

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

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

6.27 Flood and Water Management

- 6.27.1** The city of Peterborough lies just a few metres above sea-level and much of the district lies below sea-level, making the area particularly vulnerable to the effects of climate change. Linked to the Environment Action Plan and the Sustainable Community Strategy, Peterborough will seek to promote development which has the ability to adapt to climate change, protect the water environment and promotes flood risk reduction.
- 6.27.2** There are two particular flood risk issues relevant to Peterborough. The first relates to the location of new development and to potential development in flood risk areas. The second issue relates to increased surface runoff caused by development, particular in areas where there are drainage capacity issues, such as parts of the city centre with combined foul and surface water sewers.
- 6.27.3** In accordance with the NPPF, the supporting technical guidance and the council's Flood and Water Management SPD, policy LP32 seeks to ensure that development does not place itself or others at increased risk of flooding. All development will be required to demonstrate that regard has been given to existing and future flood patterns from all flooding sources and that the need for effective protection and flood risk management measures, where appropriate, have been considered as early on in the development process as possible.
- 6.27.4** The Flood and Water Management SPD provides further guidance and advice to developers to help reduce flood risk through the location of development or through on site drainage and management.
- 6.27.5** Peterborough City Council is the Lead Local Flood Authority (LLFA) and is responsible for co-ordinating local flood risk issues. The council has worked with the Environment Agency, Anglian Water, a number of Internal Drainage Boards (IDBs) and local community groups to prepare a Local Flood Risk Management Strategy including an action plan for managing flood risk.
- 6.27.6** Management of water is important not only from a flood risk point of view but because of the need to protect and improve Peterborough's water bodies with regards to water quality, quantity, water habitats and biodiversity under the requirements of the Water Framework Directive (WFD). Where new activities or schemes have the potential to cause deterioration and lead to failures in achieving WFD objectives, sites will require a WFD assessment. The SPD provides further detail on the local impacts of the WFD, the assessment and reasons for which it might be required.
- 6.27.7** Strategic Flood Risk Assessment (SFRA) Level 1 and Water Cycle Study have been prepared to support the Local Plan. A separate sequential test has been carried out for all sites suggested to the council.

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- 6.27.8** Where justified through evidence, the council has the option to set, through the Local Plan, additional technical requirements exceeding the minimum 'Building Regulation' standards in respect of access, water usage and space standard of dwellings.
- 6.27.9** In terms of water usage, existing sources of evidence, most notably, Anglian Water's Water Resource Management Plan (2015), demonstrate that in Peterborough water resources are under stress. Increasing demands from growth, along with reductions in abstraction to improve the quality of the water environment, could result in an imbalance between supply and demand. Minimising the demand for water in buildings is therefore crucial to protecting the water environment.
- 6.27.10** To reduce impact on the water environment, the following policy requires new development to achieve the nationally set technical housing standard for water efficiency. This standard is intended to reduce water consumption in new dwellings to a level equivalent to 110 litres per person per day (rather than the standard 125 litres), and is described in Building Regulation G2.



Policy LP32: Flood and Water Management

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

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

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

A site specific Flood Risk Assessment appropriate to the scale and nature of the development and risks involved, taking into account future climate change, will be required for development proposals:

- in Flood Zones 2 and 3; and
- in Flood Zone 1 where there are critical drainage problems; and
- on sites of 1 hectare or greater in Flood Zone 1; and
- sites where development or change of use to a more vulnerable use may be subject to other sources of flooding; and
- sites of less than 1 hectare in Flood Zone 1 where they could be affected by sources of flooding other than from rivers and the sea.

Development proposals should also protect the water environment and must demonstrate:

- e. that water is available to support the development proposed;
- f. that development contributes positively to the water environment and its ecology where possible and does not adversely affect surface and ground water;
- g. that adequate foul water treatment and disposal already exists or can be provided in time to serve the development;
- h. in areas served by combined sewers, surface and foul flows should be separated and no new combined sewers created. Connections to the existing combined sewer should only be made in exceptional circumstances where it can be demonstrated that there are no feasible alternatives, such as (and in this priority order): into the ground (infiltration); to a surface water body; or to a surface water sewer, highway drain, or another drainage system (this applies to new developments and redevelopments). Where an existing combined or surface water sewer is utilised, there must be no detriment to existing users of such a sewer;
- i. that suitable access is safeguarded for the maintenance of water supply and drainage infrastructure.

Water Efficiency

To minimise impact on the water environment all new dwellings should achieve the Optional Technical Housing Standard of 110 litres per day for water efficiency as described by Building Regulation G2.

6.28 Development on Land Affected by Contamination

- 6.28.1** A number of recognised secondary aquifers lie beneath Peterborough that contribute to river flow and are used locally for small-scale water supply. Land affected by contamination can pose a risk to surface waters and groundwater contained within these aquifers. Peterborough's industrial legacy therefore presents a heightened potential risk in this context which should be managed accordingly.
- 6.28.2** In addition, land affected by contamination may pose an unacceptable risk to human health, the natural environment, the built environment and economic activities, through its impacts on the users of the land, and on neighbouring users. Land contamination, or the possibility of it, is therefore a material planning consideration in taking decisions on individual planning applications.
- 6.28.3** Where pollution issues are likely to arise, intending developers should hold pre-application discussions with the council, the relevant pollution control authority and stakeholders with a legitimate interest. In these circumstances, the submission of a preliminary risk assessment is a requirement for validating relevant planning applications.
- 6.28.4** Preliminary assessments and any subsequent additional information should be carried out in accordance with the Environment Agency's 'Model Procedures for the Management of Land Contamination (CLR11)', which is available at:
[REDACTED]
- 6.28.5** There is additional advice regarding land affected by contamination at <https://www.gov.uk/contaminated-land> and also on the Planning Practice Guidance website.
- 6.28.6** If additional technical guidance is produced by the Government or any recognised independent body with the relevant expertise, the council will take that into account in making decisions.
- 6.28.7** In cases where planning permission is granted for development of a site on which the presence of contamination is known or suspected, the responsibility for safe development and secure occupancy of the site rests with the developer and/or landowner.

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6.28.8 The council will determine planning applications on the basis of the information available to it, but cannot be held liable if that information is subsequently proved to be inaccurate or inadequate.



Policy LP33: Development on Land Affected by Contamination

All new development must take into account:

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

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

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

6.29 Residential Annexes

6.29.1 The addition of annexes to residential properties can have a considerable impact upon the character and amenity of an area through the intensification of development. Through policy LP34 the council will seek to ensure that any residential annexe development is solely provided as ancillary to the original dwelling and not a new dwelling.



Policy LP34: Residential Annexes

Planning permission for the creation of a residential annexe will only be granted if all the following criteria are met:

- a. the annexe shall presently, and in the future, be within the same ownership as, and will be occupied in conjunction with, the original dwelling;
- b. the annexe does not appear as tantamount to the creation of a new dwelling or separate planning unit;
- c. the annexe is ancillary and subordinate in size and scale to the original dwelling, and of a design which, taken as a whole, complements the original dwelling;

- d. the occupant(s) of the annexe share(s) the access, garden and parking areas of the original dwelling;
- e. there is a clear functional relationship between the occupant(s) of the annexe and the original dwelling;
- f. the annexe is not capable of subdivision from the original dwelling to create a new dwelling or separate planning unit;
- g. the provision of services and utilities to the annexe are provided via the original dwelling; and
- h. the proposal does not cause any other harm, such as, but not limited to, amenity (including on occupiers of the annexe, the original dwelling and neighbours), heritage and biodiversity assets, highways, parking, flood risk or character of the locality.

Development of detached residential annexes within the defined property boundary, will only be permitted where it is demonstrated that the accommodation cannot reasonably be provided through extension to the original dwelling.

Development of residential annexes within the countryside will only be permitted where they are an extension to the existing dwelling or the conversion of an existing outbuilding where there is a close physical relationship to the main dwelling. Any proposal for the creation of new detached building for use as an annexe in the countryside will be treated as a new dwelling, and proposals considered as such.

