates that potentially all the issues listed in the policy could be satisfactorily addressed, including the sequential test of PPS25, SA [E136 & E137] and the process of assessing all potential locations for the purposes of the HRA [E138]. Transport modelling indicates that necessary improvements to the highways and rail networks are feasible and deliverable. Several alternative sites, including outside of Peterborough and the sub-region have been considered and credible reasons have been provided as to why those other sites have been rejected [E123C].
43. Thus, whilst the preamble to policy CS3 informs that the successful delivery of the Spatial Strategy is not reliant on the provision of a RFI, the evidence satisfactorily demonstrates that it is appropriate for the CS to identify land as a potential broad location for the facility and to provide a policy hook for the Site Allocations DPD, through which the precise boundaries of the RFI would be defined.
44. I conclude that the policies that set out the Spatial Strategy for the location of major development are justified by the evidence, are the most appropriate to achieve the Vision and Objectives of the CS, and that they are effective, deliverable and consistent with national policy. No further changes are necessary for their soundness.

***Issue 3 – Whether the intended scale and distribution of new housing and jobs are justified, appropriate and are deliverable consistent with the settlement hierarchy and with national policy.***

*Housing Scale*

45. In line with the housing target of the RSS, policy CS1 confirms the CS intention to make provision for around 25,500 net additional dwellings for the period 2009-2026, and it indicates the broad locations and approximate numbers for their distribution. Table 2 provides further clarification by breaking down these figures into commitments at 2009, proposed new dwellings and totals to make up the 25,500.
46. When the RSS was temporarily revoked, shortly into the commencement of the examination of the CS, the Council reconsidered its intended housing provision. Representors were also invited to comment on the appropriateness of that target. Following consideration and discussions on this matter within the Council, the Council Leader confirmed Peterborough's commitment to the housing target [CD204].
47. A summary of the main evidence used to support the target is given in [CD237]. These figures were scrutinised during the RSS Examination in Public (EIP) in 2006 and were endorsed by the Secretary of State when approving the RSS in 2008. It is clear from the EIP Panel Report [CD235] that the Council supported the figure during the preparation and examination of the RSS, which also considered a higher alternative target range of 30,000 - 41,300 net new dwellings, based on the 'Shared Intelligence' report. I support the Council's view that the RSS housing figures are appropriate and are supported by robust evidence.
48. However, an MP for the area is concerned that this evidence may now be out-of-date and fails to take account of, amongst other matters, the reducing scale of migrants to Peterborough. Cumulatively, these could indicate that the target should be revised downwards. But no specific alternative figures have been presented to this examination for consideration. Nor has any detailed evidence been submitted, which undermines that supporting the 25,500 figure. If any such evidence emerges in the future, this can be considered as part of the monitoring process and fed into a subsequent review of the CS. In the meantime, I conclude that provision for around 25,500 net new dwellings by 2026 provides an appropriate and soundly based target for the current CS.

*Housing Distribution*

49. The IGS presented alternative scenarios for the distribution of the proposed new housing. Based on responses from its associated public consultation exercise an option of concentrating around 96% of new housing in the urban areas (City Centre (17%), adjoining urban areas (22%) and in new urban extensions (56%)), with the remaining, approximately 4% to be provided in the rural areas, was carried forward to the Preferred Options stage [E059] and subsequently to the submitted CS. (The total does not add up to 100% due to rounding of the figures.)
50. Taking into account that outside Peterborough itself there are no other settlements within the area that are of the scale of a town, together with the need to achieve sustainably located development, balanced with achieving vibrant rural communities, as stressed in PPS4, I share the Council's

conclusion, which is supported by most representations, that this is the most appropriate urban/rural split for Peterborough.

51. Some concern has been raised that the housing growth to be directed towards the rural settlements has been increased by around 200 dwellings between the IGS and published CS stages, without apparent justification. However, in its written [CD237] and oral responses the Council has explained and justified this increase, and I am satisfied that adequate opportunity for the public to comment on this change has been provided, in accordance with the Council's Statement of Community Involvement (SCI) [E142] and the minimum requirements of the Regulations. However, in the light of discussion and acknowledgement of recent completions, the Council has suggested that Table 2 is amended in accordance with **(S400.51)**, which I endorse for accuracy and clarity. This change would reduce required new allocations in the rural areas from 700 to 662, which whilst a small figure overall, will have a significant impact upon the scale of potential growth at these small settlements.
52. Partly triggered by parallel consultation on the forthcoming Site Allocations DPD, which has reached its Preferred Options stage [CD225], there has also been significant opposition to perceived levels of growth at some of the rural settlements, including from residents of Eye/Eye Green and Helpston. Concerns include that housing development may be driven towards the rural areas to make up any shortfall in delivery in the urban areas. As a consequence, the capacity of services and facilities at those settlements may be exceeded and the quality of their environments may be reduced.
53. Alternatively, others object that by ascribing approximate numbers of dwellings to the KSCs and LGVs, policy CS1 and its supporting text may be too inflexible and would prevent a greater than average proportion of new development being allocated at those LGVs that may have the capacity to support it. Glinton is cited as an example.
54. In response to these concerns, the Council has suggested several changes to policy CS1 and its supporting text to add necessary transparency, clarity and flexibility. To clarify that it is not the intention of the CS to make good any shortfall in overall housing provision within the rural areas, **(S400.9)** amends policy CS1 by splitting the intended distribution into four broad locational areas; City centre, the adjoining urban areas including the proposed urban extensions, the KSCs and the LGVs, and fourthly the SVs. **(S400.49)** clarifies that the approximate distribution includes commitments, and **(S400.10)** adds supporting text to clarify that in making allocations, any shortfall within one broad locational area will not be compensated for by additional allocations in another. These suggested changes enable any shortfalls in the sub-categories to be made good within the same overall broad locational category and also to provide necessary flexibility to enable LGVs with sufficient capacity to accommodate more than average development, and thereby possibly reduce the amount of allocations in the KSCs.
55. In addition, to provide policy guidance and transparency to the Site Allocations process, **(S400.8)** adds supporting text setting out the broad site selection criteria for housing allocations. To highlight that the wishes of existing rural communities will be taken into account, as will social and physical infrastructure capacity/constraints, the parameters include requirements that robust community based planning documents are considered, together with the potential of settlements to expand and or enhance community facilities and services. Impact on valued environments will also be taken into account.

However, objection alone would not be sufficient reason to prevent allocations, as this would introduce unacceptable lack of transparency and certainty to the site selection process. I endorse all of these changes for effectiveness and soundness.

### *Housing Delivery*

56. To be effective, it is important that the target housing provision is achieved overall, in accordance with the requirements of PPS3 and with the locational distribution set out in policy CS1.
57. The Strategic Housing Land Availability Assessment (SHLAA) undertaken in 2008 [E118] indicates a shortfall of 5,750 dwellings in overall provision. However, its terms of reference limited its search for sites to the urban area, as defined on the Proposals Map for the LP. Thus it excluded the proposed urban extensions. Subsequently, additional sites within the urban area have also been identified, and identification and assessment of potential sites in the rural areas has been undertaken through the Site Allocations DPD process. Discounting sites of less than 0.3 hectare and those subject to significant physical and infrastructure constraints, provision for 25,598 net new dwellings has now been identified.
58. The Council has confirmed that the recent publication of the 3<sup>rd</sup> version of PPS3, which removes garden land from the definition of previously developed land (pdl), will not reduce this figure. From historical trends, it is also confident that slippage from non-implementation of planning permissions will be over-compensated for by windfalls. Thus, based on current information, although the margin is tight, it is possible to achieve the housing target from commitments and allocations. For clarity on this matter the Council's suggested change **(S400.11)** removes reference in policy CS1 to the contribution of small windfalls to the housing supply.
59. Despite the depressed housing market over the last three years, annual completions have been rising in Peterborough. In 2010 there were around 1,100 compared to about 800 in 2006. Furthermore, developers and landowners of the major, potential housing sites have confirmed their willingness for housing development to proceed. The evidence therefore indicates that delivery of the intended scale of housing provision is realistic.
60. The Council wishes to include Figure 3, by suggested change **(S100.29)** to show how the housing trajectory would be divided between development on pdl/non pdl, with an overall indication that 55% of new housing development will be on pdl. This falls short of the CS pdl target set at 60%, in line with the indicative national target, but discussion at the hearings indicated that it is probable that several large windfall sites will come forward in the future. For this reason I concur that the pdl target and anticipated delivery are appropriate and realistic. Furthermore, to lower the target could be interpreted as a lack of ambition to maximise the use of pdl.
61. Table 7 of the CS, and the Five Year Land Supply [E124], demonstrate that there is sufficient deliverable land for 7,616 dwellings; the 5 year target being 7,100. Thus the delivery requirements of PPS3 are satisfied.
62. Table 7 also identifies where housing provision will be broadly located. This indicates a potential deficit in the approximate target provision in the urban areas of around 1,150 dwellings, about -25% for that sub-area. However, through updated work in connection with the Site Allocations DPD, which takes

63. account of large windfall sites that have subsequently come forward, this shortfall has been reduced to 400. Furthermore, the added flexibility provided by suggested change **(S400.10)**, which enables the making up of a shortfall in a sub-category within the overall broad locational category, will enable housing provision in accordance with the locational distribution set out in policy CS1.
64. I conclude that no further changes are required to ensure that the intended scale and distribution of new housing is justified, appropriate for the City and is deliverable consistent with the location strategy and with national policy.

*The Scale of Employment Growth*

65. The CS seeks to make provision for around 24,600 new jobs, which for flexibility, exceeds the indicative minimum target of 20,000 set by the RSS. Five alternative, higher and lower scales of employment growth were consulted upon as part the CS process. These are detailed in the IGS and are listed in the supporting text of policy CS2. The selected third scenario, described as 'Environment Plus' received the greatest support from the public consultation exercises [E139]. It assumes achievement of the housing target, with a consequential population growth of around 45,000 up to 2021. The employment growth envisaged would be partly accommodated on employment land (11,000 B1/B2/B8 jobs), with the remainder in shops, education and health facilities etc.
66. The preamble to policy CS2, which sets out the spatial strategy for the location of B1, B2 and B8 employment development, informs how this intended job creation is translated into employment land requirements. The evidence contained in the Employment Land Review 2008 (ELR) [E055] and the methodology used to make this translation is agreed to be generally robust. However, the text and Table 3, which present the total employment land requirements to 2026, convey a confusing range of figures. For clarity the Council suggests change **(S100.4)**, which replaces the Table and its interpretive paragraph 5.6.2. The revised Table indicates that approximately 95.0 hectares of additional employment land is required to deliver the scale of employment growth sought.
67. It has been questioned if, in the light of the currently constrained economic climate, this target is too ambitious and/or seeks to over-allocate land. However, a key priority of the CS is to achieve sustainable growth, which requires employment growth to be closely linked to anticipated population growth. To reduce employment growth only would unbalance this relationship and could result in unsustainable housing development. Furthermore, in order to address an historical lack of choice of employment sites and locations, the CS seeks to include additional land above that which is strictly necessary. Taking all of these factors into account, I conclude that the intended scale of employment growth and employment land provision is justified.

*Employment Growth Distribution*

68. Table 4 and policy CS2 demonstrate how much and where employment growth will occur in terms of commitments and potential new sites. In order to achieve the preferred sustainable strategic mix of development, similar broad location categories as for housing provision are referred to. **(S400.50)** clarifies that the employment land areas referred to in policy CS2 include commitments. All sites that make up this provision have been reviewed as part of the ELR, but they will be re-assessed as part of the Site Allocations DPD process, to enable full and meaningful public consultation.

69. Potential locations for 5.5 hectares of employment land are proposed to be identified in the City centre. However, from discussions at the hearings, the consensus is that this figure should be reduced to 3.5 hectares. The Council suggests the following changes to reflect this. **(S400.26)** amends Table 4. Changes **(S400.27)** and **(S400.29)** revise paragraphs 5.7.3 and 5.7.5 accordingly. They also clarify how this area of land will be translated into floorspace using a range of plot ratios. Changes **(S400.28)** and **(S400.32)** make corresponding changes to policy CS2.
70. For consistency, the Council also suggests change **(S400.31)** to policy CS15, which refers to a floorspace target of 80,000 square metres in the City centre, and change **(S400.30)** to include a cross-reference to policy CS2. This latter suggested change to paragraph 6.12.4 also inserts text to clarify how the Council will seek to encourage and promote employment development in the City centre. I endorse all of these changes for soundness.
71. In line with PPS4, which encourages thriving rural communities, a small amount (3.0 hectares) of employment land will also be allocated in the KSCs and LGVs. This amounts to only 1% employment growth compared to the 4% housing growth anticipated in these settlements. But taking into account past low take-up rates, weak developer interest, and exclusion from the figure of farm diversification and conversions of redundant agricultural buildings, which are important employment sources in the rural areas, I conclude that this figure appropriately balances vibrancy with feasibility.
72. Paragraph 5.7.12 refers to specific employment sites in the KSCs. Whilst this accurately summarises the evidence source (ELR), it is inappropriate to refer to specific sites in the CS. I therefore endorse the Council's suggestion to delete the paragraph, by change **(S200.7)**.

#### *Employment Growth Delivery*

73. As noted above, the majority of committed and new employment land will be at urban extensions. The owners and potential developers with interests in this land are supportive of these proposals and there are no indications that significant employment growth will not be delivered at these sites. However, there is less optimism regarding the delivery of substantial new office floorspace in the City centre. There are no specific obstacles to such development, but as it is acknowledged at paragraph 6.12.4 of the CS, the City centre has found it difficult to compete with business parks elsewhere in Peterborough, with the result that there has been virtually no speculative office development there over the last 15 years. Thus the relatively small proportion (around 1.4%) of new employment land (B1) that will be allocated in the City centre strikes the appropriate balance between aspiration and realism.
74. I conclude that no further changes are necessary to ensure that the Spatial Strategy is sound with regards to its intended scale and distribution of residential and employment land.

#### ***Issue 4 – Whether the transport strategy of the CS is effective and consistent with national policy.***

75. The transport strategy for Peterborough will be delivered through the Local Transport Plan (LTP) [E001] and is based around the 16 themes listed in policy CS13. Collectively, they seek to ensure that, in line with national policy contained in PPS1 and PPG13, the CS will promote sustainable transportation, in a way that reflects the Council's Vision for a bigger and better Peterborough.

However, from discussion at the examination hearings, the Council acknowledges that, as submitted, the intentions, priorities and parts of the policy wording are unclear. Consequently, that policy CS13 is not effective or sound. To remedy this, the Council wishes to delete the submitted policy and replace it with a re-formatted policy, as detailed in suggested change **(S400.40)**. In addition, it suggests change **(S400.41)**, to clarify the policy's monitoring and delivery mechanisms. Also, **(S400.69)**, to inform that the indicators for this policy are determined in the most up-to-date LTP, and change **(S400.42)** to expand the list of cross references to the strategic Objectives that would be achieved by the revised policy.

76. Specifically, the suggested changes would clarify that the transport strategy for Peterborough is to reduce the need to travel, especially by private car, to support its UK Environment Capital aspirations and to assist in improving the quality of life for people. They would re-order the list of policy themes under these three sub-headings and would clarify their precise wording where necessary. They would not amend any policy requirements or undermine former public consultation or SA processes. But they would make the policy effective. I therefore endorse them for soundness. I conclude that no further changes are required to make the transport strategy sound.

***Issue 5 – Whether the policies and proposals of the CS for infrastructure provision are justified, effective and consistent with national policy, and if the mechanisms for delivery and monitoring are sound.***

*Infrastructure*

77. The Council is committed to working in partnership with other delivery bodies, authorities, developers and other agencies in order to secure and co-ordinate the delivery of necessary infrastructure, as required by PPS12.
78. It is evident that the CS is underpinned by a clear understanding of the strategic infrastructure requirements that are necessary to deliver its Vision and to ensure that there is a reasonable prospect for their timely provision. This is supported by the 'live' IDP, which is a substantial and robust study that will be regularly updated. It provides costed, phased and prioritised programmes of infrastructure development to respond to housing and economic growth, and it identifies actual and potential funding sources.
79. The Peterborough Water Cycle Study [E079A & B] highlights a capacity issue concerning treatment of waste water at the Flag Fen Wastewater Treatment Works. However, since the submission of the CS the Council has been working jointly with Anglian Water and the Environment Agency, the outcome of which is the Addendum document [CD218] that provides an agreed strategy, programme of works and monitoring arrangements to ensure that water treatment will not constrain the growth plans for Peterborough. To highlight the importance of enabling increased wastewater treatment capacity in the Peterborough context, the Council suggests change **(S400.35)**, which deletes the first sentence of paragraph 6.8.3 and inserts reference to utilities, including water and wastewater, as being necessary infrastructure.
80. Although the infrastructure requirements are significant, the IDP identifies that none are 'show stopping' and that their delivery is feasible. For clarity and transparency, suggested change **(S100.12)** inserts supporting text after paragraph 6.8.9 listing the key pieces of transport, utility, social and green infrastructure identified in the IDP that are fundamental to delivery of the CS growth.



81. Policy CS11 informs that planning permission will only be granted for new development if it can be demonstrated that there is, or there will be sufficient infrastructure capacity to support and meet all of the development requirements. It clarifies also that development may need to be phased, either spatially or in time to ensure associated infrastructure provision in a timely manner and that planning conditions may be used to secure the necessary phasing arrangement. For clarity, suggested change **(S400.69)** adds a cross reference in the CS implementation table to highlight that policy CS11 is the phasing policy for the CS, and it inserts reference to the Water Cycle Study Implementation Group as one of the means of implementing the policy.
82. I endorse all of these changes for soundness.

*Developer Contributions to Infrastructure Provision*

83. Policy CS12 complements policy CS11 by recognising that developer contributions are an important means of securing on and off-site infrastructure. It sets out the mechanisms that will be used to collect developer contributions, using a standard charge approach, as permitted by Circular 05/2005, and to distribute them as pooled contributions at an authority-wide level and to the relevant Neighbourhood Management Areas described in policy CS8. These mechanisms provide transparency, certainty, consistency and efficiency in the amount and collection of the developer contributions, together with necessary flexibility, through negotiation on a site by site basis to take account of individual site considerations, including viability.
84. Further details to aid the implementation of policy CS12, including the calculation of the standard charge, are given in the associated Planning Obligations Implementation Scheme Supplementary Planning Guidance (SPD), adopted in February 2010 [E052], which is underpinned by a robust Resource Efficiency Viability Study (REVS) [E068]. For clarity the Council suggests changes **(S400.36)** and **(S400.37)**, which replace references in the policy to a 'LDD' with the specific name of the SPD. In addition, suggested change **(S400.39)** is necessary to update the last paragraph of the policy to reflect that the Community Infrastructure Levy (CIL) Regulations have now been enacted. I endorse these changes for soundness.
85. I conclude that, read together; policies CS11 and CS12 will ensure that all necessary infrastructure, services and facilities are in place, in line with the intended growth agenda. No further changes to these policies are necessary for soundness.

*Delivery and Monitoring*

86. Monitoring, review and implementation are key aspects of the national planning system, and the soundness of a DPD. Section 7 of the CS sets out how its policies will be implemented and monitored, how they will be delivered and by whom, and when. Indicators have been selected in the light of the national indicator set, the national LDF Core Output Indicators and the indicators proposed for the Peterborough Local Area Agreement. They have been selected to ensure that there is no duplication of effort in respect of indicators that are more appropriately monitored elsewhere, for example for the LTP. Monitoring outcomes will be published annually in the Annual Monitoring Report.
87. Thus, the mechanisms and strategy for delivery and monitoring are clear and generally effective, but as acknowledged by the Council, for some policies these details are patchy and/or ambiguous. Consequently, it has suggested a

revised schedule, as detailed in **(S400.69)**, which adds the necessary clarity. I endorse this change for effectiveness and soundness, and conclude that no further changes are required to ensure an effective delivery and monitoring strategy for the CS.

## **Theme 2 - Environment Capital of the UK Status**

### ***Issue 6 – Whether the policies and proposals of the CS that seek to ensure that Peterborough achieves its aspiration of becoming the Environment Capital of the UK are justified, effective and consistent with national policy.***

#### *Environment Capital*

88. Achieving the status of being the UK's Environment Capital (EC) is a key theme of the CS Vision, which responds to the need from international down to the local levels for sustainable development and to measures that mitigate for and adapt to climate change. Specifically, that the East of England region is anticipated to experience earlier and potentially more severe effects with regards to growth and climate change impacts.
89. Peterborough has been one of the four UK Environment Cities for over ten years and it has one of the largest concentrations of environmental based businesses in the country, thus I agree that it is well placed to lead this action. Also, that in principle, both this aspiration and the requirement of policy CS9 to exceed national standards for reducing carbon emissions and increasing the use of renewable energy are justified by the Council's complementary adopted strategies and evidence 'on the ground'.
90. Policy CS9 requires development proposals to make a clear contribution to achieving the EC aspiration and, as a minimum, they should not compromise this. All development proposals of one or more dwellings or 100.0 or more square metres of non-residential developments are required to demonstrate what contribution they will make to the EC aspiration, above that which would be required by the Building Regulations (BR) and/or other national legislation in force at the time. For flexibility, and to take account of site by site circumstances, including viability, the policy does not set a specific target for exceeding the national requirements; a reasonable contribution is required. For clarity and consistency within the policy the Council suggests that references to 'reasonable' contribution are changed to 'clear' contribution, **(S400.54)**.
91. The policy is realistic and flexible in how EC contributions may be achieved. It provides an indicative list of considerations that will be taken into account in assessing this. However, arising from discussion of this list at the hearing sessions, the Council has suggested that for effectiveness, some should be combined and another added to make them broader ranging and less specific, as detailed in change **(S400.53)**. The additional example refers to urban design considerations that take advantage of site-based opportunities, such as capturing solar gain.
92. Where technical feasibility precludes on site contribution, the policy allows developers to make a financial contribution to secure resource or energy savings elsewhere in Peterborough. However, if it can be demonstrated that it would not be viable to make any contribution over and above other infrastructure requirements, the EC requirement will be relaxed. This approach is supported by the REVS, which includes consideration of alternative thresholds and targets, which have been subject to public consultation and which provides credible reasons why the alternatives were rejected. A future

SPD will provide the precise details and mechanisms for securing such contributions.

93. In acknowledgement of the balance that has to be struck between policy requirements that carry a financial burden to the developer and the need to deliver growth overall, the policy permits a possible compensatory reduction in affordable housing provision where a higher CSH level than required by the current BR is achieved and where this is appropriate having regard to specific housing need requirements and to maintain the viability of the scheme. This is a political priority that is justified by the SA, REVS and the Peterborough Affordable Housing Financial Viability Assessment (VA) [E047]. For consistency, the Council has suggested change **(S400.55)**, which makes a similar allowance for non-residential development that achieves a higher BREEAM level.
94. I endorse all of these changes for effectiveness and soundness and conclude that no others are required to policy CS9.

#### *Renewable Energy*

95. Policy CS10, which seeks reductions in energy demand and carbon emissions, and supports opportunities to deliver decentralised renewable or low-carbon energy systems, complements the aspiration of policy CS9 to achieve EC status for Peterborough without directly imposing any additional financial burden on developers. Means of compliance with it are realistically flexible. Rather than setting specific targets, it expects a 'significant' proportion of the energy supply for 'substantial' new developments to be gained from on-site and/or decentralised renewable energy or low carbon energy sources and it lists measures to potentially achieve this.
96. This policy clearly reflects national policy in PPS22 and national climate change commitments. However, as acknowledged by the Council, whilst its absence of targets provides flexibility, the policy lacks necessary clarity for effective implementation and monitoring. To address this the Council suggests change **(S400.56)**, which deletes the words 'significant' and 'substantial' and adds 'especially for major development' after the word 'sources'. I endorse this change for effectiveness and soundness.

#### *Flood risk*

97. The CS recognises that as the effects of climate change are increasingly being realised, planning for flood risk is integral for sustainable, safe development. Policy CS22 clearly states how the requirements of PPS25 will be applied in the specific context of Peterborough. It is supported by robust evidence comprising Level 1 and Level 2 Strategic Flood Risk Assessments (SFRA) [E062A-C]. An objection has been made that the final version of the SFRA was not available for public consultation prior to publication of the CS. However, the SFRA is a 'living' document, the latest version of which has been publicly available since the submission of the CS. There has been ample opportunity to comment on it during the examination, but no criticism to its credibility has been made.
98. Arising from the Council's ongoing discussions with the Environment Agency, it wishes to insert an additional paragraph after 5.3.5, as detailed in suggested change **(S200.6)**, to draw attention to floodrisk constraints in parts of the City centre and to acknowledge that a sequential test may be needed in respect of some such development. The Council also suggests that reference to 'long-

term' is deleted from the last sentence of the policy, by change **(S200.26)**. I endorse these changes for clarity and soundness.

99. I conclude that no further changes are necessary for the soundness of the policies of the CS, which seek to achieve Peterborough's ambition to become the Environment Capital of the UK.

### **Theme 3 - Improving the Quality of Life of People and Communities**

#### ***Issue 7 – Whether the policies of the CS which seek to ensure that the new housing provision will meet the needs of all members of the community are justified, effective and consistent with national policy.***

##### *Affordable Housing*

100. In line with PPS3, policy CS6 seeks to secure a wide choice of homes that meet the needs of all members of the community in terms of size, mix, affordability, tenure and type, and will help to create balanced, mixed communities. It also acknowledges that the success of the economic growth strategy will rely partly on the provision of large, prestige houses, as well as making adequate provision for affordable and lifetime homes. The policy is supported by a robust, credible and up-to-date evidence base that has not been seriously challenged.
101. Paragraph 6.3.17 of the CS informs that there is an annual need for at least 808 new affordable homes. For the future, it estimates that annually 39% of newly forming households will require affordable homes. However, the VA shows that residential development across Peterborough would not be viable if the CS target was set at 39%. Whilst accepting that the viability of new residential development will vary over time and between sites, from testing a range of scenarios it demonstrates that a target of 30% would be a reasonable and viable target for the plan period as a whole, and justifies departure from the RSS target of 35%.
102. This target and the threshold of 15 dwellings or more are stated in the policy, together with a caveat that the Council is willing to negotiate the target on a site by site basis, thereby acknowledging viability implications and providing flexibility. However, in anticipation that market conditions may significantly improve during the timeframe of the CS, the supporting text advises that the 30% target should not be regarded as a ceiling when circumstances permit a higher proportion.
103. The target and threshold are carried forward from the LP, and are proven to be successful, even during the constrained period of house building since 2007. Alternative targets and thresholds have been considered, including varying targets across the area, and credible reasons for the rejection of those alternatives have been provided. From all of the evidence I have no reason to doubt that the submitted target and threshold are justified and are the most appropriate.
104. The policy sets out the approach towards developer contributions for affordable housing provision, with the presumption being that it will be provided on the site unless there are exceptional circumstances that can be demonstrated by the developer. It also provides separate targets for social-rented and intermediate housing of 70% and 30% respectively, which is supported by the VA that has tested a range of options. The SHMA Analysis [E075] indicates that after committed supply has been discounted, the required tenure shows a need for a 79%/21% split. However, in the light of responses to public consultation

at the Preferred Options stage [E059], this was changed to a 70%/30% split, to take account of viability implications and to provide greater flexibility for providing shared equity and other low-cost solutions. The SHMA update [CD231] also verifies this split as being the most appropriate.

105. The Council acknowledges that the submitted policy does not make it sufficiently clear that it is prepared to negotiate on its preferred tenure split on a site by site basis, to take account of current needs, economic viability and other material considerations. To add this necessary clarity and flexibility it suggests changes **(S400.14)**, **(S400.15)** and **(S400.16)** to the policy and to the supporting text, at paragraphs 6.3.19 and 6.3.21, which I endorse for soundness.
106. The supporting text indicates the preferred size and mix of new affordable dwellings based on the findings of the 2008 SHMA [E075]. But in the light of the 2010 SHMA updates [CD231] & [CD232] and discussion at the hearings, the Council wishes to amend the preferred mix to that detailed in its suggested change **(S400.20)**. Also, to amend paragraph 6.3.15 by change **(S400.21)**, to clarify that the suggested mix is not prescriptive and may change over time. I endorse these changes for soundness.
107. With these changes I conclude that policy CS6 makes justified and effective provision for affordable housing consistent with the requirements of paragraph 29 of PPS3.

#### *Lifetime/Wheelchair Homes*

108. Until such time as Lifetime Homes Standards (LHS) become mandatory, policy CS6 requires that in all developments of 15 or more dwellings, 20% shall be constructed to LHS. Furthermore, on sites of 50 and more dwellings, it imposes an additional requirement for 2% to be constructed as wheelchair homes. The LP requirement for dwellings to be constructed to LHS is 10% and it has been questioned why the CS seeks to double this target. However, the SHMA demonstrates that around 20% LHS dwellings are required and the viability of this provision is supported by the VA, which takes into account other likely financial burdens on development, in addition to provision for affordable housing. The wheelchair home target is also supported by the VA. In these circumstances, I conclude that these targets are justified and sound.

#### *Market Housing Mix*

109. The supporting text to policy CS6 also provides a considerable amount of detail on the Council's preferred mix for market housing, based on information contained in the 2008 SHMA. However, several representations consider this to be too prescriptive and unresponsive to market needs that are, in any case, likely to change over time. In the light of those concerns, which I support, the Council suggests the deletion of that text. Changes **(S400.17)**, **(S400.18)** and **(S400.19)** would amend paragraph 6.3.10 and delete all of paragraphs 6.3.11 and 6.3.12. I endorse these changes for flexibility and soundness.

#### *Gypsies and Travellers*

110. RSS Policy H3 requires the provision of 30 additional permanent pitches for Gypsies and Travellers in Peterborough by 2011, with an annual 3% compound increase thereafter. It also requires provision in the Cambridgeshire / Peterborough area for 40 transit pitches by 2011.

111. The Council is content with the requirement for transit pitches, the need for which is supported by evidence of unauthorised encampments. But it does not consider that the provision for additional permanent pitches required by the RSS is justified. The Cambridgeshire Review of Gypsy and Traveller Needs, which includes needs in Peterborough, and which formed part of the evidence base for the RSS Single Issue Review, identified a need for 15 permanent pitches in Peterborough. However, in the absence of transparent justification, the EIP panel doubled this figure, which then became embedded in RSS policy. Furthermore, that provision was imposed on the Council without its agreement.
112. Nevertheless, for conformity with the RSS, submitted CS policy CS7 informs that in addition to the minimum 30 permanent pitches that will come forward in the urban extensions at Norwood and Great Haddon, which is cross referenced in policy CS4: Urban Extensions, sufficient additional sites for permanent Gypsy and Traveller accommodation will be identified in the Site Allocations DPD to meet the RSS requirement. The policy also makes provision for up to 15 transit pitches for Gypsies and Travellers, and it sets out criteria for site selection for allocated and windfall sites.
113. However, following the announcement in May 2010 by the Secretary of State that decisions on the provision of traveller's sites, rests with LPAs without the framework of regional plans and numbers [CD205], and the subsequent revocation of the RSS, the Council decided to change its policies CS4 and CS7 in relation to the provision of permanent pitches for Gypsies and Travellers. It proposed significant policy changes, **(S200.10)** and **(S200.13)** that have been the subject of further SA [CD227], which has not indicated any significant changes from the SA perspective, and full public consultation, between 5 August and 15 September 2010. This resulted in over 300 representations, mainly in support of the proposed changes to these two policies, all of which I have taken into account.
114. Following the re-instatement of the RSS on 10 November 2010 the Council again considered its position concerning its provision for Gypsies and Travellers and has reiterated its wish to amend policies CS4 and CS7, broadly in accordance with the publicised changes, but modified to take account of discussion at the hearings sessions. These further minor revisions have been advertised on the Council's website.
115. Suggested revised change **(S200.13)** amends policy CS7 to remove the intention to allocate permanent pitches for Gypsies and Travellers, but it retains an intention to allocate a site for transit pitches, which is clarified in additional justification text. The change also deletes sections of submission supporting text, including reference to Circulars 01/2006 and 04/2007, in anticipation of the Government's intention to revoke those Circulars.
116. A Cambridge and Peterborough Accommodation Assessment of Gypsy and Traveller's Needs is forthcoming and amended policy CS7 confirms the Council's intention to maintain a local assessment of such need. I consider that, in the absence of robust and up-to-date evidence of need, policy CS7 as suggested to be amended by revised **(S200.13)** generally provides an appropriate and effective criteria based approach for providing for the needs of Gypsies and Travellers.
117. However, it does not make provision for the allocation of sites if an up-to-date assessment of needs indicates that there is a shortfall, as required by current national Gypsy policy. For consistency with national policy and to make the

Core Strategy sound in this regard, I therefore recommend that change **(S200.13)** be further revised by my change **(IC1)** to policy CS7 and its supporting text at paragraph 6.4.3. **(IC1)** would inform that the outcome of the forthcoming Cambridge and Peterborough Accommodation Assessment of Gypsy and Traveller's Needs will assist the Council, if necessary, in the identification and allocation of land for sites for permanent pitches in the Site Allocations DPD and in the determination of applicable planning applications.

118. Suggested revised change **(S200.10)** deletes the second bullet point of submitted policy CS4, which requires the provision of at least 15 permanent pitches at Great Haddon and Norwood. In replacement, contributions towards the provision of the transit site specifically referred to in policy CS7, as proposed to be amended, will be sought. This would be agreed through negotiation taking into account the financial viability of the urban extension as a whole.
119. In line with the RSS EIP Panel report [CD238] and the Council, I consider that it is legitimate to ask developers of major urban extensions to contribute to Gypsy and Traveller provision in the same way that they should contribute to other forms of affordable housing since this is a specific form of special housing need. However, as with affordable housing, any contribution towards provision must be on the basis of negotiations which take into account the financial viability of the overall development. I endorse these changes for soundness.
120. I conclude that with these changes, the policies of the CS which seek to ensure that the new housing provision will meet the needs of all members of the community are justified, effective and consistent with national policy. No further changes are necessary for their soundness.

***Issue 8 – Whether the policies of the CS, which seek to provide retail, cultural and tourism facilities, and leisure, open space and green infrastructure will effectively contribute towards improving the quality of life for people and communities, and are justified, effective and consistent with national policy.***

#### *Retail*

121. The Council's retail strategy is set out in policy CS14, but as it acknowledged at discussions at the hearing sessions, the strategy is ambiguous and the policy lacks clarity regarding the intentions for existing and proposed centres. The policy does not reflect the most up-to-date evidence concerning convenience and comparison goods floorspace capacity, nor are sequential locational preferences and the need to take account of qualitative considerations in making decisions on proposals for retail development made sufficiently clear. Therefore, policy CS14 is not justified, effective or clearly consistent with PPS4.
122. To address these weaknesses and to make the policy and its accompanying text sound the Council has suggested several changes. These are extensive, but they would not alter the thrust of the policy or necessitate further SA. They have been advertised on the Council's LDF website and are largely agreed by representors. Differences in the capacity figures suggested result from rounding up or down.
123. The amended policy is set out in suggested change **(S400.57)**. It clearly states that the retail strategy for Peterborough is to support and regenerate the City centre, and the District and Local centres, to provide new retail centres in the urban extensions and to apply PPS4 in decision making. This strategy

reflects the CS Vision, clearly sets the context for a locally distinctive retail policy and is consistent with national policy.

124. The amended policy specifies the retail hierarchy; City centre, District centres and Local centres and it lists the existing centres within the District and Local centre categories. It informs that the City centre boundary and Primary Shopping Area (PSA) will be defined in the forthcoming CCAAP. For the lower order centres, their boundaries will be defined in the Site Allocations DPD, and their PSAs will be defined in the Planning Policies DPD. Suggested change **(S200.17)** revises similar detail in the supporting text, at paragraph 6.11.10.
125. The revised policy appropriately emphasises the priority to enhance the role of the City centre as a regional centre to where major comparison goods retail proposals will be directed as the first preference. It clearly informs how decisions for such proposals at other locations will be made in accordance with the sequential approach of PPS4. In addition, suggested change **(S200.18)** adds supporting text to inform that a need to set local floorspace thresholds for the scale of proposed edge-of-centre and out-of-centre proposals and to specify the geographic areas to which these would apply will be progressed through the Planning Policies DPD.
126. The priorities for convenience goods retail proposals are also clearly set out in the suggested amended policy, again putting the City centre first, followed by Werrington and at new centres to serve the new urban extensions. In line with PPS4, it clarifies that decisions about the scale of new development will take account of quantitative need as identified in up-to-date retail forecast studies, as well as qualitative/local catchment needs. Suggested change **(S400.59)** also refers to this in amended paragraph 6.11.11.
127. The amended policy also identifies that the District centres of Millfield, Orton and Werrington are the priorities for regeneration. The policy for village shops remains unchanged from the submitted version of the policy.
128. There is not presently sufficient evidential justification to specify precisely in policy CS14 the number or category of the new centres that will be needed to serve the urban extensions. But to provide necessary guidance and policy hooks at this stage, suggested change **(S400.60)** adds text at the end of paragraph 6.11.13 to inform that it is likely that new centres will be designated as follows; one District centre and two Local centres at Great Haddon, two Local centres at Hampton Leys, a Local centre at Stanground and a Local centre at Paston Reserve/Norwood. This more general level of detail is supported by evidence contained in the Retail Study [E071] and the LP.
129. Since they change over time, precise details of floorspace capacity forecasts are omitted from the amended policy. But for guidance, suggested change **(S400.58)** provides these figures in the supporting text, based on the existing retail studies, up-dated in the light of the discussions at the hearings. They are expressed as anticipated phased ranges, to provide flexibility. New text is also added to confirm that the Council will endeavour to regularly review these retail figures to take account of the latest information on population and expenditure growth, in order to maintain their accuracy. I endorse all of these changes, which are necessary to make the policy sound.
130. The designation of the centres is generally uncontested, with two exceptions. Representations argue that the Hampton/Serpentine Green centre, which is designated as a District centre, should be elevated above the other District centres. However, it fits the definition for a District centre given in Annex B of



PPS4 and it carries forward its designation from the LP. Although in terms of retail floorspace, which reflects the dominance of its superstore, the Hampton/Serpentine Green centre is considerably larger than the other District centres, it does not contain a significantly greater range of services and facilities that would justify elevating its position in the retail hierarchy, which reflects the function rather than the size of a centre. Its requested elevated status was considered and rejected at the Local Plan Inquiry [E127], and there have been no substantial changes in circumstances that would indicate that it should be differently categorised now.