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7.1 Introduction

Part D - The Sites

- 7.1.1** The following section identifies the sites required to deliver the Local Plan target for 19,440 dwellings and 76 ha of employment land between 2016 and 2036. The site selection process is set out in the Sites Evidence Report (November 2017), which explains the detailed methodology and site selection criteria.
- 7.1.2** Table 5 (overleaf) sets out the overall spatial distribution as included in policy LP3.
- 7.1.3** Column (a) of the following table presents the approximate dwelling requirement figure based on the growth and distribution targets set out in policy LP3, for which provision must be made over the period 1 April 2016 to 31 March 2036, broken down according to the location in the first column.
- 7.1.4** Column (b) provides details of the net dwellings completed between 1 April 2016 and 31 March 2018.
- 7.1.5** Columns (c) and (d) provide details of commitments, as at 31 March 2018, which are defined as:
- dwellings which remain to be completed on sites under construction;
 - dwellings which have full planning permission;
 - dwellings which have outline planning permission.
- 7.1.6** The Local Plan does not allocate any site under 10 dwellings therefore the commitment data is broken down by the number of dwellings on sites with permission for fewer than 10 dwellings or with fewer than 10 dwellings still to be completed (column (c)); and on sites with permission for 10 or more dwellings or sites with 10 or more dwellings still to be completed (column (d)).
- 7.1.7** Column (e) provides the total completed and committed sites (Column (b) + (c) + (d)) to give the total known dwellings at 31 March 2018.
- 7.1.8** Column (f) identifies the remaining dwellings to be identified and allocated through this Plan.
- 7.1.9** Column (g) shows the number of dwellings that are assumed to be deliverable from new sites that are allocated in policies LP35 to LP43 and LP47 to LP53. These are sites without planning permission at 1 April 2018.
- 7.1.10** Column (h) shows the total sites allocated in the Local Plan, and listed in the policies LP35, LP37, LP39, LP41, LP43 and LP47 to LP53. This is a sum of 'Committed Sites over 10 dwellings' and 'Proposed New Allocations' (column (d) + (g)).
- 7.1.11** Column (i) headed 'Total dwellings 2016 to 2036' shows the sum of 'Total known dwellings' (e) plus, 'Proposed new allocations' (g). The difference between the figure in column (i) and those in the 'Local Plan Requirement' (a) are presented in the final column (j). Thus, column (j) reveals the extent to which the identified sites deliver both the Local Plan target overall and the strategic split as per policy LP3.
- 7.1.12** Table 5 includes an assumption for windfall allowance of 1,868 dwellings. This is considered a conservative estimate of the likely amount of dwellings coming forward in the plan period on land not allocated or accounted for in this Local Plan. Typically windfall developments are: small scale developments (1-9 units); infill development; change of use from offices to residential; or unexpected large sites coming forward (e.g. previously unidentified brownfield sites).

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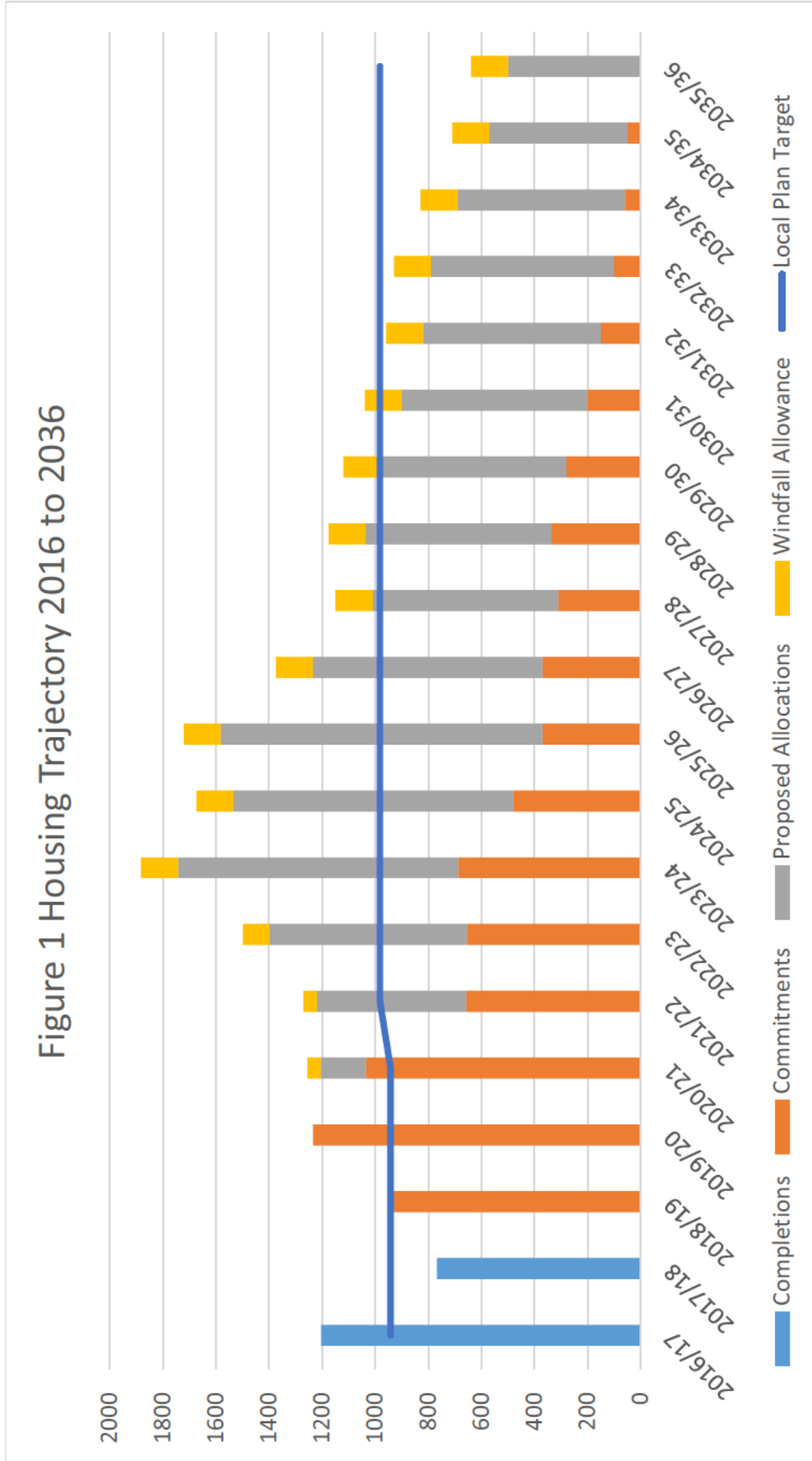
- 7.1.13** In overall terms, Table 5 demonstrates that the Local Plan is capable of facilitating the dwelling requirement with a buffer of 3,640. This allowance is a useful buffer to achieving the housing targets and will compensate for any allocated sites which unexpectedly do not come forward in this plan period, or do not come forward as quickly as expected. It will also compensate for any losses (e.g. demolitions) which occur in the plan period. The buffer equates to a 19% buffer provision, above the supply of homes needed 2018 to 2036.
- 7.1.14** An estimate has been made as to when each site will actually deliver units on the ground. This is known as a housing trajectory for each site. A combined trajectory of all sites can then be created, and is shown in figure 1.

Table 5 2016 to 2036

Area	(a) Local Plan Strategic Distribution 2016 to 2036	(b) Completion 2016 to 2018	(c) Commitments on Sites under 10 dwellings as 31 March 2018	(d) Commitments on Sites over 10 dwellings as 31 March 2018	(e) Total known dwellings b + c + d	(f) Remaining dwellings to be identified a - e	(g) Proposed new Allocations	(h) Total Identified in Local Plan d + g	(i) Total 2016 to 2036 e + g	(j) Difference from Local Plan Strategic Distribution i - a
Urban Area	27%	1,286	280	1,482	3,048	2,201	3,259	4,741	6,307	1,058
Urban Extensions	59%	456	13	5,682	6,151	5,319	7,450	13,132	13,601	2,131
Rural/Villages	5%	228	130	374	732	240	572	946	1,304	332
Windfall	9%								1,868	118
Total	100%	1,970	423	7,538	9,931	7,759	11,281	18,819	23,080	3,640

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Figure 1 Housing Trajectory 2016 to 2036



7.2 Residential Allocations

- 7.2.1** In the policies that follow, each site allocated for residential development has a figure in the column headed "Indicative Number of Dwellings". Where a site already has planning permission (at 1st April 2018), but no development has started, the figure is the number of dwellings for which permission was granted. Where development had already started (at 1st April 2018), the figure is the remaining number of dwellings still to be completed in accordance with the permission. Where the site is 'new' (i.e. without any existing permission), the figure is an estimate based on the size of the site, an assumption about the net developable area, and an assumption about the net residential density which would be appropriate for the area in which the site is located.
- 7.2.2** However, there are a few exceptions to this where information in pending applications, or in design-led schemes that have been submitted to the council for example, has been agreed as being more appropriate than the density assumptions. There is a full explanation of the assumptions made in the supporting Sites Evidence Report.
- 7.2.3** The indicative numbers of dwellings are used to demonstrate how the approximate Local Plan dwelling requirements can be met. It is emphasised that they are only "indicative", and do not represent a fixed policy target for each individual site.
- 7.2.4** Developers are encouraged to produce the most appropriate design-led solution, taking all national policies and other Local Plan policies into account, in arriving at a total dwelling figure for their site, and they need not be constrained by the figure that appears in the column headed 'indicative dwelling figure'.
- 7.2.5** Policy LP35 identifies new urban extensions. It sets out the total number of indicative dwellings proposed for each site. However, the delivery of these sites is often reliant on significant infrastructure and therefore some sites may not deliver all the proposed dwelling by 2036. Therefore this policy includes an additional column titled 'Indicative dwellings in plan period 2016 to 2036'.

7.3 Urban Extensions - Allocations

- 7.3.1** The continued development of Hampton, Stanground South (Cardea) and Paston Reserve is a key part of the overall spatial strategy.
- 7.3.2** In October 2016, the council granted outline planning permission for up to 610 dwellings north of Great Haddon, known as Gateway Peterborough. The council has granted consent for Great Haddon for up to 5,300 dwellings
- 7.3.3** The Norwood urban extension (2,000 dwellings) should give consideration to, and be designed so that it is sympathetic with the permitted scheme to the north west of the site at Paston Reserve, in order to create a single comprehensive development area.
- 7.3.4** The East of England Showground is allocated as an urban extension for up to 650 dwellings and, and must be brought forward as part of a wider master plan for the showground (see policy LP36).
- 7.3.5** The following policy identifies the above allocations, all of which are required to meet the Local Plan target set out in policy LP3.

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Policy LP35: Urban Extensions Allocations

The following sites, as identified on the Policies Map, are allocated for development in accordance with policy LP5 and, where applicable, in accordance with the principles of any planning permissions (including resolution to grant to permission) for each respective site which were in place at 31 March 2017.

Site Reference	Address	Indicative number of dwellings/ Remaining Site Capacity*	Indicative dwellings in Plan Period (2018 to 2036)	Site Specific Requirements
LP35.1	Hampton	3,569	3,569	
LP35.2	Paston Reserve	945	945	
LP35.3	Stanground South (Cardea)	558	558	
LP35.4	Gateway Peterborough	610	610	
LP35.5	Great Haddon	5,300	4,800	
LP35.6	Norwood	2,000	2,000	
LP35.7	East of England Showground	650	650	See policy LP5 and policy LP36
Total			13,132	

* This figure represents, indicatively, the total number of dwellings the site can accommodate, or, in the case of sites under construction at 01 April 2018, the remaining number of dwellings to be complete.

East of England Showground

7.3.6 The East of England Showground is a unique facility with a wide variety of land uses. Any proposal must be supported by a comprehensive master plan for the showground site, and be subject to an assessment of the environmental and traffic impacts on the adjoining residential areas and surrounding road networks, and on the nearby village of Alwalton. Suitable measures will need to be taken to alleviate any adverse impacts.



Policy LP36: East of England Showground

Within the East of England Showground, as defined on the Policies Map, the following uses will be supported in principle, subject to, if the proposal is of a significant scale, an approved masterplan for the Showground:

- Facilities directly related to the function of shows on the Showground itself;
- Conference facilities (D1 and D2);

- Employment related development;
- Residential development of around 650 dwellings.

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

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

The loss of any existing leisure and sports facilities will not be supported unless replacement facilities are provided in accordance with policy LP30.

7.4 Urban Area - Allocations

7.4.1 The following policy identifies sites in the urban area. This excludes City Centre sites (see policies LP47 to LP53).

Policy LP37: Urban Area Allocations

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

Site Reference	Address	Site Area (ha)	Indicative number of dwellings/ Remaining site Capacity*	Site Specific Requirements
LP37.1	143 Oundle Road	0.13	10	
LP37.2	38 Elm Street	0.09	10	
LP37.3	Glebe Farm, Peterborough Road	0.34	12	
LP37.4	Varity House, Vicarage Farm Road	1.45	14	
LP37.5	Land off Columbus Road	0.25	15	
LP37.6	Rear of 207 239 Peterborough Road	1.47	113	
LP37.7	Car park Hampton Court Westwood	1.00	16	
LP37.8	Potters Way Fengate	0.39	18	
LP37.9	St Nicholas Reception Home, South Parade	0.26	22	
LP37.10	659 Lincoln Road	0.19	23	
LP37.11	Remus House Coltsfoot Drive	0.38	30	
LP37.12	land off London Road, Hempsted	2.88	31	

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Site Reference	Address	Site Area (ha)	Indicative number of dwellings/ Remaining site Capacity*	Site Specific Requirements
LP37.13	Land at Bretton Woods	0.60	68	
LP37.14	Bushfield House Orton Goldhay	0.33	24	
LP37.15	Former John Mansfield School Playing Field, Poplar Avenue	3.2	116	
LP37.16	Former John Mansfield School Site, Western Avenue	4.06	87	
LP37.17	Perkins North, Newark Road	5.08	104	
LP37.18	Land North of 142-148 Fletton Avenue	0.61	30	
LP37.19	One Acre Site, Rhine Avenue	0.43	15	
LP37.20	British Sugar Offices, Sugar Way	2.46	74	
LP37.21	The Gloucester Centre	3.24	100	
LP37.22	Hempsted - Parcel NC5	0.24	10	
LP37.23	Hempsted Parcel - NC1, NC3, NC4	1.86	65	
LP37.24	Land to the south of Oundle Road	5.49	130	
LP37.25	Former Freemans Site, Ivatt Way	15.45	460	This site must come forward with the benefit of an agreed masterplan for the whole site.
LP37.26	Stanground Stables, Whittlesey Road	0.82	35	
LP37.27	Fengate South	13.77	350	See policy LP38
LP37.28	Homenene House, Bushfield	0.04	19	
LP37.29	Land south of Buntings Lane	1.39	51	
Sub Total			2,052	

*This figure represents, indicatively, the total number of dwellings the site can accommodate, or, in the case of sites under construction at 01 April 2018, the remaining number of dwellings to be complete.

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

Site Reference	Address	Site Area (ha)	Indicative number of dwellings/ Remaining Site Capacity*	Site Specific Requirements
LP37.30	Hampton Centre	15.79	200	
LP37.31	Orton Centre	10.75	250	Site to come forward through master planning
LP37.32	Werrington Centre	6.57	100	Site to come forward through master planning
Sub Total			550	
Total Urban Area (Excluding City Centre)			2,602	

Fengate South



Policy LP38: Fengate South

Prior to the granting of any planning permission for residential development on the Fengate South site (LP37.27), the council will require the developer to submit a development brief or other evidence documents that address the following matters:

- how flood risk issues are to be addressed, including the location of dwellings in areas at lowest probability of flooding and the proposed flood risk mitigation measures;
- the arrangements for the remediation of the site to a standard suitable for residential and associated uses;
- transport issues, including vehicular access arrangements, measures to address transport impacts beyond the site and measures to improve pedestrian and cycle infrastructure from the area to the City Core (thus reducing the need to travel by car);
- impacts on biodiversity, including, in particular, any impacts on the Nene Washes SSSI, SAC, SPA and Ramsar Site;
- visual and landscape impacts (including countryside and cathedral views);
- a design solution that creates a high quality residential environment with associated community facilities, providing an attractive frontage to the river with the possibility of moorings; and
- the creation of an attractive public riverside walk and cycle path which runs the length of the site, connecting with the foot and cycle paths from the Embankment west of the Parkway.

The council will require the submission of sufficient information from the applicant to enable the completion of a project-level screening exercise under the Habitats Regulations, and, if that screening concludes that full Appropriate Assessment is needed, sufficient information to enable

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it to complete that Appropriate Assessment. This process will need to demonstrate that the development will not have a significant adverse effect on the integrity of the Nene Washes.

7.5 Rural Area - Allocations

Large Villages

Policy LP39: Large Village Allocations

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

Site Reference	Address	Site Area (ha)	Indicative number of dwellings/ Remaining Site Capacity*	Site Specific Requirements
LP39.1	Cranmore House, Thorney Road, Eye	0.953	14	
LP39.2	South of Northam Crescent, Eye	1.13	17	
LP39.3	Land at Guilsborough Road, Eye Green	3.36	55	
LP39.4	Rear Rose and Crown Public House, Thorney	0.734	11	
LP39.5	Land off Woburn Drive, Thorney	3.43	19	
LP39.6	Land to the South of Sandpit Road, Thorney	5.33	91	
LP39.7	Tanholt Farm, Eye	13.3	250	See policy LP40
LP39.8	Land to the South of Thorney	2.56	50	
Total			507	

* This figure represents, indicatively, the total number of dwellings the site can accommodate, or, in the case of sites under construction at 01 April 2018, the remaining number of dwellings to be complete.