131. Another representation requests that the stand-alone supermarket at Oxney Road should be designated as a Local centre to serve the Paston Reserve/Norwood urban extension. However, this development does not meet the necessary criteria for such designation, as set out in the Peterborough Retail Centres Hierarchy Study [E069] or in PPS4. In the interests of achieving a sustainable community at Paston Reserve/Norwood policy CS14, as proposed to be amended, makes appropriate provision for a new centre to serve the day to day needs of future residents. Before that new centre is built, Werrington District centre would be nearer and is functionally better to serve such needs. Therefore, the designation of the Oxney Road store as a Local centre would not be sound. I conclude that no further changes are necessary to policy CS14 for soundness.

132. Policy CS18 soundly sets out the CS policy for culture, leisure and tourism.

*Open Space and Green Infrastructure*

133. The main evidence base that supports the CS strategy for open space and green infrastructure, set out in policy CS19, is contained in the Peterborough Open Space Strategy 2006 [E064], the Open Space Survey Results 2006 [E065], and Peterborough Green Grid Strategy 2007 [E081]. It has been criticised for not being sufficiently robust and up-to-date. However, the evidence takes account of the guidance contained in recognised good practice guides, including the CABE document on Green Space Strategies [E035] and the Companion Guide to PPG17 [E003]. It is satisfactorily up-to-date and provides detail that is proportionate to the strategic requirements of a core strategy.

134. In the light of discussion at the hearings, the Council suggests three changes to the policy and its supporting text, which I endorse for soundness. Suggested change **(S400.63)** enables necessary flexibility for the means of mitigating potential adverse effects on the integrity of an International or European conservation site by substituting the word 'will' for 'may'. For clarity of the last bullet point of the policy, suggested change **(S400.62)** adds 'a country park', as an example of a strategically significant green space. Finally, suggested change **(S400.61)** clarifies in paragraph 6.19.9 that it is the intention of the policy to provide a strategic framework for the protection and provision of 'publicly accessible' open space.

135. I conclude that no further changes are necessary for soundness to ensure that the CS policies will enable the provision of retail, cultural and tourism facilities, and leisure, open space and green infrastructure in a way that will effectively contribute towards improving the quality of life for people and communities.

***Issue 9 – Whether the policies of the CS which seek to ensure that development will conserve and enhance the built and natural environments are justified, effective and consistent with national policy.***

*Built Environment*

136. Policy CS16, which requires high quality and inclusive design in all new development, as part of the CS spatial strategy to achieve an attractive, safe, healthy, accessible and sustainable environment, is sound.
137. In response to comments made by English Heritage, concerning policy CS17, which focuses on the protection, conservation and enhancement of the historic environment, the Council has suggested changes **(S200.20)** and **(S400.64)**, which insert 'and their settings' in the third and fourth bullet points of the policy. I endorse these changes for consistency with PPS5.

*Natural Environment*

138. Policy CS20 requires that new development in and adjoining the countryside is located and designed in a way that is sensitive to its landscape setting and which would retain and enhance the distinctive qualities of the landscape character area and sub-area in which it would be situated. These six areas are listed in the policy and their general extent is shown on the Key Diagram. But for necessary clarity the Council suggests, by change **(S100.24)**, that they are removed from the Key Diagram and shown separately on Map 2. I endorse this change for soundness.
139. Policy CS21, which refers to biodiversity and geological conservation, adds local distinctiveness to the relevant array of statutory and non-statutory, international, national and local biological and geological designations /classifications, including PPS9. The policy has been the subject of extensive consultation and appraisal by independent professional organisations, in addition to statutory public consultation requirements, and it has been revised accordingly at each stage.
140. Nevertheless, in response to discussion at the hearing sessions, the Council has suggested further changes, which I endorse for soundness. For consistency with national policy and legislation, suggested changes **(S400.66)** and **(S400.67)** replace the word 'ensure' with '...achieve where possible'. Suggested change **(S200.21)** highlights the importance of maintaining water quality, and change **(S400.68)** adds necessary flexibility to the last bullet point of the policy. In addition, **(S200.22)** amends paragraph 6.18.11 to clarify how potential damage to the habitat of Orton Pit SAC, arising from changes in air quality resulting from the cumulative effect of development in Peterborough on local traffic volumes, could be mitigated.
141. I conclude that no further changes are necessary to ensure that the policies of the CS which seek to ensure that development conserves and enhances the built and natural environments are sound.

## **Legal Requirements**

142. Examination of the compliance of the CS with the legal requirements is summarised in the table below. I conclude that the CS meets them all.

<b>LEGAL REQUIREMENTS</b>	
Local Development Scheme (LDS)	The Core Strategy is identified within the approved LDS [E130] January 2010, which sets out an expected adoption date of January 2011. The Core Strategy's content and the timing of its key stages are compliant with the LDS.
Statement of Community Involvement (SCI) and relevant Regulations	The SCI [E142] was adopted in February 2008 and consultation has been compliant with the requirements therein and with the minimum requirements of the Regulations, including the consultation on the post-submission proposed changes (S) [CD206]. Evidence of this is contained in the Council's Regulation 30 (1) (d) [E139] and 30 (1) (e) [E140] Statements, its Legal compliance Self-assessment Report [E129] and in [CD241]. Initial confusion regarding the inclusion of some representations on the CS database resulting from parallel public consultation on the Preferred Options Site Allocations DPD has been satisfactorily resolved. All those representations have been taken into account and everyone who has asked to speak at a hearing session has been given the opportunity to do so. Their comments have also been taken into account. It is also clear from the above evidence that Huntingdon District Council and the following adjoining Parish Councils in Huntingdonshire; Yaxley, Haddon, Morborne and Folksworth & Washingley, have been properly consulted.
Sustainability Appraisal (SA)	SA has been carried out, independently verified and is adequate [E136] and [E137]. SA re-appraisal of policies CS4 and CS7 [CD227] was carried out by the Council and is adequate.
Appropriate Assessment (AA)	An AA has been carried out, independently verified and is adequate, (December 2009) [E138].
National Policy	The CS complies with national policy. Changes to update references to PPS4 and PPS5 are listed in Appendix B to this report.
RSS	Apart from policies CS4, CS6 and CS7 the Core Strategy is in general conformity with the RSS. However, there are local material considerations of substantial weight that justify departure in these cases.
Sustainable Community Strategy (SCS)	Satisfactory regard has been paid to the SCS [E078].
2004 Act and Regulations (as amended)	The Core Strategy complies with the Act and the Regulations.

## Overall Conclusion and Recommendation

**143. I conclude that with the changes proposed by the Council, set out in Appendix A, and the change suggested by me, which is detailed in**

**Appendix C, the Peterborough Core Strategy DPD satisfies the requirements of s20(5) of the 2004 Act and meets the criteria for soundness in PPS12. Therefore I recommend that the plan be changed accordingly and for the avoidance of doubt, I endorse the Council's proposed minor changes, set out in Appendix B.**

*Shelagh Bussey*

Inspector

This report is accompanied by:

Appendix A - Council Changes that go to Soundness (including 7 annexes - separate documents)

Appendix B - Council's Minor Changes

Appendix C – Inspector Change that goes to Soundness

**PETERBOROUGH CORE STRATEGY  
SCHEDULE OF COUNCIL'S PROPOSED CHANGES**

**APPENDIX A: CHANGES REQUIRED TO MAKE THE PLAN SOUND**

REF No.	SECTION/ PARA/ POLICY	SUGGESTED CHANGE
S100.1	2.1	<p>Under the heading "2.1 Introduction" insert:</p> <p>"2.1.1 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 and Huntingdonshire (in the East of England), and East Northamptonshire, Rutland, South Kesteven and South Holland (in the East Midlands). The total population of Peterborough is estimated as 169,800 (at mid 2008).</p> <p>2.1.2 There is a long history of settlement in Peterborough, with evidence from the Bronze Age remains at Flag Fen, the nearby Roman town of Durobrivae and the Saxon settlement of Medehamstede. 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. Today, Peterborough is an important regional centre, providing employment, shopping, health, education and leisure facilities for people across a wide catchment area.</p> <p>2.1.3 Peterborough has a diverse economy. Two of the biggest employers are in the public sector and considerable numbers of people are employed in a range of service industries including insurance, publishing, travel, retailing and logistics. Manufacturing still has a significant place in the economy, despite the general decline in this sector nationally, and a particularly important characteristic of Peterborough is the concentration of companies engaged in environment-related activities. There is 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</p>

		<p>unemployment, with a concentration in some inner city wards where other measures of deprivation are higher than average.</p> <p>2.1.4 The City of Peterborough has been growing for many years, with a mixture of redevelopment of vacant and derelict sites within the urban area, and peripheral expansion. One of the most noticeable examples of this is at Hampton, where a major urban extension is underway on reclaimed brickfields. However, there remain vacant and underused sites close to the city centre which offer the opportunity for further investment to regenerate the area.</p> <p>2.1.5 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.</p> <p>2.1.6 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 &amp; Holes); part of one Special Protection Area and Ramsar site (Nene Washes); three National Nature Reserves (Castor Hanglands, Bedford Purlieus and Barnack Hills &amp; Holes); five Local Nature Reserves; and a large number of Sites of Special Scientific Interest and other County Wildlife Sites of value.</p> <p>2.1.7 It is against this background of a place of heritage and opportunity, with a tradition of meeting the challenges arising from change, that we have developed our plans for the future."</p>
S400.1	2.11.2	<p>After paragraph 2.11.2, insert two new paragraphs to read:</p> <p>"As with any local authority area, there are cross-boundary issues which affect Peterborough. They include such matters as traffic and transport between areas; the potential impacts of development in one area on floodrisk and European protected habitats in another; infrastructure provision which straddles area boundaries or whose need in one area arises from development in another; and green infrastructure which straddles area boundaries. The proposed regional freight interchange is one particularly significant development which has cross-boundary implications.</p> <p>The Core Strategy has taken all these into account, with appropriate policy responses in the transport policy (CS13), the floodrisk policy (CS22), the infrastructure policy (CS11) and the green</p>

		infrastructure policy (CS19). The Implementation and Monitoring tables towards the end of Chapter 7 show where implementation might involve joint working with an adjoining local authority."
S400.2	3.0.7	Delete "establishment of new and" and replace with "establishment of new businesses, including".
S200.5	4.0.2	After paragraph 4.0.2, insert all of the text from paragraphs 4.0.32 and 4.0.33, but deleting the heading "Overall Summary".
S100.2	5.1.6	After paragraph 5.1.6, insert all of the text from section 6.2 "The Settlement Hierarchy and the Countryside", including the heading itself, paragraphs 6.2.1 to 6.2.17, policy CS 5 and the policy and evidence sources listed after paragraph 6.2.17; subject also to the following changes: <ul style="list-style-type: none"> <li>• Delete the first sentence of paragraph 6.2.2</li> <li>• In the Policy and Evidence sources after paragraph 6.2.17 delete "PPS3: Housing, DCLG, 2006" and replace with "PPS3: Housing, CLG, 2010"</li> </ul>
S400.51	Table 2	Delete Table 2 and replace it with the version of Table 2 as attached at Annex 1 to this Appendix.
S200.6	5.3.5	After this paragraph, insert a new paragraph to read: "Owing to flood risk constraints in parts of the city centre, a flood risk sequential test may be necessary for some sites. When a test is necessary, it will need to explore alternative sites both within and beyond the city centre boundary. Policy CS22 clarifies the approach to flood risk management."
S400.12	5.3.12	After "but", insert "with".  Delete "provides an opportunity for detailed plans for Paston Reserve/Norwood to be revisited in order to achieve the most beneficial development solution for the combined areas" and replace with "there is an opportunity for the respective developers and the Council to consider whether there is a design/development solution for the combined areas which will secure mutual benefits for both schemes"
S400.8	5.3.20	After paragraph 5.3.20, insert a new heading and paragraph, as follows:  <b>"Site Selection Process"</b>  The sites that will deliver the scale of distribution of growth as set out in policy CS1 (The Location of Residential Development) and CS2 (The Location of Employment Development) will be allocated through the Peterborough Site Allocations DPD and Peterborough City Centre Area Action Plan

		<p>DPD. The site selection process will be based on detailed assessment criteria, taking into account:</p> <ul style="list-style-type: none"> <li>• Site Suitability – matters such as floodrisk, ground conditions, transport and access</li> <li>• Proximity to, and potential to expand and/or enhance the viability of, services and facilities – matters such as access to schools, shops, community facilities, medical services</li> <li>• Impact on valued environment – matters such as listed buildings, agricultural land quality, international and national wildlife sites</li> <li>• Availability – developer/landowner interest, and the prospects for delivery within the plan period</li> <li>• Where they exist, robust community based planning documents which have been accepted by the Council as being a valid expression of local community views”</li> </ul>
S400.11	5.3.20	After the new paragraph to be inserted by Suggested Change 400.8, insert a new paragraph consisting of the final sentence of policy CS1, but excluding the word “unanticipated”; and delete that sentence from policy CS1.
S400.9	Policy CS1	<p>Delete the 3<sup>rd</sup> paragraph of the policy CS1 and replace with the following:</p> <p>“The broad distribution of dwellings will be as follows:</p> <ul style="list-style-type: none"> <li>• The City Centre – approximately 4,300 dwellings</li> <li>• In and adjoining the Urban Area of Peterborough – approximately 20,100 dwellings, provisionally divided as follows: <ul style="list-style-type: none"> <li>• District Centres – approximately 1,300 dwellings</li> <li>• Elsewhere within the urban area of Peterborough – approximately 4,400 dwellings</li> <li>• Hampton – approximately 4,100 dwellings</li> <li>• Stanground South – approximately 1,500 dwellings</li> <li>• Paston Reserve – approximately 1,200 dwellings</li> <li>• Norwood – approximately 2,300 dwellings</li> <li>• Great Haddon – approximately 5,300 dwellings</li> </ul> </li> <li>• The Rural Area – approximately 1,050 dwellings, provisionally divided as follows: <ul style="list-style-type: none"> <li>• Key Service Centres – approximately 600 dwellings</li> <li>• Limited Growth Villages – approximately 450 dwellings</li> </ul> </li> <li>• Small Villages – approximately 50 dwellings”</li> </ul>
S400.49	Policy CS1	In the third paragraph, after “The broad distribution of new dwellings” insert “,including commitments”
S400.10	Policy CS1	After policy CS1, insert a new paragraph to read:



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		"In the event that the Council is unable to identify and allocate sufficient sites in the City Centre, or in and adjoining the Urban Area of Peterborough, or in the Rural Area, it will not seek to make up the shortfall by allocating land in any of the other of the four broad locational categories. However, if it is unable to identify and allocate sufficient sites in accordance with the provisional distribution as set out in each of the sub-categories, then it will seek to make up the shortfall from another sub-category within the same overall broad locational category."
S100.4	5.6.2	Delete Table 3 and replace it with the Table 3 as attached at Annex 2 to this Appendix.  Delete paragraph 5.6.2 and replace with: "Table 3 shows that the Core Strategy needs to make provision for at least 214.5 hectares of employment land over the remaining period to 2026 in order to deliver the calculated overall requirement of at least 258 hectares (2001 to 2026). Over 119 hectares already has planning permission for employment development and so at least 95.1 hectares of 'new' employment land will need to be identified and allocated."
S400.26	5.7.2	In Table 4, change the figure of 5.5 hectares to 3.5 hectares for the city centre in both the 'Potential New Locations' column and the 'Total' column. As a consequence, also change the figures in the 'Total' row from '95.5 to 125.5' to 93.5 to 123.5' and from '215 to 245' to '213 to 243' respectively.
S400.27	5.7.3	Delete "215 to 245" and replace with "213 to 243".
S400.29	5.7.5	Delete "approximately 5.5" and replace with "at least 3.5".  After the second sentence, insert a new sentence to read: "This area of land would be capable of delivering in the region of between 52,500 square metres gross B1 floorspace (if developed at an average plot ratio of 1.5) and 87,500 square metres gross B1 floorspace (if developed at an average plot ratio of 2.5)."
S200.7	5.7.12	Delete the paragraph.
S400.28	Policy CS2	Delete "215 and 245" and replace with "213 and 243".
S400.32	Policy CS2	In the fourth paragraph, delete "approximately 5.5 hectares" and replace it with "at least 3.5 hectares"
S400.50	Policy CS2	In the fourth paragraph, after "The broad distribution of employment land" insert ", including commitments"
S400.22	5.7.14	After paragraph 5.7.14:

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		<p>Insert all of the text from section 6.12 "The City Centre", including the heading itself, paragraphs 6.12.1 to 6.12.16, policy CS 15 and the policy and evidence sources listed after paragraph 6.2.16.</p> <p>Next, insert all of the text from section 5.9 "Urban Extensions", including the heading itself, paragraphs 5.9.1 to 5.9.6 and policy CS4.</p>
S400.23	5.7.14	After the sections on the City Centre and Urban Extensions, inserted by Suggested Change 400.22 above, insert all of the text from section 6.5 "Regeneration", including the heading itself, paragraphs 6.5.1 to 6.5.14, policy CS 8 and the policy and evidence sources listed after paragraph 6.5.14.
S200.8	5.8.6	After "scheme," insert "and with Fenland District Council and Cambridgeshire County Council,".
S200.9	Policy CS3	In the eighth bullet point, delete "assets of the site" and replace with "impacts both within the site and in the wider area".
S400.34	Policy CS3	In the final paragraph, delete "the Council will require the completion of a project level Appropriate Assessment" and replace with "the Council will require the submission of sufficient information from the applicant to enable it to complete a project level Appropriate Assessment".
S400.52	5.9.4	At the end of the paragraph, add: "Given its close relationship with communities in Cambridgeshire, the City Council will work closely with the adjoining authorities to ensure the successful delivery of the extension."
S200.10	Policy CS4	Delete "Provide at least 15 pitches for Gypsy and Traveller accommodation (which may be on one or more sites)" and replace with "Contribute towards the provision of a Gypsy and Traveller transit site in Peterborough, with the scale of the contribution being agreed through negotiation, taking into account the financial viability of the urban extension as a whole. The contribution will be secured via an appropriate legal agreement".
S400.13	Policy CS4	Delete the 5 <sup>th</sup> bullet point and replace with : "Incorporate nursery and primary schools and 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 urban extension."
S200.11	Policy CS4	<p>In the final paragraph, delete "the Council will require the completion of a project level Appropriate Assessment" and replace with "the Council will require the submission of sufficient information from the applicant to enable it to complete a project level Appropriate Assessment".</p> <p>In the 1<sup>st</sup> bullet point of the final paragraph, delete "including woodland,".</p>