7.5.1 Due to the relatively complex make up of site LP39.7, there is a need for masterplanning the area as one. Policy LP40 sets out the guiding principles for this development area.



Policy LP40: Tanholt Farm, Eye

Prior to the approval of detailed proposals for the site at Tanholt Farm, Eye (Site LP39.7) an outline planning application comprising, amongst other matters, a comprehensive masterplan for the whole area should be submitted and approved by the council.

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

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

- The scale of residential development will be subject to a detailed Transport Assessment and Travel Plan which will demonstrate that the quantity of homes proposed is deliverable taking account of; safe and suitable access to the site; and cost effective and necessary improvements to the transport network. It is anticipated that the scale will be around 250 dwellings, but potentially less following the outcome of the transport assessment;
- A residential led scheme, of a range of types and tenures that meet needs and respects the surrounding context;
- The quality of life of adjacent users, especially residential users which abut the site, should be respected;
- Ensuring satisfactory provision of education facilities are available, and if not, address these deficiencies on-site;
- Provision of wider community facilities as identified through consultation with the wider Eye community (subject to viability, deliverability and consideration of long term management of such facilities);
- Careful consideration of vehicular access to and from the site, the traffic implications for wider Eye area and junctions on the A47;
- Provision, including potential off-site provision (secured by legal agreement), of high quality access for pedestrians and cyclists from, and within, the site to the key community facilities and services in Eye; and
- Details of the long term governance structure for the development, addressing issues such as community involvement and engagement and any financial arrangements to ensure long term viability of facilities.

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

Medium Villages

Policy LP41: Medium Village Allocations

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

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Site Reference	Address	Site Area	Indicative number of dwellings/ Remaining Site Capacity*	Site Specific Requirements
LP41.1	Manor Farmyard, High Street, Glinton	0.80	19	
LP41.2	Adjacent to Village Hall, Newborough	0.57	12	
LP41.3	West of Williams Close, Newborough	1.92	42	
LP41.4	Land west of Uffington Road	4.29	80	
LP41.5	Land Between West Street and Broad Wheel Road, Helpston	4.47	82	
LP41.6	Land off Lawrence Road, Wittering	7.73	190	Any planning application must be accompanied by a Transport Assessment.
Total Medium Villages			425	

7.5.2 * This figure represents, indicatively, the total number of dwellings the site can accommodate, or, in the case of sites under construction at 01 April 2018, the remaining number of dwellings to be complete.

7.5.3 Any planning application for the development of site LP41.6 must be accompanied by a Transport Assessment, including a Residential Travel Plan. Subject to the conclusions of that Assessment, it is likely that the development will require improvements to the existing junction of Townsend Road and the A1 Great North Road, unless improvements or a replacement grade-separated junction in accordance with policy LP15 have already been implemented. Any improvements required to enable the development to proceed will need to be funded by the developer and the works completed before occupation of the first dwelling. It is possible that improvements to the existing junction will not be sufficient to enable all of the development envisaged for this site. In that case a phased development would be necessary, with later phases relying on the prior provision of the grade-separated junction.

Policy LP42: Land Between West Street and Broadwheel Road Helpston

Any application for the site at Broad Wheel Road, Helpston (Site LP41.5) shall comprise amongst other matters, a comprehensive masterplan for the whole site. In developing the masterplan there should be a high level of engagement with appropriate stakeholders including the local community.

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

- A residential led scheme incorporating on site open space provision and a suitable buffer to the adjacent open countryside that respects the surrounding context;

- Ensure the provision of satisfactory education facilities. If the need for additional provision is identified, the presumption is that land within the site will be utilised to allow the expansion of the existing school, unless there is convincing evidence that an alternative solution provides greater benefits;
- The Transport Assessment should demonstrate that the quantity of homes proposed is deliverable taking account of; safe and suitable access to the site; and any necessary improvements to the transport network. It is anticipated that the scale will be up to 82 dwellings, but potentially less following the outcome of the transport assessment.

Small Villages

Policy LP43: Small Village Allocations

The following site, as identified on the Policies Map, is allocated primarily for residential use:

Site Reference	Address	Site Area	Indicative number of dwellings/ Remaining Site Capacity*	Site Specific Requirements
LP43.1	Land South of Penwald Court, Peakirk	0.74	14	
Total			14	

* This figure represents, indicatively, the total number of dwellings the site can accommodate, or, in the case of sites under construction at 01 April 2018, the remaining number of dwellings to be complete.

The Countryside

- 7.5.4** At 31 March 2018, there were 13 dwellings committed in the countryside - i.e outside the urban area of Peterborough and the village boundaries. Development in the countryside contributes to the overall housing delivery and must be acknowledged in the spatial strategy, but the strategy does not make provision for any specific additional figure from this source. Any dwellings developed in the countryside are very much exceptional - for example, to meet a specific requirement related to local agriculture, or to enable the renovation and reuse of a building that has fallen into decay (see policy LP11). If further dwellings arise from this source over the Local Plan period, these would be classed as 'windfall'.
- 7.5.5** Policy LP8 (Meeting Housing Needs) will allow, in exceptional circumstances, the release of land adjacent to a village envelope solely for the provision of affordable housing.

7.6 Employment Allocations

- 7.6.1** Policy LP4 sets out the spatial strategy for employment, the following policies identify the proposed sites to meet the strategy and the requirement for 76ha of employment land between 2015 and 2036.

The Sites

Strategic Employment Allocations

Policy LP44: Strategic Employment Allocations

Policy LP35 identifies urban extensions that will deliver a mix of uses, including employment uses, as set out in policy LP5. The following summarises such provision:

Site Reference	Address	Site Area (ha)	Site Specific Requirements
LP44.1	Hampton	23.05	
LP44.2	Gateway Peterborough	83.48	
Total		106.53	

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

Site Reference	Address	Site Area (ha)	Site Specific Requirements
LP44.3	Red Brick Farm	30	See Policy LP45
Total		30*	

*The total site area is 63 hectares. Part of the site is located in flood zone 3 and the net developable area is expected to be approximately 30 hectares to allow for flood mitigation (Subject to site specific flood risk as set out in Policy LP45).

Any non- B class uses will only be supported where the applicant can demonstrably show that it is ancillary to the effective function of the Strategic Employment site and in accordance with policy LP4.

Red Brick Farm

- 7.6.2** The Red Brick Farm site LP44.3 is a large allocation which has a number of detailed issues that warrant an additional policy to ensure appropriate delivery of the site.
- 7.6.3** Policy LP45 sets out the detailed requirements, this includes the requirement for a Site Specific Flood Risk Assessment (FRA), that will need to demonstrate that the development can be made safe and not adversely affect flood risk elsewhere. This should be achieved through a sequential approach to site layout and the use of appropriate flood risk management and mitigation techniques. As part of the FRA, a surface water drainage strategy will need to have regard to existing flood risk information, and the need to protect ambient ground water levels linked to archaeology.
- 7.6.4** To address point c in policy LP45 a full assessment and evaluation of the impact of development should take place as part of any planning application. It should include archaeological, palaeoenvironmental, hydrological and geo-archaeological analysis, and an assessment of the impact on the setting and condition of Flag Fen. The latter should include suitable monitoring and assessment of ground water levels. The hydrological status of Flag Fen should be assessed to establish a baseline from which to determine the potential impact of development and any mitigation measures.

- 7.6.5 The allocation lies on land where there are mineral resources that are considered to be of current or future economic importance. Whilst not a policy requirement, the developers of the site should give consideration to the opportunity to utilise the resource on site, possibly in conjunction with any flood risk management and/or water management measures.



Policy LP45: Red Brick Farm

Planning permission for the Red Brick Farm (LP44.3) site will only be granted once appropriate solutions to the following issues are demonstrated and proved to be deliverable:

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

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

Employment Allocations

Policy LP46: Employment Allocations

The following sites, as identified on the Policies Map, are allocated for development primarily for uses within Classes B1, B2 and B8:

Site Reference	Address	Site Area (ha)	Site Specific Requirements
LP46.1	Oxney Road Site C	9.95	
LP46.2	Perkins South	4.2	
LP46.3	Land off Third Drove and fronting Fengate	4.23	
LP46.4	Station Road, Thorney	1.0	
Total		18.38	

The Sites

The following sites, as identified on the Policies Map, are allocated for development primarily for uses within Classe B1:

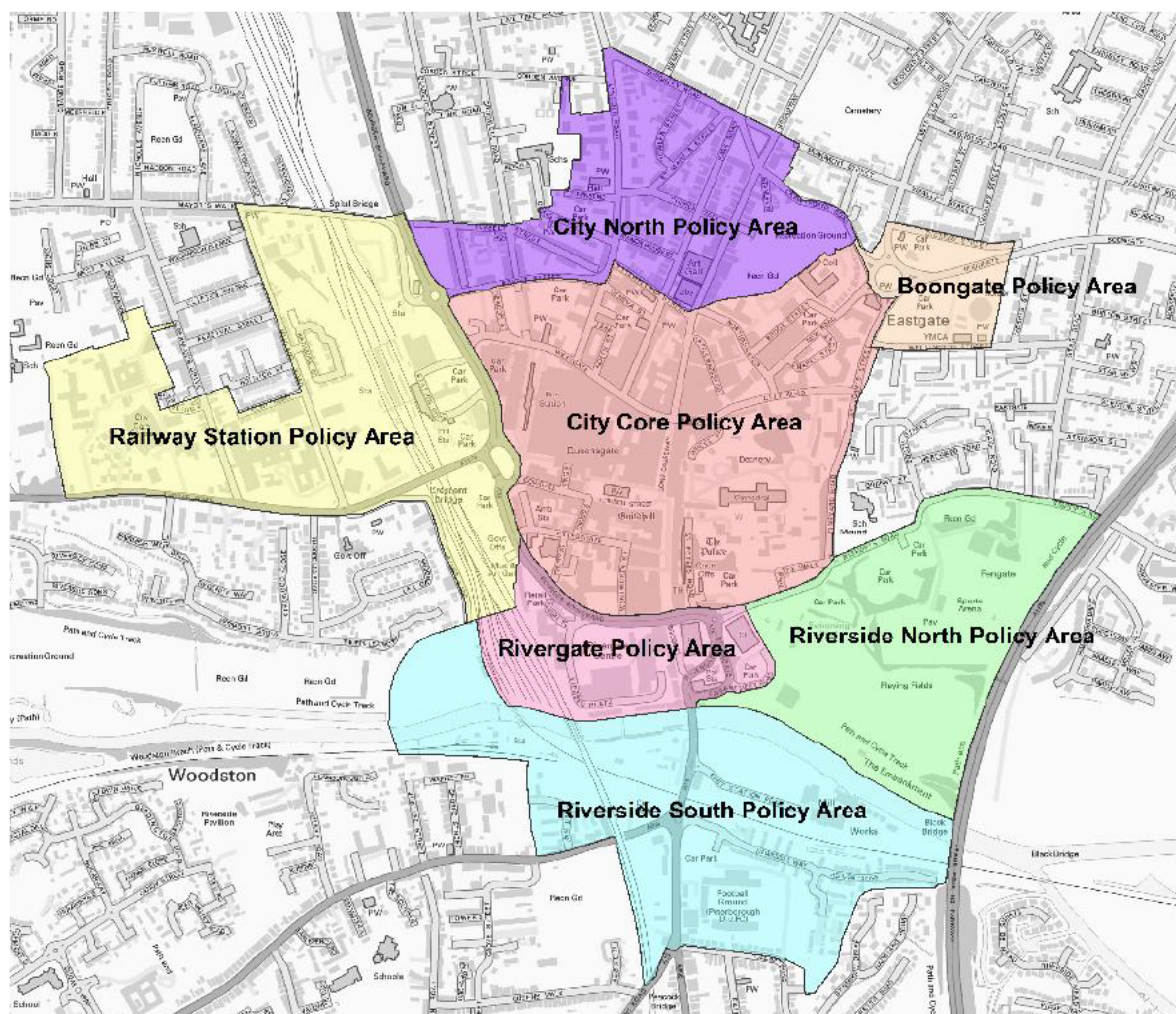
Site Reference	Address	Site Area (ha)	Site Specific Requirements
LP46.5	Land adjacent to Thorpe Wood House	2.06	In principle part/whole site could come forward for C2 uses.
LP46.6	Lynchwood North	1.29	
Total		3.35	

Policies LP47 to LP53 identifies suitable sites/areas within the city centre for B1 office development. Any non- B class uses will only be supported where requirements of policy LP4 can be met.

7.7 City Centre Allocations

- 7.7.1** Policy LP6 sets the overall strategy for the city centre, this section focuses specifically on individual parts of the city centre, with policies and proposals which set out what the council would expect to happen in each one. There are seven distinct Policy Areas; the location and name of each one is shown on map D.
- 7.7.2** Each area has its own policy with specific planning requirements for that particular area. Where appropriate, the policies identify Opportunity Areas, which are large areas of underused or vacant land that have the potential for comprehensive redevelopment.
- 7.7.3** Although each area has its own policy, any development should not take place in isolation, but as an element which contributes towards the wider success of the city centre. It is also important to improve the links between areas so that pedestrians, in particular, can make their way between different destinations safely and conveniently.

Map D: City Centre Policy Areas



City Core Policy Area

- 7.7.4** This Policy Area is the heart of the city. It forms the established retail, commercial and civic focus, as well as the historic centre. It is the area most likely to attract visitors to the city.
- 7.7.5** The area forms the main shopping area. It includes the Queensgate shopping centre, and other shopping streets such as Bridge Street, Westgate, Long Causeway and Cowgate, as well as the Market. It will continue to be the primary focus for new retail development.
- 7.7.6** To the north of the Cathedral is an area known as Northminster. This area includes offices, retail, a hotel, nightclubs and bars as well as the Market, with some temporary surface car parks. There are opportunities for redevelopment of individual sites to achieve more efficient use of land, and improve the setting of the Cathedral.
- 7.7.7** To the north, the area between Queensgate and Bright Street is currently an underused part of the city and it has been identified as the North Westgate Opportunity Area. There have been proposals in the past for substantial new retail and leisure led developments, but changes in the nature of retailing and the wider economic context have meant that a more phased and mixed-use development solution is now more likely. It is identified for redevelopment for a mix of uses, including retail, leisure, residential, employment and community.

The Sites



Policy LP47: City Core Policy Area

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

New development must, where appropriate:

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

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

Parking provision is set by policy LP13.

The following site, as identified on the Policies Map, is allocated primarily for residential use:

Site Reference	Address	Indicative number of dwellings/ Remaining Site Capacity*	Site Specific Requirements
LP47.1	Wheel Yard	25	To be delivered in accordance with an agreed development brief that covers, amongst other matters, the height and scale of development and the setting of the cathedral and precincts
Sub total		25	

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

Site Reference	Address	Indicative number of dwellings/ Remaining Site Capacity*	Site Specific Requirements
North Westgate Opportunity Area			
LP47.2	North Westgate Development Area	100	
LP47.3	North Westgate	200	
Sub Total		300	
Northminster Opportunity Area			
LP47.4	NCP car park, Brook Street	39	
LP47.5	Northminster	150	To be delivered in accordance with a development brief or SPD for the area
Sub Total		189	
Total City Core Policy Area		514	

* This figure represents, indicatively, the total number of dwellings the site can accommodate, or, in the case of sites under construction at 01 April 2018, the remaining number of dwellings to be complete.

North Westgate Opportunity Area

Within the North Westgate Opportunity Area (LP47.3) planning permission will be granted for comprehensive mixed-use redevelopment including retail, employment, housing, office and leisure uses, which is well integrated with the existing retail area. The design, layout and access arrangements must enhance the transition between the residential area to the north and the city centre.

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

Northminster Opportunity Area

Development proposals within the Northminster Opportunity Area (LP47.5) should deliver a range of uses that provide high quality office development, approximately 150 dwellings and possibly student accommodation. Development in this area should protect and enhance any historic assets, including in particular the Cathedral Precincts and Peterscourt.