		In the 2 <sup>nd</sup> bullet point of the final paragraph, after "Orton Pit SAC" insert "from the development".
S100.8	Key Diagram	Delete the Key Diagram and replace it with the Key Diagram as attached at Annex 3 to this Appendix.
S400.7	6.2.8	<p>After paragraph 6.2.8, insert a new paragraph to read:</p> <p>"In the hierarchy set out in policy CS5 below:</p> <ul style="list-style-type: none"> <li>• A Key Service Centre is a large village containing 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.</li> <li>• A Limited Growth Village is a village which includes some, but not all, of the services and facilities that are characteristic of a Key Service Centre. 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).</li> <li>• 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."</li> </ul>
S400.5	Policy CS5	In the first sentence of the third paragraph of the policy, delete "Outside the City of Peterborough, the focus of" and replace with "In the Rural Areas, the strategy for".
S400.6	6.2.14	Delete : "The actual boundary (village envelope) for each village will be established through the separate Planning Policies DPD" and replace with "The settlement boundaries for the Urban Area and for each village (the 'village envelope') are delineated on the Proposals Map which accompanies the saved Peterborough Local Plan (First Replacement), and they will be re-assessed initially through the preparation of the Peterborough Site Allocations DPD and subsequently through the preparation of the Peterborough Planning Policies DPD."
S400.14	Policy CS6	<p>Delete the third paragraph and replace with:</p> <p>"On all development sites on which 15 or more dwellings are proposed (whether as new-build or conversion), the City Council will seek provision, through negotiation, of:</p>

		<p>(a) 30% of the dwellings as affordable houses (unless the proposed development is itself for more than 30% affordable housing); and</p> <p>(b) 70% of any affordable dwellings to be in the form of social rented homes and 30% in the form of intermediate homes.</p> <p>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 any individual scheme (using a recognised viability model).</p> <p>Affordable housing shall be provided on the development site, unless the developer can demonstrate exceptional circumstances which necessitate provision on another site, or the payment of a financial contribution (of broadly equivalent value) to the Council to enable some housing need to be met elsewhere."</p>				
S400.17	6.3.10	Delete "it is helpful to give guidance on this point. For the Peterborough Sub-Regional Strategic Housing Market Assessment (SHMA), a housing needs and demand survey was undertaken. The results from this survey, reported in the 'Stage One Report: Needs Analysis', demonstrate the proportion of new dwellings of different sizes that are needed to meet the shortfall in affordable housing in the Peterborough local authority area. This shows that out of the overall shortfall of affordable housing, 33.8% is for 1-bedroom dwellings, 33.4% is for 2-bedroom dwellings, 14.3% is for 3-bedroom dwellings and 18.6% is for 4 -bedroom dwellings and above." and replace with "more advice on this matter is available as part of the Peterborough Sub-Regional Strategic Housing Market Assessment (SHMA), which will be periodically updated every few years (the latest versions at time of writing being in 2008 and 2010)."				
S400.18	6.3.11	Delete the paragraph.				
S400.19	6.3.12	Delete the paragraph.				
S400.20	6.3.14	<p>Delete the sentence and the table and replace with:</p> <p>"Developers will be encouraged to bring forward proposals which will, in overall terms, secure the market and affordable housing mix as recommended by the up to date SHMA evidence (which will be made available on the Council's website). For example, and for affordable housing specifically, at the time of writing and based on the latest 2010 SHMA evidence the recommended longer term average split is set out in the table below.</p> <table border="1" data-bbox="519 1337 1653 1412"> <tr> <td></td> <td>1&amp;2 bedrooms</td> <td>3 bedro</td> <td>4 bedrooms &amp; more</td> </tr> </table>		1&2 bedrooms	3 bedro	4 bedrooms & more
	1&2 bedrooms	3 bedro	4 bedrooms & more			

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				oms	
		Affordable housing	61%	33%	6%
S400.21	6.3.15	In the first sentence, after "this" insert "affordable".			
		In the second sentence, after "will" insert ", unless revised SHMA evidence and/or financial viability indicate otherwise,"			
S400.15	6.3.19	Delete "The Council will negotiate with developers to secure affordable housing on the basis of this 30% target, but taking into account the financial viability of any individual scheme (using a recognised viability model). However, it" and replace with "It".			
S400.16	6.3.21	In the first sentence, delete "requires" and replace with "seeks, via negotiation and through taking account of a scheme's financial viability,"			
		Delete "The SHMA Needs Analysis concludes that once the committed supply has been discounted, the requirement for future affordable housing should be approximately 79% social rented and 21% intermediate. However, whilst such a split might be justified by need, it would severely restrict the scope for shared equity and other low cost solutions, contrary to the emphasis in PPS3 (paragraph 29). The 70%/30% split will have less impact on development viability and is supported through the results of the Affordable Housing Financial Viability Study." and replace with "The split is supported by evidence as part of two SHMAs (2008 and 2010 refresh) and an Affordable Housing Financial Viability Assessment (2009)."			
S200.13	Section 6.4	Revise the text of section 6.4 (paragraphs 6.4.1 to 6.4.9 including policy CS7) as attached at Annex 4 to this Appendix.			
S200.14	Policy CS8	In the second paragraph, insert "housing," before "health".			
S400.53	Policy CS9	Amend the bullet points of the policy as follows (with deleted text shown as <del>strikethrough</del> and suggested new text shown in <i>italics</i> ):			
		<ul style="list-style-type: none"> <li>• "Achieving a greater reduction in carbon dioxide emissions than that required by national Building Regulations in force at the time, <i>especially through the use of energy efficiency measures</i>;</li> </ul>			

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		<ul style="list-style-type: none"> <li>• Achieving a sustainability rating that results in higher levels of performance against the Code for Sustainable Homes or BREEAM than is prescribed nationally at the time;</li> <li>• The use of innovative resource efficiency measures, which aim to minimise demand for water, energy or other natural resources beyond that which would normally be required or expected;</li> <li>• <del>Achieving a reduction in carbon dioxide emissions, through the use of energy efficiency measures alone;</del></li> <li>• Provision for the generation and distribution of electricity or heat from decentralised renewable or low carbon sources, <i>or connecting to or establishing area-wide energy networks; and</i></li> <li>• <del>Connecting to or establishing area-wide energy networks, where the site of the proposed development falls within any Energy Action Zone that may be instituted in Peterborough; and</del></li> <li>• Creation of areas of high biodiversity or other green infrastructure, beyond that which would normally be expected or required via other policies in the development plan.</li> <li>• <i>An urban design layout which has made particular efforts to take advantage of site-based opportunities which are aligned with the environmental agenda, such as capturing passive solar gain, provision of exceptional choice for non-car travel, and innovative waste and recycling facilities.</i></li> </ul>
S400.54	Policy CS9	Delete "reasonable" and replace with "clear" in the third, fourth and fifth paragraphs.
S400.55	Policy CS9	<p>After the fifth paragraph, insert a new paragraph as follows:</p> <p>"Where a developer complies with the policy by providing development to a BREEAM Level which demonstrably results in the environmental performance of the development being higher than is required by Building Regulations at the time, the Council will be prepared to consider a reduction in the proportion of overall planning obligation contributions that it will seek, in order to maintain the viability of the scheme."</p>
S400.56	Policy CS10	In the second sentence, delete "significant" and "substantial". Delete "will be" and replace with "is". After "sources" insert ", especially for major Developments, as part of meeting the requirements of the Building Regulations (including such elements of the Code for Sustainable Homes) and, potentially, Policy CS9".
S400.35	6.8.3	<p>Delete the first sentence.</p> <p>After "affordable housing," insert "utilities (including water and wastewater)"</p>
S100.12	6.8.9	After paragraph 6.8.9, insert a new paragraph 6.8.10:

		<p>"6.8.10 However, having acknowledged the iterative nature of the IDP and the unsuitability of repeating large elements of it within the Core Strategy, a number of key pieces of infrastructure identified in the December 2009 IDP are likely to be fundamental to the delivery of the growth identified in the Core Strategy. These include:</p> <ul style="list-style-type: none"> <li>• A package of transport measures, including 'Travelchoice' work, demand management works, and highway improvements (such as junction improvements). These are to be refreshed as part of preparing the Local Transport Plan 3, which is due for submission to Government in March 2011. It should be noted that there is no major piece of highways or other transport infrastructure required to deliver the growth ambitions of this Core Strategy.</li> <li>• The provision of appropriate education facilities, including, though not critical to the delivery of the Core Strategy, a new university.</li> <li>• A package of green infrastructure works, as prioritised in the IDP and the Green Grid Strategy.</li> <li>• Provision of upgraded utility services, especially electricity network to support growth to the south and an upgrade of the Flag Fen Sewage Works to support growth in a more sustainable way."</li> </ul>
S400.36	Policy CS12	<p>In the third sentence of the first paragraph, change "to be" to "as". Change "LDD" to "Implementation Scheme SPD".</p> <p>Change "LDD" to "SPD" in two places in the second paragraph and one place in the third paragraph.</p>
S400.39	Policy CS12	<p>Delete the final paragraph and replace with "In the event that the Community Infrastructure Levy (CIL) regulations remain in place (or similar regulations introduced), then the City Council may adopt such a CIL (or similar) to replace the standard charge arrangements set out in this policy."</p>
S400.37	6.9.12	<p>In the first sentence change "will be" to "are". Change "LDD" to "Implementation Scheme SPD".</p>
S400.40	Policy CS13	<p>Delete the policy and replace with the following:</p> <p>"The transport strategy for Peterborough is to: (i) reduce the need to travel, especially by private car; (ii) deliver a sustainable transport package capable of supporting a bigger and better Peterborough;</p>

		<p>(iii) support our UK Environment Capital aspirations; and (iv) assist in improving the quality of life of people.</p> <p>The detailed strategy, targets and delivery arrangements to achieve the transport strategy are set out in the Local Transport Plan (as updated on a 5-year basis) or its successor document.</p> <p>When allocating new development sites in its Local Development Framework the Council will give high regard to those sites that best support delivery of the transport strategy. In addition, all new development should demonstrate that appropriate and viable opportunities have been taken to achieve (or assist in achieving) the following aims:</p> <p>Reducing the need to Travel, especially by private car:</p> <ul style="list-style-type: none"> <li>i. Minimising the need to travel</li> <li>ii. Supporting greater integration between different means of travel, through provision of facilities such as Park &amp; Ride and cycle parking</li> <li>iii. Supporting proposals to develop and enhance the City Centre and District Centres in order to improve connectivity and reduce the need to travel, especially by private car</li> <li>iv. Providing high quality and accessible information to encourage travel by sustainable modes</li> </ul> <p>Delivering a sustainable transport package capable of supporting a bigger and better Peterborough:</p> <ul style="list-style-type: none"> <li>v. Ensuring an effective and efficient transport network is in place to support a bigger and better Peterborough</li> <li>vi. Providing attractive opportunities to make necessary journeys on foot, cycle, public transport, car share or water</li> <li>vii. Where adequate facilities do not already exist, providing new or enhanced public transport, walking and cycling links, routes and infrastructure</li> <li>viii. Seeking to maximise the viability of non-car initiatives through a review of current car parking strategies</li> <li>ix. Supporting local economic performance by facilitating the provision of a high quality, high frequency integrated public transport network in accordance with the Peterborough Bus Strategy</li> <li>x. Supporting economic growth by making the best use of existing transport infrastructure and enhancing it where additional needs are created as a result of development</li> <li>xi. Ensuring that new developments are fully equipped, where necessary, with Intelligent Transport Systems (ITS) equipment to reduce congestion and improve public transport</li> </ul>
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		<p>services. This includes the implementation of on-site real time passenger information (RTPI) technology and bus priority measures (including traffic signal priority) to ensure this data is fed through to existing systems such as Urban Traffic Management Control (UTMC) and the Peterborough common database.</p> <p>Supporting our UK Environment Capital aspirations:</p> <ul style="list-style-type: none"> <li>xii. Reducing the environmental impacts of transport through mitigation and appropriate design</li> <li>xiii. Delivering reductions in greenhouse gas emissions from transport within Peterborough, taking account of cross-border journeys</li> <li>xiv. Securing and implementing robust travel plans for existing workplaces where 50 or more staff are employed and for all new developments (school, workplace and residential) in accordance with DfT Guidance on Transport Assessments</li> </ul> <p>Assist in improving the quality of life of people:</p> <ul style="list-style-type: none"> <li>xv. Improving community health and wellbeing by facilitating the increased uptake of active travel and reducing transport related pollution</li> <li>xvi. Providing better accessibility for all, with particular reference to those living in rural areas and those with mobility difficulties</li> <li>xvii. Reducing the number of personal injury accidents amongst all travellers and reducing travel related crime through appropriate design-related solutions and information/education</li> </ul> <p>New development in Peterborough will be required to ensure that appropriate provision is made, in line with the Peterborough Transport User Hierarchy*, for the transport needs that it will create. This must include ensuring that, where possible, public transport and strategic walking/cycling networks have the most direct route through the development and where possible are segregated from car traffic. Car traffic should have an indirect route through the development at a speed limit less than the maximum speed limit for public transport throughout the development.</p> <p>Developers will be required to ensure proposals for major* new developments are assessed, using appropriate software and methodologies, for their probable transport impacts in accordance with relevant national, regional and local guidance. For smaller scale developments a Transport Statement may suffice.</p> <p>* See Glossary for definitions of Transport User Hierarchy and Major Development."</p>
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S400.41	6.10.9	<p>After paragraph 6.10.9, insert a new paragraph as follows:</p> <p>"The Local Transport Plan, which is updated on a 5 year cycle (next due to be finalised in 2011), and other Council plans and strategies set, or will set, a number of detailed indicators and targets which are directly related to policy CS13. These targets will, in association with policy CS13, be material considerations in the determination of planning applications."</p>
S400.42	6.10.13	<p>Delete the first two bullet points and replace with:</p> <ul style="list-style-type: none"> <li>• OB1 – Delivery</li> <li>• OB2 – Environment Capital</li> <li>• OB4 – Local Services</li> <li>• OB13 – City Centre</li> <li>• OB14 – District Centres</li> <li>• OB15 - Bus Services and Congestion</li> <li>• OB16 - Walking and Cycling</li> <li>• OB19 – Climate Change</li> </ul>
S400.58	6.11.6	<p>Amend the paragraph as follows (with deleted text shown as <del>strike through</del> and suggested new text shown in <i>italics</i>):</p> <p>"During the time horizon for this Core Strategy, there is likely to be scope for growth in retail floorspace in Peterborough. The Peterborough Retail Study (2009) <i>and subsequent updates</i> demonstrated that there is potential for <del>an additional 21,912</del> <i>approximately 21,000 to 27,000</i> square metres (net) floorspace for comparison goods (items not purchased on a frequent basis) by 2016, rising to <i>approximately 55,000 to 60,000</i> <del>55,383</del> square metres (net) by 2021 and <i>approximately 93,000 to 98,000</i> <del>94,206</del> square metres (net) by 2026. <del>These forecasts are based on current market share and assume all commitments (planning permissions) at 2009 are implemented.</del> Up to 2011 there is little scope for new convenience goods (everyday essential items) floorspace, but subsequently there is forecast to be capacity for <i>approximately 500 to 3,000</i> <del>about 2,143</del> square metres (net) by 2016, rising to <i>approximately 3,000 to 5,000</i> <del>about 4,372</del> square metres (net) by 2021 and <i>approximately 5,000 to 7,000</i> <del>6,664</del> square metres (net) by 2026. <i>These forecasts are based on current market share and are expressed as a range, depending on whether outstanding retail commitments (planning permissions) are or are not implemented. The consultants suggest that these forecasts should be reviewed, particularly in the post-2016 period. The Council recognises the importance of reviewing retail forecasts figures, and it will endeavour to undertake reviews on a regular basis to take into account the latest</i></p>

		information on population and expenditure growth."
S400.57	Policy CS14	<p>Amend the policy as follows (with deleted text shown as <del>strikethrough</del> and suggested new text shown in <i>italics</i>):</p> <p>"The strategy for retail development <i>in Peterborough</i> is to:</p> <ul style="list-style-type: none"> <li>• <i>support and regenerate the city centre, through retail and other development, in order to maintain its position at the top of the retail hierarchy;</i></li> <li>• <i>support, and regenerate where necessary, existing District Centres and Local Centres to ensure they continue to cater for the retail needs of communities that they serve;</i></li> <li>• <i>provide, in the proposed urban extensions, retail development (in the form of new centres) to serve the retail needs of the new communities created, thus assisting in creating a 'bigger and better Peterborough'; and</i></li> <li>• <i>apply, in decision making, the national policy approach in PPS6 (or any successor document) PPS4.</i></li> </ul> <p><b>Existing Centres</b></p> <p><i>The hierarchy of centres in Peterborough is as follows: in accordance with the following hierarchy of centres:</i></p> <ul style="list-style-type: none"> <li>• City Centre - Peterborough City Centre (Primary Shopping Area)</li> <li>• District Centres - Bretton, Hampton, Millfield, Orton, Werrington (Primary Shopping Areas)</li> <li>• Local Centres - Amberley Slope (Werrington), Ayres Drive (Stanground), Bamber Street/Gladstone Street, Broadway, Central Avenue (Dogsthorpe), Central Square (Stanground), Chadburn (Paston), Church Drive (Orton Waterville), Copeland, Crown Street/Lincoln Road, Eastfield Road - North, Eastfield Road - South, Eldern, Eye, Fleet Way, Fletton High Street, Fulbridge Road/Mountsteven Avenue, Gladstone Street/Russell Street, Gunthorpe Road, Hampton Hargate, <i>Hampton Vale</i>, Heltwaite, Herlington, Hill Close/Eastfield Road, Hodgson, Langford Buildings/Alexandra Road, Lincoln Road/Geneva Street, Lincoln Road/Paston Lane, London Road, Loxley, Malvern Road, Matley, Mayors Walk, Napier Place, Netherton, Newark Avenue, Oakleigh Drive, Oundle Road, Parnwell, Russell Street, St Pauls Road, Taverners Road/Lincoln Road, The Parade (Lawson Venue), The Pyramid Centre (Bretton), The Triangle/Lincoln Road, Thorney, Valley Park/Sugar Way, Warwick Road, Welland (Scalford Drive), Welland Road, Werrington Village, Westwood (Hampton Court),</li> </ul>

		<p>Wittering.</p> <p><del>New centres will be created at Hampton, Stanground South, Paston Reserve/Norwood, Great Haddon and any other major development areas if they arise, with the scale of new retail floorspace appropriate for the catchment area that the centre will serve.</del></p> <p>Each Centre will have a Primary Shopping Area (PSA). For the City Centre, the PSA will be smaller than the extent of the centre as a whole, and will be determined by the City Centre Area Action Plan. In District and Local Centres, the relationship between the extent of the PSA and the extent of the centre as a whole will vary from one centre to another. The extent of each centre <del>and each PSA</del> will be determined by the Peterborough Site Allocations DPD <del>and the extent of each PSA will be determined by the Peterborough Planning Policies DPD and shown on the Proposals Map.</del></p> <p><b><i>New Retail Development</i></b></p> <p>New retail development will be encouraged to maintain and enhance the vitality and viability of centres, with a requirement that the nature and scale of any retail development should be appropriate to the role and function of the centre in which it would be situated.</p> <p><del>Provision will be made to meet the forecast capacity of approximately 55,383 square metres net floorspace for comparison goods by 2021, rising to approximately 94,206 square metres net floorspace by 2026. To enhance the role of Peterborough City Centre as a key regional centre, all major comparison goods retail proposals will be directed to its Primary Shopping Area as a first preference. Sites to accommodate major retail development in this general location will be identified through the City Centre Area Action Plan. Planning permission will only be granted for comparison goods retail development elsewhere if it is demonstrated that there it would be no adverse impact on (a) satisfy sequential assessment requirements as outlined in PPS4; (b) not have an adverse impact on the City Centre; and (c) or (b) not conflict with proposals in any Council plans or strategies for expanding the City Centre retail offer.</del></p> <p><del>No provision will be made for any substantial additional convenience goods floorspace before 2011. Thereafter, provision will be made to meet the forecast capacity of approximately 2,143 square metres net additional convenience goods floorspace by 2016, rising to 4,372 square metres net floorspace by 2021 and 6,664 square metres net floorspace by 2026. The priorities for the provision of new or additional convenience goods floorspace are at Werrington Centre, the City</del></p>
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		<p>Centre (of appropriate scale to serve areas of major new residential development), <i>at Werrington Centre</i> and at new centres <del>to meet the shopping needs of residents of</del> in the proposed urban extensions. <del>at Stanground South, Paston Reserve/Norwood and Great Hadden.</del></p> <p><i>Decisions about the scale of new retail provision, whether for new centres created or for proposals at existing centres, will take into account quantitative need (as identified in an up to date retail forecast study) plus evidence related to qualitative and local catchment needs.</i></p> <p><i>For the urban extensions, the scale of new retail floorspace should be appropriate to serve the retail needs of the new communities created, and such floorspace should be provided as part of the creation of new centres.</i></p> <p>The District Centres which are priorities for regeneration, including environmental improvements, are Millfield, Orton (phase 2) and Werrington.</p> <p><del>If retail forecasts, undertaken after the adoption of this Core Strategy, demonstrate a need or capacity for more or less floorspace than that set out above, these forecasts will be taken into account as material considerations, in decision-making.</del></p> <p><del>Where appropriate, limited retail and related development will be permitted in, or (subject to the sequential approach) adjoining, any Local Centre where this would enhance its role and/or viability.</del></p> <p><b><i>Village Shops</i></b></p> <p>A new village shop, or the extension of an existing village shop, will be permitted where this is in connection with the planned growth of the village or where it would help to achieve a more sustainable rural community, subject always 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.</p> <p>The loss of an existing village shop will only be permitted if provision to replace the facility is made or it is demonstrated that the present use is no longer viable. Every effort will be made to prevent the loss of an existing village shop which sustains the village community, by permitting additional uses which would help to improve its financial viability."</p>
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S200.17	6.11.10	After "City Centre Area Action Plan", insert ", the Site Allocations DPD"
S400.59	6.11.11	Delete all the text and replace with: "The policy makes reference to qualitative need for retail development, and, in line with PPS4, this will be considered along with quantitative need. The need to provide genuine choice, increased competition and retail mix, and regeneration of a deprived area are some of the factors that will be considered."
S200.18	6.11.12	After this paragraph insert a new paragraph to read: "If there is a need to set a local floorspace threshold for the scale of edge-of-centre and out-of-centre development which should be subject to assessment under policy EC16.1 of PPS4 and to specify the geographic areas to which these thresholds will apply, this will be discussed and progressed through the Peterborough Planning Policies DPD."
S400.60	6.11.13	At the end of the paragraph, add: "Meeting those needs is likely to result in a District Centre and two Local Centres at Great Haddon, two Local Centres at Hampton Leys, a Local Centre at Stanground South and a Local Centre at Paston Reserve/Norwood."
S400.25	6.12.2	After "business employment," insert "service industries,".
S400.30	6.12.4	<p>After the first sentence, insert a new sentence to read: "In order to enable and encourage new office development, policy CS2 provides for the equivalent of at least 3.5 hectares of employment land in the city centre."</p> <p>And at the end of the paragraph, insert four new sentences to read: "However, the Council is committed to addressing these issues. For example, it has commenced a new strategy of proactive engagement with the development industry in order to bring forward development sites for a wide range of uses. The Council is also directly investing in the city centre, such as through its programme of ongoing public realm works. These initiatives have the aim of regenerating the city centre which in turn will attract more businesses, workers and visitors."</p>
S400.24	Policy CS15	<p>Delete the first paragraph and replace with two separate paragraphs as follows:</p> <p>"Peterborough City Centre will be developed and promoted to maintain its position as a centre of regional significance. This will be aided by taking advantage of, and making decisions in accordance with, PPS4.</p> <p>Within the city centre there will be a Primary Shopping Area (PSA), which will be the highest level in the hierarchy of centres for retail planning in Peterborough. The boundaries of the city centre and Primary Shopping Area will be determined by the City Centre Area Action Plan."</p>

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S400.31	Policy CS15	In the last sentence of the fourth paragraph, delete "with a target of approximately 80,000 square metres (gross) additional B1 floorspace by 2026"
S200.20	Policy CS17	Add "and their settings" after "features" in the 3 <sup>rd</sup> bullet point
S400.64	Policy CS17	In the 4 <sup>th</sup> bullet point, insert "and their settings" after "Local Importance"
S400.62	Policy CS19	In the last bullet point, after the words 'strategically significant green spaces' add the words ', for example a country park,'.
S400.63	Policy CS19	In the penultimate sentence of the second paragraph, delete "will" and replace with "may".
S400.61	6.16.9	Insert "publicly accessible" before "open space".
S100.24	Policy CS20	In the second paragraph, delete "Their general extent is shown on the Key Diagram" and replace with "Their general extent is shown on Map 2".  Insert Map 2, as attached as Annex 5 to this Schedule, onto the page adjoining Policy CS 20.
S400.66	Policy CS21	In the last sentence of the third paragraph, delete "ensuring" and replace with "achieving, where possible,".
S200.21	Policy CS21	In the 3 <sup>rd</sup> bullet point, insert ", water quality" after "habitats".
S400.67	Policy CS21	In the third bullet point, delete "ensure" and replace with "offset any harm and achieve, where possible,".
S400.68	Policy CS21	In the last bullet point, delete "Local Nature Reserves" and replace with "natural greenspace/Local Nature Reserves". Delete "LNR" and replace with "provision".
S200.22	6.18.11	In the second sentence, delete "including the volume of traffic" and replace with "including changes in background nitrogen levels generally, the volume of local traffic"  Delete the final sentence and replace with "The City Council, in conjunction with Natural England if appropriate, will agree and co-ordinate a regime to monitor levels of air pollution in and around Orton Pit SAC, with a view to implementing appropriate measures if there is evidence that there are changes in air quality which have a significant effect on the integrity of the site."

		At the end of the paragraph, insert "The technical and administrative details of this approach will be dealt with prior to any development which may impact on this site."
S200.26	Policy CS22	In the final sentence, delete "long-term".
S100.29	7.0.11	<p>After paragraph 7.0.11, insert a new paragraph to read:          "The monitoring strategy for policy CS 1 includes an indicator about the percentage of new and converted dwellings on previously developed land, and the target is that, cumulatively, over the time horizon of the Core Strategy, this should be greater than 60%. The cumulative average up to 31 March 2010 (since 1 April 2001) is 87.2%. Figure 3, at the end of this chapter, shows our trajectory for housing development on previously developed land. The bars for overall dwelling completions (actual and projected) are identical to those in Figure 2 'Housing Trajectory 2001 – 2026'. The cream bars show completions that have been achieved to date. The brown bars show projected completions on previously developed land and the green bars show projected completions on greenfield land."</p> <p>After Table 7, insert Figure 3 'Trajectory for Housing on Previously Developed Land 2001 – 2026', as attached as Annex 6 to this Appendix.</p>
S400.69	7.0.11	After paragraph 7.0.11, replace all the Implementation and Monitoring Tables (one each for each CS policy) with a revised set of Tables as attached as Annex 7 to this Appendix.



**Appendix A - Annex 1**

**SUGGESTED CHANGE S400.51**

**Suggested Changes to Table 2**

## Appendix – Suggested Change to Table 2 (compared with the current version at page 30 of the submitted Core Strategy)

Deleted text is in ~~strike through~~. New text is in **bold**. Explanation of significant change:

1. The 'Total' row has been moved up to form the top row of the table.
2. The 'new dwellings' row has removed rounding
3. The footnotes to the table have been amended to give greater clarity

**Table 2 The Location of new Dwellings 2009 -2026**

	City of Peterborough			Urban Extensions					Villages			TOTAL	
	City Centre	District Centres	Peterborough Urban Area	Hampton	Paston Reserve	Norwood	Stanground South	Great Haddon	Key Service Centres	Limited Growth Villages	Small Villages		The Countryside
Total <sup>(1)</sup>	4,300	1,300 <sup>(4)</sup>	4,400	4,100	1,200	2,300	1,500	5,300	600	450	50	0	25,500 <sup>(5)</sup>
Dwellings committed April 2009 <sup>(2)</sup>	656	253	1,634	3,563	1,212	-	1,525	-	246	142	67	20	9,318
<b>Guiding total for New dwellings proposed to be allocated (as at April 2009) <sup>(3)</sup></b>	<b>3,600</b> <b>3,644</b>	<b>1,000</b> <b>1,047</b>	<b>2,800</b> <b>2,766</b>	<b>500</b> <b>537</b>	<b>Nil</b>	2,300	<b>Nil</b>	5,350	<b>400</b> <b>354</b>	<b>300</b> <b>308</b>	<b>Nil</b>	<b>Nil -</b>	<b>16,200</b> <b>16,182</b>

1. ~~Totals are rounded to the nearest hundred~~ **Approximate totals – See Policy CS1**

2. This includes dwellings on sites under construction, and dwellings with full and outline planning permission. Expressed in whole numbers of dwellings.

3. ~~Dwellings are rounded to the nearest hundred, except for limited growth villages and small villages where they are rounded to the nearest fifty because of the small numbers involved~~ **As at April 2009, there were 9,318 dwellings already committed (see row 2), which, once taken off the figures in the top row headed 'Total', would result in a 'Guiding total for new dwellings to be allocated' (see row 3). Such dwellings are to be allocated via the Site Allocations DPD and the City Centre Area Action Plan DPD. This third row is given for information only, and it will be for those two aforementioned DPDs to determine the precise number of dwellings for allocation in each category provided such allocations are in conformity with Core Strategy Policy CS1 and through taking into account new completions and commitments since April 2009.**

4. This number of dwellings could be exceeded if masterplans or other studies for District Centres identify and enable suitable opportunities for further intensification.

5. ~~The overall total is rounded to the nearest hundred.~~

**Appendix A - Annex 2**

**SUGGESTED CHANGE S100.4**

**TABLE 3: Total Employment Land Requirement (2001 – 2026)**

**Table 3 Total Employment Land Requirement (2001 – 2026)**

<b>Employment Land Provision 2001 to 2026</b>	<b>Gross Area (hectares)</b>
Employment land developed between 2001 and 2007	145.8 <sup>1</sup>
Land under construction for employment purposes at April 2007	17.4 <sup>2</sup>
Additional land needed to compensate for employment land lost to other forms of development 2001 to 2007	72.2 <sup>3</sup>
<b>Therefore:</b> Remaining land required from 2007 to meet the overall calculated requirement of 258 hectares over the period 2001 to 2026	167.0 <sup>4</sup>
Additional land needed to compensate for estimated future losses 2007 to 2026 (at an assumed rate of 2.5 hectares per year over 19 years)	47.5 <sup>5</sup>
<b>Therefore:</b> Overall residual requirement for employment land 2007 to 2026	214.5 <sup>6</sup>
Land with planning permission for employment development at April 2007	119.4 <sup>7</sup>
<b>Therefore:</b> Minimum amount of 'new' employment land to be found in order to meet the overall residual requirement to 2026	95.1 <sup>8</sup>

<sup>1</sup> The amount of employment land that has been developed since April 2001 (to the end of March 2007)

<sup>2</sup> The amount of land under construction for employment purposes at April 2007

<sup>3</sup> The additional employment land needed to be found to compensate for the 72.2 hectares of employment land that was lost to other forms of development since April 2001 (to the end of March 2007)

<sup>4</sup> The remaining land needed to deliver 258 hectares in total by 2026, having taken into account land already developed, land under construction and the need to compensate for land lost (258-145.8-17.4+72.2=167.0)

<sup>5</sup> The extra employment land that will need to be found in order to compensate for losses to other forms of development, on the assumption that employment land is lost at an average rate of 2.5 hectares per year

<sup>6</sup> The overall land needed to deliver 258 hectares in total by 2026, taking into account potential losses to other forms of development in the remaining years to 2026 (167+47.5=214.5)

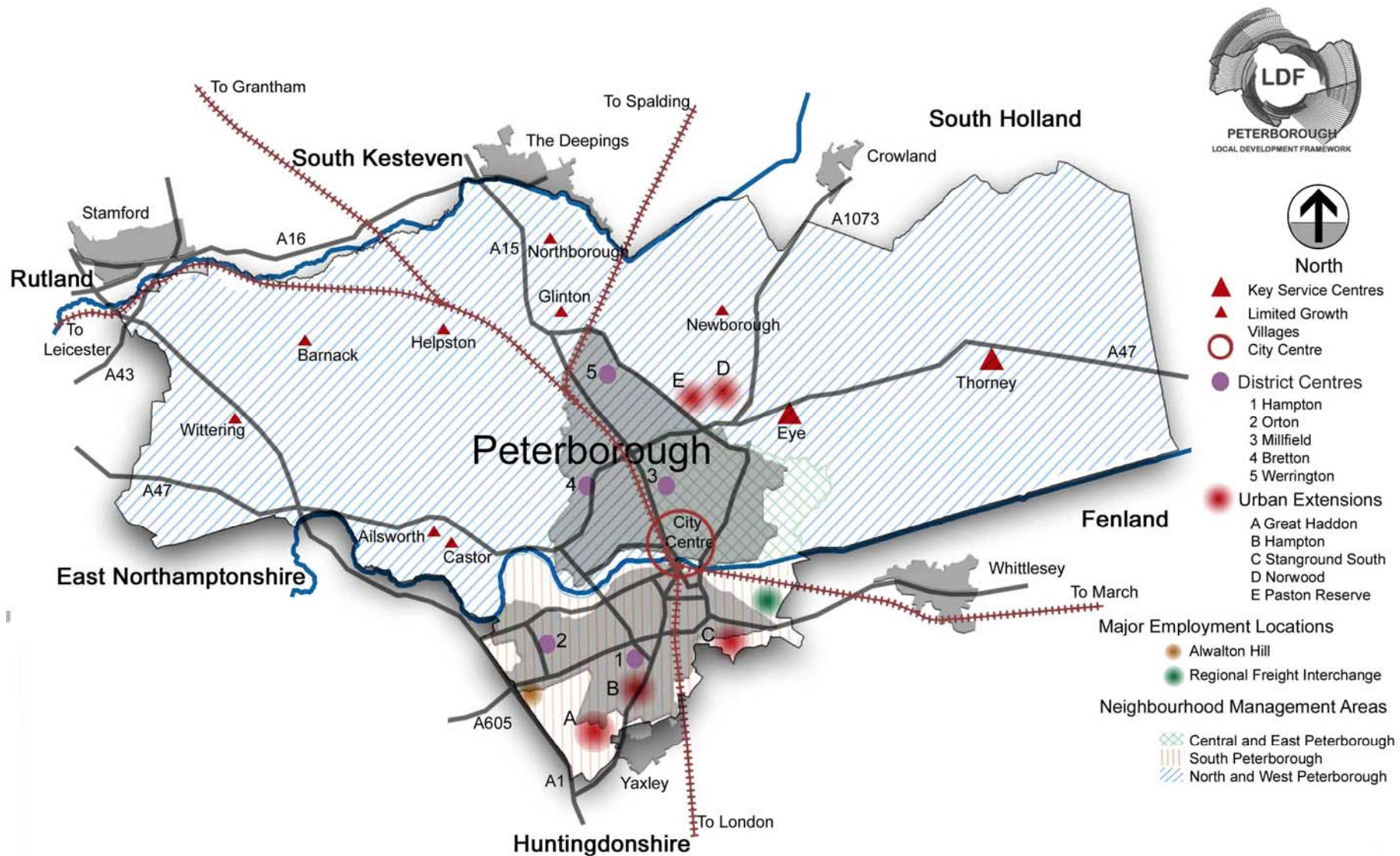
<sup>7</sup> The amount of land which already benefits from having planning permission for employment development at April 2007

<sup>8</sup> The amount of land not currently having planning permission for employment development that would need to be identified and allocated (as a minimum) to deliver the calculated requirement, when added to that already having planning permission (214.5-119.4=95.1)

**APPENDIX A – Annex 3**

**SUGGESTED CHANGE S100.8**

**Map 1: The Key Diagram**



**SUGGESTED CHANGE S200.13 AS AMENDED BY INSPECTOR'S CHANGE IC1**

**Suggested Changes to Section 6.4 Regarding Gypsies and Travellers (paragraphs 6.4.1 to 6.4.9, including policy CS7)**

The whole of paragraphs 6.4.1 to 6.4.9, including policy CS7, is set out below. ~~Strike through text~~ is text which the Council now suggests should be deleted. Underlined text is new text which the Council suggests should be added.