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

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

- a net increase in dwellings, including apartments above existing commercial or new commercial development and the provision of student accommodation;

The Sites

- improved connectivity for pedestrians and cyclists within the Policy Area and with surrounding areas;
- mixed-use development with active street frontages;
- development which encourages trips into the city centre for shopping, leisure (including a cinema), social and cultural purposes;
- additional high quality office space;
- the conservation and restoration of historic shop fronts; and
- a reduction in the number of vehicles travelling within the City Core Policy Area

Railway Station Policy Area

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

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

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



Policy LP48: Railway Station Policy Area

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

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

Site Reference	Address	Indicative number of dwellings/ Remaining Site Capacity*	Site Specific Requirements
Hospital Opportunity Area			
LP48.1	Site of former of Peterborough District Hospital (PDH) Zone B	16	
LP48.2	Zone E of Former PDH site	76	
LP48.3	Zone F of Former PDH site	13	
LP48.4	Zone B of Former PDH site	168	
Sub total		273	
Station West Opportunity Area			
LP48.5	Mega Car Centre Midland Road	29	

Site Reference	Address	Indicative number of dwellings/ Remaining Site Capacity*	Site Specific Requirements
LP48.6	Elsewhere in Opportunity Area	200	
Sub total		229	
Station East Opportunity Area			
LP48.7	Elsewhere in Opportunity Area	400	
Sub total		400	
Total Railway Station Policy Area		902	

*This figure represents, indicatively, the total number of dwellings the site can accommodate, or, in the case of sites under construction at 01 April 2018, the remaining number of dwellings to be complete.

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

Station West Opportunity Area

Development proposals for the Station West Opportunity Area (LP48.6) should:

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

Station East Opportunity Area

Development proposals for the Station East Opportunity Area (LP48.7) should deliver a mixed-use development, including:

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

Rivergate Policy Area

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

The Sites

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



Policy LP49: Rivergate Policy Area

Within the area designated as the Rivergate Policy Area on the Policies Map, the principle of a retail-led, mixed-use development, incorporating approximately 60 dwellings, will be supported provided that it:

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

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

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

Riverside South Policy Area

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

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

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

7.7.16 This Policy Area is not well connected to the City Core and other surrounding residential areas, and the railway lines act as barriers to movement. Part of the area is located in flood zones 2 and 3, particularly the areas to the west.



Policy LP50: Riverside South Policy Area

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

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

Collectively, the development of sites within the Policy Area should provide approximately 630 dwellings, in accordance with the number of dwellings indicated for each site, or area, below:

Site Reference	Site Name	Indicative number of dwellings/ Remaining Site Capacity*	Site Specific Requirements
LP50.1	Railworld	50	Prestige homes see policy LP9
LP50.2	Pleasure Fair Meadow Car Park	0	Mixed use site, including leisure and commercial
	Elsewhere in Policy Area	200	
Sub total		250	

Opportunity Area			
Site Reference	Site Name	Indicative number of dwellings/ Remaining Site Capacity*	Site Specific Requirements
Fletton Quays Opportunity Area			
LP50.3	Fletton Quays	358	
LP50.4	Elsewhere in Opportunity Area	22	
Sub total		380	

Total Riverside South Policy Area	630	
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*This figure represents, indicatively, the total number of dwellings the site can accommodate, or, in the case of sites under construction at 01 April 2018, the remaining number of dwellings to be complete.

Fletton Quays Opportunity Area

Within the Fletton Quays Opportunity Area (LP50.4), planning permission will be granted for a mixed-use development which delivers new dwellings, offices, culture and leisure uses, with restaurants and bars along the river frontage will also be acceptable. Development should:

- maximise the advantages of the riverside setting with a high-quality design solution;

The Sites

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

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

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

Riverside North Policy Area

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

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

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



Policy LP51: Riverside North Policy Area

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

Any built development will be confined to the northern part of the site and along the frontage to Bishops Road. This could include a University of Peterborough Campus (as identified on the Policies Map), comprising university faculty buildings, an administrative centre and general student amenities such as student accommodation and sports facilities. Any proposals for this site must:

- Be of high design quality;
- Retain and enhance the Regional Pool;
- Protect views of cathedral;
- Accord with the requirements of Policy LP30.

Should the University not proceed on the identified University site, then residential development will be supported. The following site, as identified on the Policies Map, is allocated for residential development.

Site Reference	Address	Indicative Number of Dwellings/ Remaining Site Capacity*	Site Specific Requirements
LP51.1	Bishops Road Car Park	25	Any proposal for this site must be of a high standard of design and low density; ensure that the height of dwellings does not exceed the height of the trees that exist around the western, southern and eastern sides of the site; and include additional landscaping.
Total		25	

* This figure represents, indicatively, the total number of dwellings the site can accommodate, or, in the case of sites under construction at 01 April 2018, the remaining number of dwellings to be complete.

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

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

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

Views of the Cathedral from the south and south-east and the settings of the Lido and Customs House should be preserved, and, where opportunities arise, enhanced.

Boongate Policy Area

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

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



The Sites

Policy LP52: Boongate Policy Area

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

The following site, as identified on the Policies Map, is allocated primarily for residential use:

Site Reference	Address	Indicative number of dwellings/ Remaining Site Capacity*
LP52.1	Dickens Street Car Park	30
Total		30

The following site, as identified on the Policies Map, is allocated as a mixed use site, including retail and leisure uses and car parking.

Site Reference	Address	Indicative number of dwellings/ Remaining Site Capacity*
LP52.2	Wellington Street Car Park	0

*This figure represents, indicatively, the total number of dwellings the site can accommodate, or, in the case of sites under construction at 01 April 2018, the remaining number of dwellings to be complete.

No residential development in this Policy Area will be permitted within the Health and Safety Executives inner consultation zone around the Wellington Street gasholder station. Any development must be in accordance with the Health and Safety Executives Land Use Planning advice.

City North Policy Area

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

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



Policy LP53: City North Policy Area

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

Site Reference	Address	Proposed Indicative Number of Dwellings/ Remaining Site Capacity*	Site Specific Requirements
LP53.1	Manor House, 57 Lincoln Road	11	
LP53.2	88 Lincoln Road	26	
LP53.3	Manor House	14	
LP53.4	69 - 71 Broadway	16	
Total City North		67	

This figure represents, indicatively, the total number of dwellings the site can accommodate, or, in the case of sites under construction at 01 April 2018, the remaining number of dwellings to be complete.

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

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

The Stanley Recreation Ground will be protected and enhanced with new facilities for local users. Proposals for development adjoining the Recreation Ground should help to reconnect it to the rest of the city centre and ensure activity and overlooking across the open space to enhance the sense of safety. Small scale development, which do not impact on important views of the Cathedral, may be allowed where it would enable investment in the Recreation Ground.

The Sites

Glossary

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

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

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

Ancient tree - A tree in its third stage of life.

Ancient Woodland - is any wooded area that has been wooded continuously since at least 1600 AD. It includes:

- 'ancient semi-natural woodland' - mainly made up of trees and shrubs native to the site, usually arising from natural regeneration
- 'plantations on ancient woodland sites' - areas of ancient woodland where the former native tree cover has been felled and replaced by planted trees, usually of species not native to the site

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

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

Circular Economy - A circular city is one where we make the most of the resources we have locally and ensure they stay circulating in the economy for as long as possible. This can be achieved by rethinking, redesigning, repairing, reusing, remanufacturing, recycling and recovering products and services - the seven Rs. This will help to maximise the full potential of resources; and reconnect people, places, businesses, organisations and communities; support economic resilience; develop strong communities; and increase environmental sustainability. It will contribute to achieving the city's vision of ensuring people live longer, healthier, more prosperous lives with better skills in a safe and sustainable environment that only uses the resources of one planet.

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

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

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

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

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

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

Glossary

Heritage Value - An aspect of the worth or importance attached by people to qualities of places, categorised as aesthetic, evidential, communal or historical value.

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

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

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

Landscape Scale - A holistic approach to achieving ecosystem services across a defined area.

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

Local Area for Play (LAP) - A small area or landscaped open space specifically for young children located close to homes.

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

Local Equipped Area for Play (LEAP) - an unsupervised play area for children of primary school age and equipped with a range of formal play equipment.

Major Development - Where the phrase 'major development' is used in this Local Plan, it means major development as defined by national legislation at the time. At the time of writing this Local Plan, the phrase is defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 as follows:

"major development" means development involving any one or more of the following -

- a. the winning and working of minerals or the use of land for mineral-working deposits;
- b. waste development;
- c. the provision of dwellinghouses where -
 - i. the number of dwellinghouses to be provided is 10 or more; or
 - ii. the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within sub-paragraph (c) (i)
- d. the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or
- e. development carried out on a site having an area of 1ha or more.

Minor Development - Any development which is not major development.

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

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

Natural Capital -the stock of our physical natural assets (such as soil, forests, water and biodiversity).

Neighbourhood Equipped Area for Play (NEAP) - designed to serve a wider area, equipped with a range of play equipment for a wide age range, including teenage provision such as kickabout/basketball areas, opportunities for wheeled play (skateboarding, rollerskating, etc) and meeting areas.

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

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

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

Park Home - is a residential mobile home, similar to a bungalow or caravan in style. installed as a dedicated site or 'home park' that is either privately owned by a Local authority. they are designed to be lived in permanently and provide opportunity for residents to own a home, but pay rent to the owner of the site.

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

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

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

Primary Shopping Area - An area where retailing and the number of shops in a town centre is most concentrated. The extent of this area is defined on the Policies Map

Primary Shopping Frontages - A shopping frontage where a high proportion of retail uses (A1) is located. Defined on the Policies Map.

Proposed Submission Document - defined by the Town and Country Planning (local Planning) (England) Regulations 2012 as:

1. The local plan which the local planning authority proposes to submit to the Secretary of State,
2. If the adoption of the local plan would result in changes to the adopted policies map, a submission policies map,
3. The sustainability appraisal report of the Local plan,
4. A statement setting out -
 - (i) Which bodies and persons were invited to make representations under regulation 18
 - (ii) How those bodies and persons were invited to make such representations
 - (iii) A summary of the main issues raised by those representation
 - (iv) How those main issues have been addressed in the development plan document and
5. Such supporting documents as in the opinion of the local planning authority are relevant to the preparation of the local plan.

Registered park and garden - A park or garden that is included on Historic England's 'Register of Parks and Gardens of special historic interest'. Registered parks and gardens are designated heritage assets of national significance.

Glossary

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

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

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

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

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

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

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

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

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

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

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

Windfall Development - development on a site which is not allocated for development in the Local Plan. Windfall developments are typically small scale (1-9 units); infill; change of use; or unexpected large sites (eg brownfield site).

Neighbourhood Planning

Appendix B - Neighbourhood Planning

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

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

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

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

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

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

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

Policy LP2: The Settlement Hierarchy and the Countryside

Policy LP3: Spatial Strategy for the Location of Residential Development

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

Policy LP5: Urban Extensions

Policy LP6: The City Centre - Overarching Strategy

Policy LP7: Health and Wellbeing

Policy LP8: Meeting Housing Needs

Policy LP9: Custom Build, Self-build and Prestige Homes

Policy LP10: Gypsies and Travellers and Travelling Showpeople

Policy LP11: Development in the Countryside

Policy LP12: Retail and Other Town Centre Uses

Policy LP13: Transport

Policy LP14: Infrastructure to Support Growth

Policy LP15: Safeguarded Land for Future Key Infrastructure

Policy LP19: The Historic Environment

Policy LP21: New Open Space, Sport and Recreation Facilities

Policy LP22: Green Infrastructure Network

Policy LP23: Local Green Space, Protected Green space and Existing Open Spaces

Policy LP24: Nene Valley

Policy LP25: Country Park

Policy LP26: Green Wedges

Policy LP27: Landscape Character

Policy LP28: Biodiversity and Geological Conservation

Policy LP29: Trees and Woodland

Policy LP30: Culture, Leisure, Tourism and Community Facilities

Neighbourhood Planning

Policy LP31: Renewable and Low Carbon Energy

Policy LP32: Flood and Water Management

Policy LP33: Development on Land Affected by Contamination

Policy LP35: Urban Extensions Allocations

Policy LP37: Urban Area Allocations

Policy LP39: Large Village Allocations

Policy LP41: Medium Villages Allocations

Policy LP44: Strategic Employment Allocations

Policy LP46: Employment Allocations

Policy LP47: City Core Policy Area

Policy LP48: Railway Station Policy Area

Policy LP49: Rivergate Policy Area

Policy LP50: Riverside South Policy Area

Policy LP51: Riverside North Policy Area

Policy LP52: Boongate Policy Area

Policy LP53: City North Policy Area

Appendix C

The following tables set out the parking standards by Use Class, though please refer to policy LP13 for any exceptions to the standards set out.

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

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

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

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

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

Parking Standards

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

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

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

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

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

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

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

It is acknowledged that there is an increasing trend for B8 developments with a retail element where there is the option for customers to visit a counter at the premises and make purchases. For developments such as this, additional customer parking should be allocated, equivalent to the A1 standard for the floorspace that has public access. If a site office is included in the development then a B1 parking standard should be applied for that area.

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

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

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

Informative notes: Parking standards for retirement developments that are warden assisted yet provide independent living should fall under Class C3. Hospital parking: It should be acknowledged that particular needs of hospitals arising from their 24 hour service (which impacts on accessibility for patients and visitors and on staff working patterns) should be taken into account and parking provision provided accordingly. The impact of parking on the surrounding area should be considered and if necessary provision should be made for appropriate traffic management measures (e.g. resident

Parking Standards

parking scheme) to prevent illegitimate parking on neighbouring streets by people travelling to the hospital site. Travel plans for staff, patients and visitors play an important role in traffic reduction and especially encourage modal shift for staff.

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

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

Use	Car/Van	Cycle
C3 – Dwelling houses	Minimum*	Minimum*
One bedroom	One space per dwelling (plus spaces for visitors at the rate of one space for every four dwellings (unallocated))	One secure covered space per dwelling. None if garage or secure area is provided within curtilage of dwelling
Two + bedrooms	Two spaces per dwelling (plus spaces for visitors at the rate of one space for every six dwellings (unallocated))	
Four + bedrooms	Two spaces per dwelling (plus spaces for visitors at the rate of one space for every four dwellings (unallocated))	
Flats in City Centre**	One space for every two dwellings (plus spaces for visitors at a rate of one space for every six dwellings (unallocated))	on a case- by-case basis

Use	Car/Van	Cycle
Retirement developments (e.g. warden assisted independent living accommodation)	One space per dwelling	
C4 – Houses in multiple occupation	One space per bedroom	

Informative notes:

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

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

**For flatted development in the City Centre boundary, and as a consequence of the reduced standards which apply, applications must be supported by a parking management plan to prevent on street parking and the development becoming cluttered with cars.

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

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

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

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

Use	Car/van	Cycle
D uses	Maximum	Minimum
D1 - Medical centres	One space per full time equivalent staff plus two per consulting room plus drop off/pick up facilities	One stand per eight staff plus one stand per two consulting rooms for visitors

Parking Standards

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

Informative notes:

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

Parking/drop off arrangements for special schools must be taken into consideration as generally extra staff are required and most pupils/students arrive by taxi or car. Coach parking and facilities must be considered for all D1 uses.

Open Space, Sport and Recreation Standards

Part A: Open Space Standards

Open Space Type	Quantity Standard	Accessibility Standard	Quality Standard
<p>Neighbourhood Parks</p> <p>A Landscaped setting which may include a variety of natural features, or formal planted areas, typically over 2ha in size. Parks should provide for a range of recreational activities that may include outdoor sports facilities and playing fields, children's play for different age groups and informal recreational pursuits including sitting out and walking. It is anticipated that urban extensions should be able to include provision of a Neighbourhood Park over 2ha in size. However, a smaller sized park, such as a 'local' park, may be all that can be achieved on sites in other parts of Peterborough and as such, parks below the typical size may be sought.</p>	1.36ha per 1,000 population	560m straight line distance	All spaces should meet Green Flag standard wherever possible
<p>Country Parks</p> <p>A large landscaped setting which may include a variety of natural features, or formal planted areas, typically over 50ha in size. Country Parks should provide a wide range of recreational activities including outdoor sports facilities and playing fields, children's play for different age groups and informal recreational pursuits including sitting out and walking. Nature trails, cycle routes, formal picnic areas, interpretation facilities refreshment and toilets are also likely to be found in Country Parks.</p>	No standard – provision should be opportunity led and requested on a case by case basis	5.25km straight line distance	All spaces should meet Green Flag standard wherever possible
<p>Children's Play</p> <p>Open space dedicated to children's play. Includes formal play provision which should conform to National Playing Field Association standards in terms of LAPs, LEAPs</p>	0.04ha per 1,000 population - equipped/ designated play areas (LAP,	<ul style="list-style-type: none"> LAP – 200m straight line distance (where possible) 	Children's play provision should provide a range of facilities associated with the type of facility

Open Space, Sport and Recreation Standards

Open Space Type	Quantity Standard	Accessibility Standard	Quality Standard
and NEAPs, as well as informal play space.	LEAP and NEAP)	<ul style="list-style-type: none"> LEAP – 450m straight line distance NEAP – 800m straight line distance 	
<p>Natural Greenspace</p> <p>Natural and semi natural open space, including woodland, scrub, grassland, heath or moor, wetlands (e.g. marsh or fen) open and running water wastelands, wetlands, where the public have legal or permissive access.</p>	0.42ha of accessible natural greenspace per 1,000 population (which ideally meets the criteria for LNR designation).	<ul style="list-style-type: none"> 300m to natural greenspace of at least 2ha (although a minimum of 0.25ha will be appropriate within existing urban areas) 2km to natural greenspace of at least 20ha 5km to natural greenspace of at least 100ha 10km to natural greenspace of at least 500ha 	Areas of natural and semi-natural greenspace should be of adequate quality and support local biodiversity
<p>Allotments</p> <p>Open Spaces where the primary use is allotment gardening or community farming.</p>	0.29ha per 1,000 population	560m straight line distance	Allotment sites should be of adequate quality and support the needs of the local community. Allotment sites which under perform in terms of their value to the local community should be improved

Part B: Playing Pitch Standards

As a guide, the expected quantity standard for playing pitches is 0.86 pitches per 1,000 population.