## 6.4 Gypsies and Travellers

~~6.4.1 Although some Gypsy and Traveller households have been able to meet their accommodation needs in permanent dwellings, throughout many parts of the country in recent years, the Gypsy and Traveller community has experienced difficulties in securing sufficient caravan sites to meet their needs. Government Circular 01/2006 provides national guidance on planning for Gypsy and Traveller caravan sites, in order to address this shortfall and under-provision. This national guidance requires that local authorities should plan for the provision of sites for Gypsies and Travellers in their Local Development Frameworks. It also states that the core strategy should set out criteria for the location of Gypsy and Traveller sites which will be used to guide the allocation of sites.~~

~~6.4.2 The Single Issue Review of the Regional Spatial Strategy, published by the Secretary of State in July 2009, establishes regional policy on the provision of sites for Gypsies and Travellers. This says that Peterborough should make provision for a minimum of 30 additional permanent residential pitches over the period 2006-2011, together with an annual 3% increase up to 2021. Additionally, Peterborough must work with the local planning authorities across Cambridgeshire to provide 40 transit pitches over the period 2006-2011.~~

~~6.4.3 The provision of additional pitches (whether for permanent occupation or transit use) can be achieved through the normal process of the submission of a planning application and the granting of planning permission; and, if necessary, through the identification and allocation of land in the Site Allocations DPD.~~

~~6.4.4 In Peterborough there are currently 2 Council owned sites and 9 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, with the largest site accommodating an extended family on eight pitches.~~

~~6.4.5 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. In the Cambridge Sub-Regional Gypsy and Traveller Accommodation Assessment (2006), the Paston Ridings (Norwood Lane) site received heavy criticism for the quality of the site and associated services, largely on the grounds that it was too big; and it is due for refurbishment works.~~

There is currently no transit site in Peterborough where Gypsies and Travellers can stay on a purely temporary basis before moving elsewhere. The need for a transit site is justified by the scale and frequency of unauthorised roadside encampments. The development of a transit site would meet the seasonal and emergency stopping needs of Gypsies and Travellers, and provide the Council and Police with greater powers to move caravans off land where they have no authorisation.

~~6.4.6 Policy CS 4 requires each of the new urban extensions at Great Haddon and Norwood to incorporate a site or sites for at least 15 pitches as part of the delivery of sustainable mixed communities.~~

### Policy CS 7

#### Gypsies and Travellers

~~In addition to the minimum of 30 permanent pitches coming forward from the urban extensions at Norwood and Great Haddon (policy CS 4), sufficient additional sites for permanent Gypsy and Traveller caravan accommodation will be identified in the Peterborough Site Allocations Development Plan Document, to meet the need for the number of pitches in Peterborough which has been determined by the Gypsy and Traveller Accommodation Single Issue Review of the Regional Spatial Strategy for the East of England. The number of pitches for which provision will be made will take into account the number pitches which have been granted planning permission in the intervening period.~~



Provision will also be made for up to 15 transit pitches for Gypsies and Travellers.

The City Council will maintain a local assessment of need for Gypsy and Traveller pitches (permanent and transit) and Travelling Showpeople plots. The outcome of these assessments will assist the Council, if necessary, in the identification and allocation of land for sites for permanent pitches in the Site Allocations DPD, and in the determination of applicable planning applications.

The criteria which will be used to identify suitable new Gypsy and Traveller caravan sites and associated facilities, the identification of which may form part of a larger residential-led allocation in the Site Allocations DPD, are:

- (a) the site and its proposed use should not conflict with other development plan policies or national planning policy relating to issues such as floodrisk, contamination, landscape character, protection of the natural and built environment or agricultural land quality;
- (b) the site should be located within reasonable travelling distance of a settlement which offers local services and community facilities, including a primary school;
- (c) the site should 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 should be served, or be capable of being served, by adequate mains water and sewerage connections; and
- (e) the site should 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 identify and grant permission for sites in the countryside (i.e. outside the Urban Area and Village Envelopes) ~~as an exception to policy~~ provided that there is evidence of a need (as identified in the 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.

The Council has identified a clear need for a Gypsy and Traveller transit site, and therefore intends to safeguard a site for such purposes in the Site Allocations DPD, guided by the above criteria.

The above criteria will also be used for development control purposes, and planning permission will only be granted for the development of land as a Gypsy or Traveller caravan site if each one can be satisfied.

~~6.4.7 The policy meets the requirements of Circular 01/2006 for criteria to be set out in the core strategy. It enables local circumstances and development opportunities to be taken into account, and commits the Council to making provision in accordance with the RSS Review, thereby ensuring conformity with that higher level policy. It provides the guidance necessary to meet needs and steer Gypsy and Traveller developments to appropriate sites.~~

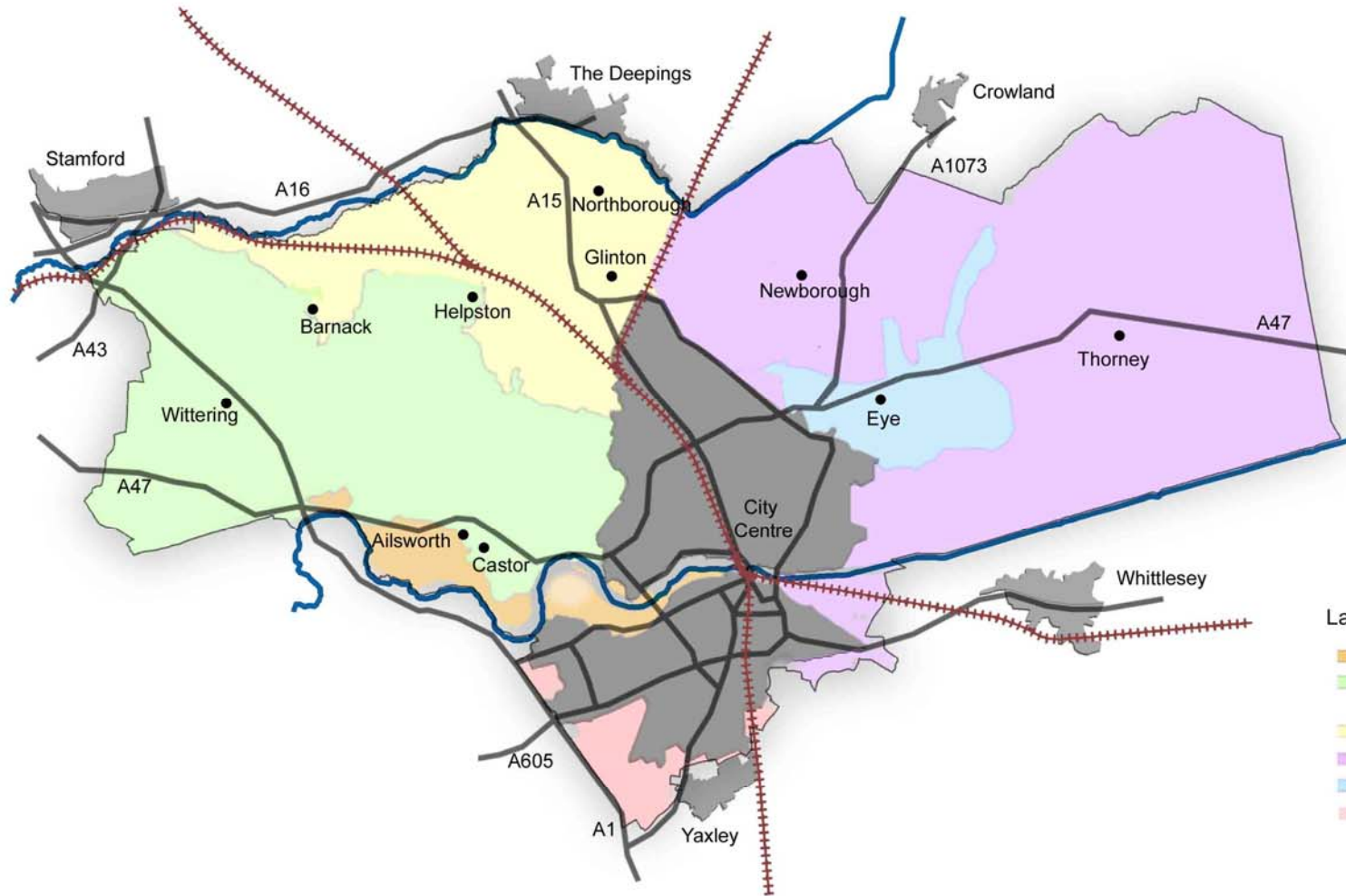
~~6.4.8 The Single Issue Review of the Regional Spatial Strategy does not set any requirement for plots for travelling showpeople specifically for Peterborough; rather, it sets an overall figure for the Peterborough and Cambridgeshire authorities together. In the event that further plots are to be provided in Peterborough, the criteria in the policy, together with the advice in Circular 04/2007, will form the basis for decisions on planning applications and on the allocation of land, with a particular emphasis on safe vehicular access for large fairground vehicles and trailers.~~

**6.4.9** Although the Community Strategy does not make specific mention of Gypsies and Travellers or travelling showpeople, the policy will help to deliver two of its priorities: 'Creating Opportunities – Tackling Inequalities' and 'Creating Strong and Supportive Communities'.

**Appendix A - Annex 5**

**SUGGESTED CHANGE S100.24**

**Map 2: Landscape Character Areas**



Landscape Character Areas

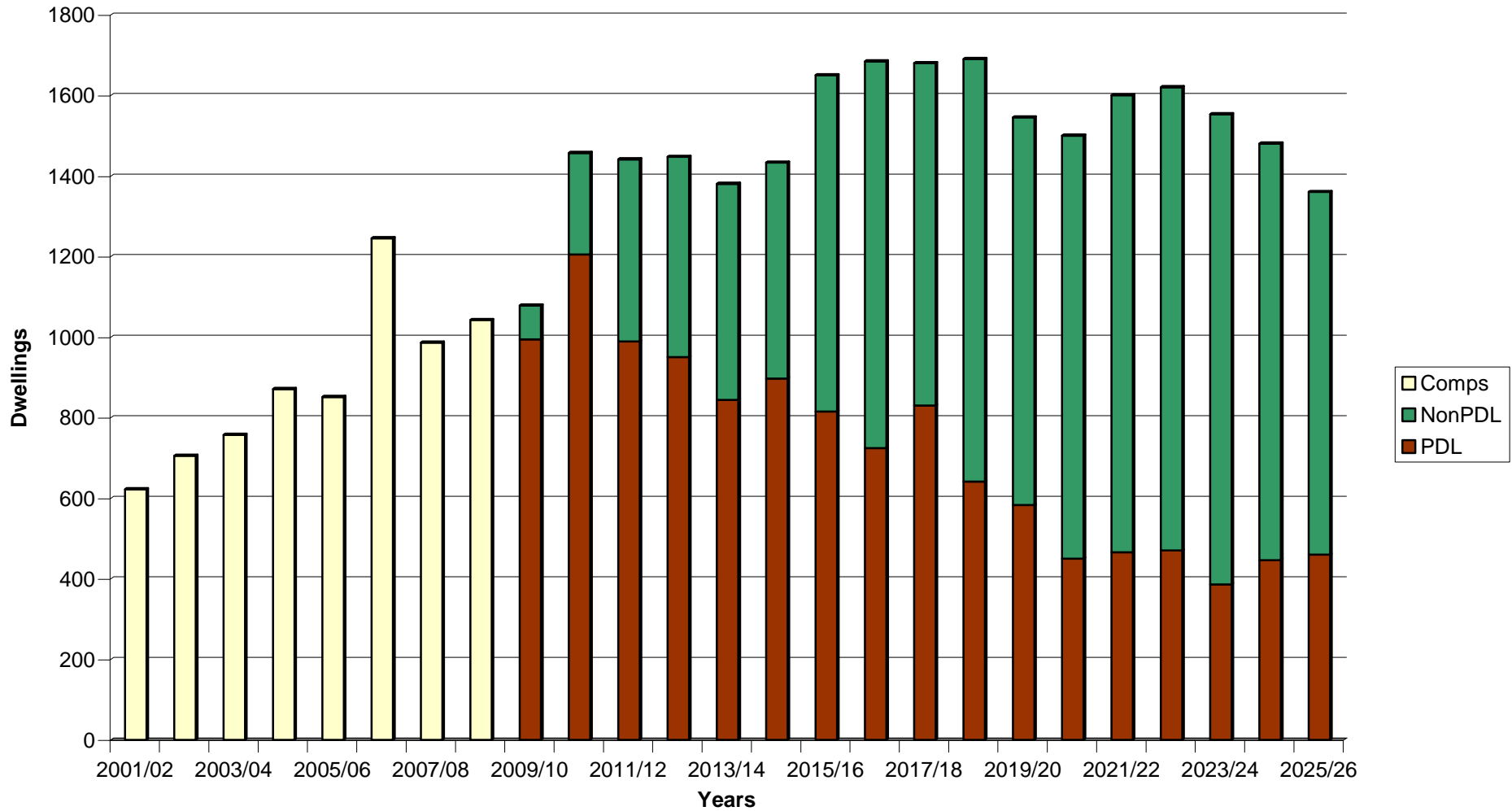
- LCA1 : Nene Valley
- LCA2 : Nassaburgh Limestone Plateau
- LCA3 : Welland Valley
- LCA4 : Peterborough Fens
- LCA5 : Peterborough Fen Fringe
- LCA6 : South Peterborough Claylands

**Appendix A - Annex 6**

**SUGGESTED CHANGE S100.29**

**Figure 3: Trajectory for Housing on Previously Developed Land 2001 – 2026**

### Trajectory for Housing on Previously Developed Land 2001 - 2026





## Appendix A - Annex 7

### SUGGESTED CHANGE S400.69

#### Implementation and Monitoring Tables

(Note: ~~strikethrough~~ = text suggested to be deleted; *italics* = additional text suggested to be included)

<b>Policy CS1</b> <b>Spatial Strategy for the Location of Residential Development</b>	<b>Objectives</b> <b>OB1, OB7, OB8, OB13, OB14</b>	<b>National Indicators</b> <b>NI154 (Net additional homes provided), NI159 (Supply of ready to develop housing sites)</b>
<b>Key responsible organisations</b>	<b>What is the delivery of the policy dependent upon?</b>	
Peterborough City Council Opportunity Peterborough Developers and house builders Housing associations / Registered social landlords Private and public land owners	The IDP provides up to date details on the necessary infrastructure projects required to implement the Core Strategy. <i>There is a need for the IDP to be kept up to date. Delivery is dependent on partnership working across the entire sector, the state of the national economy and the availability of funding from financial institutions. Delivery will rely on private (predominantly) and public (proportionally significantly less) funding.</i>	
<b>How will the policy be implemented?</b>	<b>Indicators</b>	<b>Targets and dates</b>
Planning Policies DPD will provide detailed policies for housing Site Allocations and City Centre Area Action Plan DPDs will identify and allocate land for future housing development Masterplans or other studies for District Centres will identify scope for further residential intensification Continuous partnership working with relevant organisations to ensure targets are met Housing Strategy Funding from the National Affordable housing programme and PCC affordable housing grant Use of planning obligations or conditions attached to planning permissions to secure affordable housing The IDP will set out the detailed infrastructure requirements required to support the policy <i>The Peterborough Delivery Partnership will work with partners to tap into funding sources</i> Through the ongoing submission and determining of planning applications	Net additional dwellings provided (by location)	1420 per year (cumulative average)
	Net additional dwellings (cumulative) since April 2001	Monitored against the housing trajectory in Figure 2 (section 5.4) and Table 7
	Percentage of new and converted dwellings on previously developed land	Greater than 60% (cumulative average)
	Supply of ready to develop housing sites ( <i>assessed annually</i> )	At least <del>400% over next 5</del> years <i>housing land supply at any point in time</i>
	<i>Proportion of new residential development within 30 minute public transport time of a:</i> <ul style="list-style-type: none"> <li>• GP</li> <li>• Hospital</li> <li>• Primary school</li> <li>• Secondary school</li> <li>• Areas of employment</li> <li>• Major retail centres</li> </ul>	95% for each service



<i>Through the provision of a pro-active pre-application service</i>	<b>Risks</b>	<b>Contingencies</b>
	State of national economy, and impact on housebuilding sector	Review planning policies and site allocations
	Lending policies of financial institutions	Seek further engagement with developers and OP to identify why development is not coming forward
	Lack of developer interest in housing sites	Work with developers to overcome site-specific obstacles
	Committed sites not being developed	
	<b>Phasing</b>	
	<i>No specific restrictive phasing policy. Table 7 (Housing Trajectory) sets out an estimate of when this policy will be delivered over time.</i>	

<b>Policy CS2 Spatial Strategy for the Location of Employment Development</b>	<b>Objectives OB1, OB10, OB12, OB18</b>	<b>National Indicators N/A</b>
<b>Key responsible organisations</b>	<b>What is the delivery of the policy dependent upon?</b>	
Peterborough City Council Opportunity Peterborough Peterborough Regional Economic Partnership Developers Inward-investors	The IDP provides up to date details on the necessary infrastructure projects required to implement the Core Strategy.	
<b>How will the policy be implemented?</b>	<b>Indicators</b>	<b>Targets and dates</b>
Planning policies DPD will provide detailed policies for employment Individual sites for employment use will be identified and allocated via Site Allocations DPD and City Centre Area Action Plan DPD Active promotion of Peterborough as a business location <i>The Peterborough Delivery Partnership will work with partners to tap into funding sources</i> The IDP will set out the detailed infrastructure requirements required to support the policy Through the ongoing submission and determining of planning applications	Amount and type of employment land available	80 Hectares
	Supply of land developed for employment use	Deliver at least 215 hectares from 2007 to 2026
	Number of years employment land supply available at current take-up rate	At least 5 years' worth
	Take up of employment land by location and type of use	Increase
	<b>Risks</b>	<b>Contingencies</b>
State of national economy, and impact on development sector Lending policies of financial institutions Lack of progress in education to develop knowledge based industry Lack of developer interest in employment sites Committed sites not being developed	Review planning policies and site allocations Seek further engagement with developers and OP to identify why development is not coming forward Seek further promotional measures to enhance the attractiveness of Peterborough Work with developers to overcome site-specific obstacles	
<b>Phasing</b>		
No specific restrictive phasing policy.		
<b>Comments:</b> Employment concerns use classes B1 (Business), B2 (General Industrial), B8 (Storage or Distribution)		

<b>Policy CS3 Regional Freight Interchange</b>	<b>Objectives OB1, OB10, OB12, OB19</b>	<b>National Indicators N/A</b>
<b>Key responsible organisations</b>	<b>What is the delivery of the policy dependent upon?</b>	
Private Developers Peterborough City Council Fenland District Council Cambridgeshire County Council Opportunity Peterborough Utility providers Environment Agency Natural England Internal Drainage Boards (IDBs) Network Rail	The IDP provides up to date details on the necessary infrastructure projects required to implement the Core Strategy. <i>Delivery of the policy will be dependent on the granting of planning permission either by Ministers (following consideration by the Major Infrastructure Planning Unit) or by Peterborough City Council, Fenland District Council and Cambridgeshire County Council, working through a joint committee approach.</i> <i>Policy CS3 sets out a number of issues which a prospective developer must satisfy before the project can be delivered.</i> <i>It is not anticipated that public money will be spent to support delivery of the scheme.</i>	
<b>How will the policy be implemented?</b>	<b>Indicators</b>	<b>Targets and dates</b>
<i>Implementation will be by a private sector developer, following the determination of a planning application either by Ministers (following consideration by the Major Infrastructure Planning Unit) or by Peterborough City Council, Fenland District Council and Cambridgeshire County Council, working through a joint committee approach.</i> <del>Through the submission and determination of a planning application by either the Council or the IPC.</del>	Progress on implementing the development	N/A
	<b>Risks</b>	<b>Contingencies</b>
	Lack of funding available for the scheme. Lack of developer interest. Insufficient evidence base. Difficulties in overcoming obstacles to development and/or providing appropriate mitigation	Review proposals and evidence base. Seek further engagement with prospective developers and agencies
	<b>Phasing</b>	
<i>No specific restrictive phasing policy from a planning perspective. However, others may impose such restrictions from an implementation perspective, such as Network Rail and the capacity of the rail line to take additional freight.</i>		

<b>Policy CS4 Urban Extensions</b>	<b>Objectives</b> OB1, OB3, OB6, OB7, OB9, OB12, OB18, OB20, OB25	<b>National Indicators</b> N/A
<b>Key responsible organisations</b>	<b>What is the delivery of the policy dependent upon?</b>	
Peterborough City Council Opportunity Peterborough Public and private developers Developers and House builders Utility providers	The IDP provides up to date details on the necessary infrastructure projects required to implement the Core Strategy. <i>Delivery of the policy will require a considerable amount of complementary infrastructure, all of which will be determined precisely via the planning application negotiation stage – the IDP provides an initial guide.</i>	
<b>How will the policy be implemented?</b>	<b>Indicators</b>	<b>Targets and dates</b>
Close partnership working to identify suitable sites for future development Sites <i>boundaries</i> for urban extensions will be identified in the Site Allocations DPD The IDP will set out the detailed infrastructure requirements required to support the policy Adoption of Site Allocations DPD Through the ongoing submission and determining of planning applications. <i>Through the agreement, and implementation, of a s106 legal agreement (to ensure, for example, the timely provision of infrastructure)</i>	Status of each of the urban extensions i.e. not started, outline permission, full permission, or under construction; rate of housing delivery compared with housing trajectory	No specific target; depends on the site circumstances Need to monitor any problems of infrastructure delivery in development areas
	<b>Risks</b>	<b>Contingencies</b>
	State of national economy, and impact on house building sector Lending policies of financial institutions Reliance on private sector funding and developer interest Dependent upon the timely provision of infrastructure <i>For Great Haddon – the outcome of a project level appropriate assessment under the Habitats Regulations</i>	Review planning policies Review trajectory and consider the phasing Seek further engagement with developers and OP to identify why development is not coming forward Seek further engagement with utility providers to identify and overcome any infrastructure constraints
	<b>Phasing</b>	
No specific restrictive phasing policy. Table 7 (Housing Trajectory) sets out an estimate of when this policy will be delivered over time.  <i>At a planning application stage for the delivery of these sites, there may be a phasing condition attached, for example in relation to the provision of key infrastructure or for s106 contributions to be made.</i>		

<b>Policy CS5</b> <b>The Settlement Hierarchy and the Countryside</b>	<b>Objectives</b> <b>OB1, OB3, OB4, OB7</b>	<b>National Indicators</b> <b>N/A</b>
<b>Key responsible organisations</b>	<b>What is the delivery of the policy dependent upon?</b>	
Peterborough City Council Public and Private developers Rural Parish Councils	The IDP provides up to date details on the necessary infrastructure projects required to implement the Core Strategy. <i>Achieving a 'sound' Site Allocations DPD, which matches the thrust of this overarching policy, will be key to the successful delivery of the policy.</i>	
<b>How will the policy be implemented?</b>	<b>Indicators</b>	<b>Targets and dates</b>
The Planning Policies DPD will have site specific policies to inform planning applications Site Allocations DPD will allocate sites in accordance with the settlement hierarchy Through the ongoing submission and determining of planning applications	<del>Number of additional dwellings in small villages</del> <i>Net additional dwellings provided (by location – as per CS1 categories)</i>	<del>Approximately 50 dwellings by 2026</del> <i>1420 per year (cumulative average – split as per CS1)</i>
	Number of additional dwellings in the countryside	Minimise
	<b>Risks</b>	<b>Contingencies</b>
	Significant change in settlement facilities Pressure for 'quick-win' development in villages and countryside if development in more sustainable locations is less than planned	Review planning policies Development of further local guidance Review settlement hierarchy
<b>Phasing</b>		
<i>No specific restrictive phasing policy.</i>		

<b>Policy CS6 Meeting Housing Needs</b>	<b>Objectives OB7, OB8, OB9</b>	<b>National Indicators NI155 (Number of affordable homes delivered (gross))</b>
<b>Key responsible organisations</b>	<b>What is the delivery of the policy dependent upon?</b>	
Peterborough City Council Opportunity Peterborough Developers and House builders Housing associations Registered social landlords Private and public land owners Homes and Communities Agency	The IDP provides up to date details on the necessary infrastructure projects required to implement the Core Strategy.	
<b>How will the policy be implemented?</b>	<b>Indicators</b>	<b>Targets and dates</b>
<p>Planning Policies DPD will provide detailed policies for housing Site Allocations DPD will identify and allocate land for future housing development Masterplans or other studies for District Centres will identify scope for further residential intensification Continuous partnership working with relevant organisations to ensure targets are met Funding from the National Affordable housing programme and PCC affordable housing grant Use of planning obligations or conditions attached to planning permissions to secure affordable housing The IDP will set out the detailed infrastructure requirements required to support the policy Through the ongoing submission and determining of planning applications</p>	Housing mix broken down by 1, 2, 3 and 4+ beds in the market housing sector	<del>1 or 2 bed – approximately 50%</del> <del>3 bed – approximately 22%</del> <del>4+ bed – approximately 28%</del> (cumulative averages) <i>As recommended by evidence in an up-to-date Strategic Housing Market Assessment</i>
	Affordable housing mix broken down by 1, 2, 3 and 4+ beds in the social rented sector	<del>1 or 2 bed – approximately 67%</del> <del>3 bed – approximately 14%</del> <del>4+ bed – approximately 19%</del> (cumulative averages) <i>As recommended by evidence in an up-to-date Strategic Housing Market Assessment</i>
	Proportion (and number) of affordable homes completed on sites with 15 or more dwellings	At least 30% of the total dwellings as affordable houses
	Proportion of new homes meeting Lifetime Homes Standard on sites with 15 or more dwellings	20% of the dwellings to be built to Lifetime Homes Standards
	Proportion of new homes meeting wheelchair homes standard on sites with 50 or more dwellings	2% of the dwellings to be built to wheelchair homes standards
<b>Risks</b>	<b>Contingencies</b>	

	Lack of developer interest in housing sites Committed sites not being developed Shortage of funds from Homes and Communities Agency	Review planning policies Seek further engagement with developers and OP to identify why development is not coming forward
<b>Phasing</b>		
<i>No specific restrictive phasing policy.</i>		

<b>Policy CS7 Gypsies and Travellers</b>	<b>Objectives OB7, OB8</b>	<b>National Indicators N/A</b>
<b>Key responsible organisations</b>	<b>What is the delivery of the policy dependent upon?</b>	
Peterborough City Council Public and Private developers and landowners Homes and Communities Agency	The implementation of this policy is not dependent upon any strategic infrastructure projects. <i>Funding for provision of sites will be via developer contributions (s106 or tariff), direct grants from HCA and/or PCC (especially where an identified site is in the ownership of the City Council)</i>	
<b>How will the policy be implemented?</b>	<b>Indicators</b>	<b>Targets and dates</b>
Allocation and identification of land for Gypsies and Travellers <i>transit</i> pitches Adoption of Site Allocations DPD Through the ongoing submission and determining of planning applications. <i>Up-to-date preparation of assessments of local need</i> <i>S106 / tariff / CIL contributions</i>	Net additional authorised public and private pitches for Gypsies and Travellers to meet the identified <i>local</i> need	To meet targets and dates set by <del>East of England Plan</del> <i>local assessments of need</i>
	<b>Risks</b>	<b>Contingencies</b>
	Lack of landowner interest in Gypsy and Traveller sites Identified sites not being utilised <i>Lack of funding</i>	Review planning policies. Seek further engagement with Gypsies and Traveller representatives to identify why additional pitches are not coming forward. <i>Seek to maximise funding</i>
	<b>Phasing</b>	
<i>No specific restrictive phasing policy. However, if no 'need' for further pitches is identified at any point in time then planning applications will be looked at less favourably than if there is an identified need (e.g. applications in the open countryside, where applications may be looked at favourably as an exception if there is a clear identified local need)</i>		



<b>Policy CS8</b> <b>Neighbourhood Regeneration</b>	<b>Objectives</b> <b>OB1, OB4, OB5, OB6, OB14, OB26</b>	<b>National Indicators</b> <b>NI5 (overall satisfaction with local area)</b>	
<b>Key responsible organisations</b>	<b>What is the delivery of the policy dependent upon?</b>		
Peterborough City Council Opportunity Peterborough Public and Private developers Developers and House builders Service providers Community groups and parish councils	The IDP provides up to date details on the necessary infrastructure projects required to implement the Core Strategy. <i>Implementation of the POIS (tariff) SPD or any subsequent similar system (such as CIL).</i>		
<b>How will the policy be implemented?</b>	<b>Indicators</b>	<b>Targets and dates</b>	
Production of Neighbourhood and Parish plans Close partnership working with service providers and other relevant organisations Use of developer contributions and grant-aid for regeneration Investment according to evidence and locally determined needs. Adoption of Neighbourhood and Parish plans	Indices of Multiple Deprivation	Maintain or exceed the 2005 overall values	
	Community satisfaction surveys	Improve or maintain	
	<b>Risks</b>	<b>Contingencies</b>	
	Reliance on private sector funding and developer interest Shortage of public sector funding	Review planning policies Development of further local guidance Seek further engagement with developers and OP to identify why development is not coming forward Explore alternative funding sources, including EU grants	
	<b>Phasing</b>		
	<i>No specific restrictive phasing policy.</i>		

<b>Policy CS9 Environment Capital</b>	<b>Objectives OB2, OB19, OB27, OB28</b>	<b>National Indicators N/A</b>	
<b>Key responsible organisations</b>	<b>What is the delivery of the policy dependent upon?</b>		
Peterborough City Council Opportunity Peterborough Public and Private developers Greater Peterborough Partnership (GPP)	The implementation of this policy is not dependent upon any strategic infrastructure projects. <i>Successful preparation and implementation of the Environment Capital SPD</i>		
<b>How will the policy be implemented?</b>	<b>Indicators</b>	<b>Targets and dates</b>	
<i>Through the preparation of an Environment Capital SPD</i> Effective partnership working Through the ongoing submission and determining of planning applications Adoption of Planning Policies DPD Through the ongoing activities of Greater Peterborough Partnership (GPP)	Proportion of approved developments supported by a clear contribution to the Environment Capital Agenda	100%	
	<b>Risks</b>	<b>Contingencies</b>	
	Contributions to the Environment Capital agenda constraining or deterring development	Review planning policies Seek further engagement with developers and OP to identify why developments are not supported by a clear contribution Develop further local guidance (SPD) on what is considered to be a clear contribution	
	<b>Phasing</b>		
<i>No specific restrictive phasing policy.</i>			

<b>Policy CS10 Renewable Energy</b>	<b>Objectives OB2, OB19, OB28</b>	<b>National Indicators N/A</b>
<b>Key responsible organisations</b>	<b>What is the delivery of the policy dependent upon?</b>	
Peterborough City Council Opportunity Peterborough Public and Private developers Renewables East (advisory) East of England Development Agency (EEDA)	The IDP provides up to date details on the necessary infrastructure projects required to implement the Core Strategy.	
<b>How will the policy be implemented?</b>	<b>Indicators</b>	<b>Targets and dates</b>
Adoption of <i>Environment Capital SPD</i> Effective partnership working Creation of energy action zones Through the ongoing submission and determining of planning applications	Installed capacity for renewable energy generation (by type)	Increase by 2026
	<b>Risks</b>	<b>Contingencies</b>
	Renewable energy targets constraining development Environmental constraints limiting opportunities for renewable energy developments Lack of funding available <i>Radar problems (for windfarms)</i>	Review of policies Development of further guidance, in partnership with Renewables East, using latest best practice guidance.
	<b>Phasing</b>	
	<i>No specific restrictive phasing policy.</i>	

<b>Policy CS11 Infrastructure</b>	<b>Objectives</b> OB1, OB4, OB5, OB6, OB15, OB16, OB22, OB27, OB28	<b>National Indicators N/A</b>
<b>Key responsible organisations</b>	<b>What is the delivery of the policy dependent upon?</b>	
Peterborough City Council Opportunity Peterborough Public and private developers Developers and House builders Highways Agency Network Rail Utility providers	The IDP provides up to date details on the necessary infrastructure projects required to implement the Core Strategy. <i>Keeping the IDP up to date.</i>	
<b>How will the policy be implemented?</b>	<b>Indicators</b>	<b>Targets and dates</b>
The IDP will set out the detailed infrastructure requirements required to support the policy Adoption of Site Allocations DPD Adoption of Planning Policies DPD Through the ongoing submission and determining of planning applications <i>Through the work of the Peterborough Water Cycle Study Implementation Group</i>	All new infrastructure required to be delivered in conjunction with the development of allocated sites	N/A
	<b>Risks</b>	<b>Contingencies</b>
	State of national economy, and impact on development sector Reliance on private sector funding and developer interest Lead in time for infrastructure projects Shortage of public sector funds	Review planning policies Review trajectory and consider the phasing. Seek further engagement with developers and OP to identify why development is not coming forward
	<b>Phasing</b>	
<i>The policy effectively is a 'phasing' policy for the whole Core Strategy. It stipulates very clearly that without adequate infrastructure there can be no growth. Individual planning permissions may have conditions attached, to phase development in line with planned infrastructure.</i>		

<b>Policy CS12</b> <b>Developer Contributions to Infrastructure Provision</b>	<b>Objectives</b> OB1, OB4, OB5, OB6, OB15, OB16, OB22, OB27	<b>National Indicators</b> N/A
<b>Key responsible organisations</b>	<b>What is the delivery of the policy dependent upon?</b>	
Peterborough City Council Public and Private developers Service providers	The IDP provides up to date details on the necessary infrastructure projects required to implement the Core Strategy. <i>Up-to-date POIS SPD or CIL</i>	
<b>How will the policy be implemented?</b>	<b>Indicators</b>	<b>Targets and dates</b>
The IDP will set out the detailed infrastructure requirements required to support the policy Ensure all appropriate opportunities are taken to secure necessary infrastructure to support new development Planning Obligations Implementation Scheme (POIS) adopted as a document to aid the implementation of the policy <i>POIS and s106 contributions monitored (via a dedicated team within the Council)</i> Effective partnership working Through the ongoing submission and determining of planning applications	Amount of funds secured through developer contributions for:	400%
	1. Site related infrastructure	<i>Appropriate level of funding secured to enable delivery of necessary infrastructure (as set out in the IDP)</i>
	2. Neighbourhood infrastructure	
	3. Strategic infrastructure for both on-site and off-site	
Amount of funds spent on the intended purpose	100% of S106 planning obligations fully complied within agreed time scales	
	<b>Risks</b>	<b>Contingencies</b>
	Level of developer contributions not viable Contributions not sufficient to secure the necessary infrastructure requirements	Review of obligations strategy and infrastructure delivery plan, consideration of community infrastructure levy (subject to legislation being passed). Seek further engagement with developers and OP to identify why funds are not being secured
	<b>Phasing</b>	
	<i>Phasing in conjunction with Policy CS11</i>	

<b>Policy CS13 Transport</b>	<b>Objectives OB15, OB16</b>	<b>National Indicators NI175 (Access to services and facilities by public transport, walking and cycling)</b>	
<b>Key responsible organisations</b>	<b>What is the delivery of the policy dependent upon?</b>		
Peterborough City Council Opportunity Peterborough Public and Private developers Highways Agency Local Public transport operators	The IDP provides up to date details on the necessary infrastructure projects required to implement the Core Strategy. <i>Successful preparation, and implementation, of LTP3 and subsequent LTPs (including sufficient funding coming forward)</i>		
<b>How will the policy be implemented?</b>	<b>Indicators</b>	<b>Targets and dates</b>	
Completion of the Peterborough Long-Term Transport Plan and LTP3 Traffic management projects through the Council's capital programme Request for travel plans for new larger schemes Encourage high density development New development to be in accordance with Local Transport Plan Mainly implemented through the Council, working in partnership with relevant partners including Travelchoice and Opportunity Peterborough Through the ongoing submission and determining of planning applications Adoption of Planning Policies DPD <i>Bids for funding (as they arise)</i>	<del>Proportion of new residential development within 30 minute public transport time of a GP Hospital Primary school Secondary school Areas of employment Major retail centres</del> <i>Indicators for this policy are determined via an up-to-date Local Transport Plan (LTP)</i>	<del>95% for each service</del> <i>As set out in an up-to-date LTP</i>	
	<b>Risks</b>	<b>Contingencies</b>	
	Lack of funding for public transport schemes	Review planning policies Development of further guidance Seek further engagement with Travelchoice team to identify why public transport targets are not being met Explore alternative funding sources, including EU grants	
	<b>Phasing</b>		
<i>No specific restrictive phasing policy. However, there are linkages between this policy and CS11 and CS12 which indirectly could result in phasing of development and the implementation of this policy.</i> <i>Level of funding received via LTP3 and subsequent LTPs could also result in a phased approach to delivery of the infrastructure referred in this policy.</i>			

<b>Policy CS14 Retail</b>	<b>Objectives OB4, OB13, OB14</b>	<b>National Indicators N/A</b>
<b>Key responsible organisations</b>	<b>What is the delivery of the policy dependent upon?</b>	
Peterborough City Council Opportunity Peterborough Public and Private developers Chamber of Commerce	The IDP provides up to date details on the necessary infrastructure projects required to implement the Core Strategy.	
<b>How will the policy be implemented?</b>	<b>Indicators</b>	<b>Targets and dates</b>
The Planning Policies DPD will have detailed policies to inform planning applications Through the ongoing submission and determining of planning applications <i>Through the proactive work of the Peterborough Delivery Partnership (PDP)</i> <i>Through refreshes of retail studies and on-going monitoring of retail floorspace</i>	Amount of completed A1 floorspace (gross and net) by location	Increase by 2026
	Amount of completed A2 - A5 floorspace (gross and net) by location	Increase by 2026
	<b>Risks</b>	<b>Contingencies</b>
	Reliance on private sector funding and developer interest Lack of developer interest in retail sites Committed sites not being developed Out-of-centre developments reducing the capacity to support in-centre development	Review planning policies Seek further engagement with developers and OP to identify why floor space is not being increased Seek further promotional measures to enhance the attractiveness of Peterborough
	<b>Phasing</b>	
<i>No specific restrictive phasing policy. However, the policy includes specific targets which could impact upon the timing of development coming forward.</i>		

<b>Policy CS15 The City Centre</b>	<b>Objectives</b> OB3, OB7, OB9, OB13, OB16, OB17, OB21, OB24, OB26, OB29	<b>National Indicators</b> N/A	
<b>Key responsible organisations</b>	<b>What is the delivery of the policy dependent upon?</b>		
Peterborough City Council Opportunity Peterborough Public and Private developers Service providers Higher Education (for the University) including HEFC	The IDP provides up to date details on the necessary infrastructure projects required to implement the Core Strategy. <i>Preparation of a CCAAP</i>		
<b>How will the policy be implemented?</b>	<b>Indicators</b>	<b>Targets and dates</b>	
Produce a City Centre Area Action Plan (CCAAP) DPD to guide the development of the City Centre. Produce a Public Realm Strategy to improve the environmental quality in the city centre. South Bank Master Plan Station Quarter development brief Adoption of City Centre Area Action Plan DPD Adoption of Public Realm Strategy Publication of master plan and brief Through the ongoing submission and determining of planning applications <i>Through the proactive work of the Peterborough Delivery Partnership (PDP)</i>	Amount of completed A1 floorspace (gross and net)	Maintain and increase by 2026	
	Amount of completed A2 - 5 floorspace (gross and net)	Maintain and increase by 2026	
	Number of completed dwellings in the City Centre	4,300 dwellings by 2026	
	Amount of completed gross external floorspace for B1	Approximately 80,000 sq m by 2026	
	<b>Risks</b>	<b>Contingencies</b>	
	Reliance on private sector funding and developer interest Lack of developer interest in city centre sites Committed sites not being developed	Review planning policies Development of further guidance Seek further promotional measures to enhance the attractiveness of Peterborough City Centre Seek further engagement with developers and OP to identify why floor space and the number of completed dwellings are not being increased	
	<b>Phasing</b>		
	<i>No specific restrictive phasing policy. However, the CCAAP may introduce phasing of specific sites if appropriate</i>		



<b>Policy CS16 Urban Design and the Public Realm</b>	<b>Objectives OB2, OB3, OB9, OB25, OB26</b>	<b>National Indicators N/A</b>
<b>Key responsible organisations</b>	<b>What is the delivery of the policy dependent upon?</b>	
Peterborough City Council Opportunity Peterborough Public and Private developers Local amenity groups Local Design Review Panel CABE	The implementation of this policy is not dependent upon any strategic infrastructure projects.	
<b>How will the policy be implemented?</b>	<b>Indicators</b>	<b>Targets and dates</b>
All development proposals should embrace all aspects of design, including sustainable construction, energy efficiency measures, security and accessibility Where necessary, planning applications must be accompanied by robust design and accessibility statements Offer guidance to applicants on design issues City Centre Area Action Plan DPD Public Realm Strategy Village Design Statements Design guidance and briefs	Community satisfaction surveys to determine public satisfaction with quality of the built environment.	N/a
	<b>Risks</b>	<b>Contingencies</b>
	Failure of developments to translate guidance into practice Lack of funding available	Review planning policies Development of further guidance Seek further public engagement to identify causes of dissatisfaction
	<b>Phasing</b>	
No specific restrictive phasing policy.		

<b>Policy CS17 The Historic Environment</b>	<b>Objectives OB2, OB3, OB26</b>	<b>National Indicators N/A</b>
<b>Key responsible organisations</b>	<b>What is the delivery of the policy dependent upon?</b>	
Peterborough City Council Public and Private developers Natural England English Heritage	The implementation of this policy is not dependent upon any strategic infrastructure projects.	
<b>How will the policy be implemented?</b>	<b>Indicators</b>	<b>Targets and dates</b>
The use of conservation area appraisals in determining planning applications Identification and protection of buildings of local importance Identification and protection of unscheduled archaeological remains Application of <del>PPGs 15 and 16</del> PPS5 Through the ongoing submission and determining of planning applications	Number of entries for Peterborough on English Heritage's Buildings at Risk Register	Reduce
	Number and areas of designated conservation areas and Article 4 Directions.	Conserve or increase
	Number of conservation areas with up to date conservation area appraisals and management proposals	Over 80% at any one time
	Change in the number of Listed Buildings and scheduled monuments	Conserve or increase
	<b>Risks</b>	<b>Contingencies</b>
	Lack of funding available to identify and protect buildings of local importance.	Review planning policies Review of conservation area appraisals Seek further engagement with English Heritage to identify why the condition of buildings have not been maintained
	<b>Phasing</b>	
	<i>No specific restrictive phasing policy.</i>	

<b>Policy CS18 Culture, Leisure and Tourism</b>	<b>Objectives OB13, OB18, OB21, OB23, OB24</b>	<b>National Indicators N/A</b>
<b>Key responsible organisations</b>	<b>What is the delivery of the policy dependent upon?</b>	
Peterborough City Council Public and Private developers Sport England English Heritage Greater Peterborough Partnership (GPP)	The implementation of this policy is not dependent upon any strategic infrastructure projects.	
<b>How will the policy be implemented?</b>	<b>Indicators</b>	<b>Targets and dates</b>
The following will complement the policy: City Centre Area Action Plan Cultural Strategy Sports Strategy Heritage Strategy Tourism Strategy Library Services Strategy Arts Strategy	Total number of completed cultural, leisure and tourism facilities	Increase by 2026
	Number of people visiting tourist attractions e.g. cathedral, museum	Increase
	Numbers employed in Tourism, Culture and Leisure industries.	Increase
	Change in the amount of open space for recreation and leisure.	Increase
Culture, leisure and tourism projects through the Council's capital programme Effective partnership working to attract leisure providers to the city Effective partnership working to increase participation in cultural activities Adoption of DPDs and strategies Through the ongoing submission and determining of planning applications	<b>Risks</b>	<b>Contingencies</b>
	Policies and strategies not being effective Lack of funding available	Review planning policies Development of further local guidance Review the effectiveness of complementary strategies Work with partners to identify causes of targets not being met Seek further promotional measures to enhance the attractiveness of Peterborough City Centre as a cultural, leisure and tourist destination
	<b>Phasing</b>	
	<i>No specific restrictive phasing policy.</i>	

<b>Policy CS19</b> <b>Open Space and Green Infrastructure</b>	<b>Objectives</b> <b>OB2, OB4, OB16, OB22, OB24</b>	<b>National Indicators</b> <b>N/A</b>
<b>Key responsible organisations</b>	<b>What is the delivery of the policy dependent upon?</b>	
Peterborough City Council Public and Private developers Sport England GO-East (for allotments) Natural Networks	The IDP provides up to date details on the necessary infrastructure projects required to implement the Core Strategy.	
<b>How will the policy be implemented?</b>	<b>Indicators</b>	<b>Targets and dates</b>
Identify any shortfall in provision and where appropriate ask developers to contribute/provide The Planning Policies DPD will set out detailed open space standards to be applied for new residential development Provision of green infrastructure in line with the Green Grid Strategy Open space/play space projects through the Council's capital programme Protection of open space in areas of deficiency Effective partnership working with responsible agencies Through the ongoing submission and determining of planning applications	Area of new accessible open space provided as part of residential developments	Increase in line with new residential development
	Area of new accessible open space provided in areas of deficiency	Increase
	Change in number of sites with Green Flag Status	Maintain and increase
	<b>Risks</b>	<b>Contingencies</b>
Guidance not implemented Lack of funding available to provide and maintain areas of open space	Review planning policies Development of further guidance Seek further engagement with developers and OP to identify why increased areas of open space have not been provided	
	<b>Phasing</b>	
	<i>No specific restrictive phasing policy.</i>	

<b>Policy CS20 Landscape Character</b>	<b>Objectives OB2, OB3, OB20</b>	<b>National Indicators N/A</b>
<b>Key responsible organisations</b>	<b>What is the delivery of the policy dependent upon?</b>	
Peterborough City Council Public and Private developers Natural England	The implementation of this policy is not dependent upon any strategic infrastructure projects.	
<b>How will the policy be implemented?</b>	<b>Indicators</b>	<b>Targets and dates</b>
Develop policies in the Planning Policies DPD for the six Landscape Character Areas Through the ongoing submission and determining of planning applications	N/a	N/a
	<b>Risks</b>	<b>Contingencies</b>
	Policies and strategies not being effective	Review planning policies Development of further guidance
	<b>Phasing</b>	
	<i>No specific restrictive phasing policy.</i>	

<b>Policy CS21 Biodiversity and Geological Conservation</b>	<b>Objectives OB2, OB19, OB20</b>	<b>National Indicators N197 (Improve local biodiversity)</b>
<b>Key responsible organisations</b>	<b>What is the delivery of the policy dependent upon?</b>	
Peterborough City Council Public and Private developers Biological Records Centre Natural England	The implementation of this policy is not dependent upon any strategic infrastructure projects.	
<b>How will the policy be implemented?</b>	<b>Indicators</b>	<b>Targets and dates</b>
Requirement for biodiversity and geological assessment for planning applications Project-level Habitats Regulations Assessment, where necessary Through the ongoing submission and determining of planning applications Local Biodiversity Action Plans	Change in total area of RAMSAR, SPA, SAC, SSSI and NNRS	Priority habitats to be unaffected by the proposed development
	Number and area of county wildlife sites	Maintain and increase
	Condition of RAMSAR, SPA, SAC, SSSI, NNRS and County Wildlife Sites	Maintain and improve
	Number and area of land designated as Local Nature Reserves	Increase
	Improved local biodiversity - active management of local sites	Improve
	Air quality in and around Orton Pit	No reduction in quality to the extent that there is a significant effect on the integrity of the site
	<b>Risks</b>	<b>Contingencies</b>
A risk of low quality biodiversity and geological assessments Lack of funding available to provide and maintain protected sites	Review planning policies Development of further local guidance Seek further engagement with partners to identify why biodiversity and geology are not being conserved.	
<b>Phasing</b>		
<i>No specific restrictive phasing policy.</i>		

<b>Policy CS22 Flood Risk</b>	<b>Objectives OB19, OB28</b>	<b>National Indicators N/A</b>
<b>Key responsible organisations</b>	<b>What is the delivery of the policy dependent upon?</b>	
Peterborough City Council Opportunity Peterborough Public and Private developers Environment Agency Internal Drainage Boards (IDBs)	The IDP provides up to date details on the necessary infrastructure projects required to implement the Core Strategy. <i>Effective WCS, SFRA and SWMP, and associated funding to deliver on the requirements set out in such documents</i>	
<b>How will the policy be implemented?</b>	<b>Indicators</b>	<b>Targets and dates</b>
Site based flood risk assessments Through the ongoing submission and determining of planning applications <i>Up-to-date Water Cycle Studies (WCS), Strategic Flood Risk Assessments (SFRA) and Surface Water Management Plans (SWMP)</i>	Number of planning permissions granted contrary to the advice of the Environment Agency on flood risk and water quality grounds	No planning permissions granted contrary to the advice of the Environment Agency
	Percentage of new dwellings in flood risk zones, 2, 3a & 3b*	None in 3b
	<i>The number of new dwellings on greenfield sites in flood risk zones 3a and 3b</i>	<i>None</i>
	Number of developments incorporating SUDS**	All appropriate development should incorporate SUDS
	<b>Risks</b>	<b>Contingencies</b>
A risk of low quality flood risk assessments	Review planning policies Development of further locally specific guidance Engage with partners, including the Environment Agency Seek further engagement with developers and OP to identify why increased flood risk measures are not being incorporated into development	
<b>Phasing</b>		
<i>No specific restrictive phasing policy.</i>		
<b>Comments:</b> *Flood Zones as defined in PPS25. ** SUDS - Sustainable Drainage Systems		





**PETERBOROUGH CORE STRATEGY  
SCHEDULE OF COUNCIL'S PROPOSED CHANGES**

**APPENDIX B - COUNCIL'S MINOR CHANGES**

REF No.	SECTION/ PARA/ POLICY	MINOR CHANGE
200.4	1.2.3	At the end of the paragraph, add "For the avoidance of doubt, it should be noted that all relevant policies in all adopted Development Plan Documents covering Peterborough will be used in reaching decisions on such applications."
400.3	4.0.9	Delete "executive, young professional and live/work homes" and replace with "homes for executives and professionals".
400.4	4.0.27	Delete "public"
100.3	5.5.3	Delete "draft PPS4 - Planning for Sustainable Economic Development (2007)" and replace with "PPS4: Planning for Sustainable Economic Growth (2009)"
400.33	5.7.13	In the second sentence, delete "therefore".
100.5	5.7.14	Delete "Draft PPS4: Planning for Sustainable Economic Development (2007)" and replace with "PPS4: Planning for Sustainable Economic Growth, CLG (2009)"
100.6	5.8.6	Delete "Infrastructure Planning Commission" and replace with "Major Infrastructure Planning Unit"
100.7	Policy CS3	In the third paragraph, delete "the Infrastructure Planning Commission" and replace with "Ministers via the Major Infrastructure Planning Unit"
100.9	6.1.1	<p>After paragraph 6.1.1, insert a new paragraph 6.1.2:</p> <p>"6.1.2 The section is structured so that it tackles the issues identified in chapters 2 to 4. The policies can be broadly grouped as follows:</p> <ul style="list-style-type: none"> <li>• Policies CS6 and CS7 are about meeting people's basic needs for a decent home in a decent community. This includes policy on new homes, including meeting the needs of all those in our society.</li> <li>• Policies CS9 to CS13 are around delivering the infrastructure to support our growth and regeneration, including a locally specific desire to put in place the infrastructure to support Peterborough's ambition to be UK's Environment Capital.</li> </ul>

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		<ul style="list-style-type: none"> <li>• Policies CS14 and CS15 then turn to our community hubs of 'Centres' whether that be Local, District or the City Centre. Such Centres are at the heart of any functioning neighbourhood or settlement, and these policies support their continued role, function and regeneration.</li> <li>• Finally, policies CS16 to CS22 are a collection of policies ensuring that the built development is high quality, in terms of issues such as design, layout, setting, character, multi-functionality and safety. These core policies are essential, high-level tools for Development Management and will be supported further by more detailed 'planning policies' in a forthcoming Peterborough Planning Policies DPD."</li> </ul>
200.12	6.3.4	In the final sentence, after "executive housing," insert "prestige homes aimed at the senior professional and managerial market as well as"
100.10	6.3.30	In the penultimate sentence, delete "and notes the reasons for opting for this lower figure" and replace with "because, from the evidence of the Affordable Housing Financial Viability Assessment, that proportion would not be viable"
100.11	6.3.31	Under "Policy and Evidence Sources" delete "PPS3: Housing, CLG (2006)" and replace with "PPS3: Housing, CLG (2010)"
400.38	6.9.16	Under "Policy and Evidence Sources" delete "draft Supplementary Planning Document, 2009", and replace with "Supplementary Planning Document, 2010"
100.13	6.11.2	In the second sentence delete "Planning Policy Statement 6: Planning for Town Centres (Annex A)" and replace with "Planning Policy Statement 4: Planning for Sustainable Economic Growth (Annex B)".  In the last sentence delete "Table 2 of PPS6, Annex A" and replace with "Annex B of PPS4".
100.14	6.11.3	In the first sentence delete "PPS6" and replace with "PPS4".
100.15	6.11.8	Delete "PPS6" and replace with "PPS4" in two instances in this paragraph.
100.17	6.11.9	Delete "PPS6" and replace with "PPS4".
200.3	6.11.18	Under "Policy and Evidence Sources" add "Peterborough Retail Study Amendments April 2010, GVA Grimley, 2010"
100.18	6.11.18	Under "Policy and Evidence Sources" delete "PPS6: Planning for Town Centres, ODPM (2005)" and replace with "PPS4: Planning for Sustainable Economic Growth, CLG (2009)"
100.20	6.12.11	In the second sentence delete "PPS6" and replace with "PPS4".
100.21	6.12.16	Under "Policy and Evidence Sources" delete "PPS6: Planning for Town Centres (2005) - ODPM" and replace with "PPS4: Planning for Sustainable Economic Growth, CLG (2009)"

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200.19	6.13.10	At the end of the paragraph, insert "Travel Plans (where sought in accordance with policy CS13) should be considered at an early stage to factor in sustainable transport solutions and influence the design outcome."
100.22	6.13.12	Under "Policy and Evidence Sources" delete "PPS3: Housing, DCLG, 2006" and replace with "PPS3: Housing, CLG (2010)"
100.23	6.14.15	Under "Policy and Evidence Sources" delete "PPG15: Planning and the Historic Environment, DoE, 1994" and "PPG16: Archaeology and Planning, DoE, 1990" and replace with "PPS5: Planning for the Historic Environment, CLG (2010)"
400.65	6.17.1	In the last sentence, delete "authority" and replace with "area".
200.23	6.18.12	After paragraph 6.18.12, insert a new paragraph to read: "The Peterborough Water Cycle Study includes an approach to water management and this will be carried forward through the Peterborough Water Cycle Study Implementation Group. The provision of Sustainable Drainage Systems referred to in policy CS22 also serves to protect water quality by addressing pollution from surface water."
200.24	6.18.14	Under the Policy and Evidence Sources, insert "Peterborough Water Cycle Study, Hyder Consulting for Peterborough City Council and Opportunity Peterborough (2010) and Peterborough Water cycle Study Addendum (2010)
200.25	6.19.8	Delete "The River Nene and River Welland" and replace with "Parts of the River Nene, River Welland and River Great Ouse"
100.25	6.19.18	Under "Policy and Evidence Sources" delete "PPS25: Development and Flood Risk, DCLG, 2006" and replace with "PPS25: Development and Flood Risk, CLG, 2010"
100.26	7.0.10	Delete "table below shows" and replace with "tables below show"
100.27	7.0.11	Delete "At the end of this chapter" and replace with "Following the implementation and monitoring tables"

**PETERBOROUGH CORE STRATEGY  
SCHEDULE OF INSPECTOR PROPOSED CHANGES**

**APPENDIX C: CHANGES REQUIRED TO MAKE THE PLAN SOUND**

REF No.	SECTION/ PARA/ POLICY	SUGGESTED CHANGE
IC1	Section 6.4	<p>Further amend paragraph 6.43 as detailed at Annex 4 to Appendix A by adding at the end of paragraph 6.4.3;</p> <p>and, <u>if necessary</u>, through the identification and allocation of land in the Site Allocations DPD.</p> <p>Further amend Policy CS7 as detailed at Annex 4 to Appendix A by deleting the first two paragraphs of the policy and by replacing them with the following new paragraph;</p> <p><u>The City Council will maintain a local assessment of need for Gypsy and Traveller pitches (permanent and transit) and Travelling Showpeople plots. The outcome of these assessments will assist the Council, if necessary, in the identification and allocation of land for sites for permanent pitches in the Site Allocations DPD, and in the determination of applicable planning applications.</u></p> <p>Retain paragraph 3 of submitted policy CS7 unaltered.</p>