Open Space, Sport and Recreation Standards

The type of pitch to be provided, such as football or hockey, will be negotiated on a case by case basis, taking account of current local provision and community aspirations. See the council's website for the 'Playing Pitch New Development Calculator', which can be used to help estimate the demand for pitches that may be generated from a new development.

Part C: Converting Standards per Person

In order to convert the standard per person into standards per dwelling (and subsequently, standard per development scheme), the following formulas apply:

1 bed dwellings = assumes 1.2 people average occupancy

2 bed dwellings = assumes 1.9 people average occupancy

3 bed dwellings = assumes 2.9 people average occupancy

4+ bed dwellings = assumes 3.1 people average occupancy

Thus, a development scheme of 10 x 1bed dwellings, 100 x 2bed dwellings and 100 x 3 bed dwellings, would have a total assumed population of:

$$(10 \times 1.2) + (100 \times 1.9) + (100 \times 2.9) = 492 \text{ population}$$

This figure of 492 population can then be used to calculate the area required to meet the above standards.

Source: Cambridgeshire County Council's Research Group, based on census data and development monitoring data. These figures are also used in the 2017 Developer Contributions SPD.

Open Space, Sport and Recreation Standards

Bin Storage and Collection

Waste Storage Capacity

The following table illustrates recommended external storage capacities for various types of residential development based on alternate weekly collections. Where reference is made to a '1 room unit', '2 room unit', etc all 'living' rooms (i.e. lounge, dining room, bedrooms) are counted. The kitchen and bathroom are excluded.

For flats/apartments, capacity is unlikely to be provided on an individual residence basis. Capacity calculated for each unit should be combined giving a total. This should then be converted to the required number of communal bins (where calculations result in a fraction, figures should be rounded up or down as appropriate).

For example: a developer has constructed a low-rise (4 floor) development without communal gardens of 16 flats – 8 are 2 room units and 8 are 3 room units. The developer has sought guidance from the council with regards to the split into recycling, composting and residual waste. Based on consultation with the council the waste capacity was determined as: (8 x 340 litres) + (8 x 440 litres) = 6240 litres total capacity in terms of external storage containers. This may equate to: 3 x 1100 litre bins for residual waste; 4 x 660 litre bins for dry recyclables; 1 x 360 litre bin for compostables.

Residential Development Type	Aggregated Capacity Provision Guidance Notes
Single House	775 litres
Low-rise (to 4 floors) with communal gardens	For each 1 room unit 320 litres For each 2 room unit 420 litres For each 3 room unit 520 litres For each 4 room unit 620 litres For each 5 room unit 720 litres
Low-rise (to 4 floors) without communal gardens	For each 1 room unit 320 litres For each 2 room unit 340 litres For each 3 room unit 440 litres For each 4 room unit 540 litres For each 5 room unit 640 litres
High-rise (above 4 floors)	For each 1 room unit 240 litres For each 2 room unit 340 litres For each 3 room unit 440 litres For each 4 room unit 540 litres For each 5 room unit 640 litres

Guidance Notes:

Bin Storage and Collection

Capacities detailed are maximum capacity 'footprints'. Developers should ensure that sufficient space is provided for the appropriate external storage containers.

The Waste Collection Authority must be consulted on capacity split (e.g between recycling, residual and compostable waste) and the types of external storage containers that the developer will be required to provide.

Developers should agree the amount of space required and the type of containers with the Waste Collection Authority prior to the submission of the planning application.

It should be noted that capacity 'footprints' and splits are provided as guidance only.

Waste Storage Points

Waste is typically taken from its point of generation to a storage point outside the building. From here it is moved to a point of collection. In developments of flats and apartments waste is typically taken from the point of generation straight to the point of collection.

The design of proposed developments should consider the siting and layout of residential and commercial waste storage points at an early stage. It is important to emphasise that appropriate siting and landscaping should reduce the visual impact of the waste storage point, to help enhance the overall quality and experience of the streets/development.

In all cases, collection points should be convenient for the user to access and for service crews to access without presenting a risk to health and safety. For developments of flats and apartments the developer should make adequate arrangements for the management and maintenance of all communal waste transit and storage infrastructure. The developer should demonstrate these arrangements to the satisfaction of the council.

Residential Storage Points

For single houses waste containers should:

- Be housed within a designated area or structure as appropriate;
- Be easily accessible to the occupier;
- Not have to be moved through a building to the collection point;
- Be located in a shaded position and away from windows; and
- Be located in a well ventilated area

In terms of distances and gradients, the following should be observed:

- Resident should not have to move waste more than 30m to any designated storage area within the boundaries of the property. This applies to houses and flats;
- Any designated storage area within the boundaries of the property should not be more than 25m distance from the collection;
- Where properties do not share waste containers, residents should take their waste storage containers to the collection point for the purpose of emptying, which is either within the curtilage of the property or the kerbside;
- Where properties either sharing waste containers or where the containers are stored in a communal facility, the storage and collection point are to be the same the location.
- For containers with two wheels the distance between the collection point and the collection vehicle must not exceed 25m;
- The passage of a 2 wheeled container should avoid steps, but where it is not possible should avoid transfer over more than 3 steps;

Bin Storage and Collection

- The passage of a 4 wheeled container must never be over steps: dropped kerbs must be provided where a collection lorry is on the highway. Paths must be 2 metres wide; and
- In all cases surfaces should be smooth and solid and gradients should not exceed 1:12.

For flats/apartments, temporary storage of waste is unlikely to occur immediately outside each flat/apartment. Waste is normally transferred straight to the collection point of collection which comprises a communal storage facility.

A number of transit options are typically available and are illustrated in the table below:

Option	Description
Resident Transit	In low-rise blocks (up to 4 floors) it is typical for residents to transfer their waste to communal compounds, within which are located a number of bins to receive their waste. Residents should not have to transfer waste more than 30m (excluding vertical distance). Best practice is to install bins allowing the segregation of material types from residual waste.
Chutes	In high-rise blocks (above 4 floors) waste chutes are a potential option for installation for the deposit of waste and to enable recycling. The chute system conveys the waste (by gravity) to a point of storage. This may be a compactor, a skip or large bin.
Facilities Residents Management Complete Collection Service	Resident deposit their waste, in bags, outside their door from where it is collected by a waste collection team. Service lifts should be installed.

Where it is necessary for collection crews to move bins from the communal storage facility to tip into the collection vehicle, they should not have to move large containers (4 wheels) more than 10m. Option choice, and therefore the waste transit method open to residents should be addressed against:

1. User convenience and efficiency;
2. Health, safety and security; and
3. Risk of environmental harm.

The challenge posed by flats and apartments particularly those of a high-rise nature are further addressed under Waste Management Provision for flats and apartments.

Waste storage requirements to commercial premises need to reflect these stringent demands and should allow additional space and infrastructure for the separate storage of these waste types.

Bin Storage and Collection

The Policies Map is not part of this Local Plan. Instead, the council's adopted Policies map illustrates geographically the application of the policies in the adopted development plan. As such, the Policies Map covers policies in:

- the Peterborough Local Plan Development Plan Document;
- and Cambridgeshire and Peterborough Minerals and Waste Development Plan Documents; and
- any 'made' (adopted) Neighbourhood Plans

The council will keep its Policies Map up to date, particularly the interactive version available on the website. Updated paper copies will be made available as soon as is practical after an amendment has been made. Any paper copy of the Policies Map received with this Local Plan should only be considered up to date as at the date of adoption of the Local Plan.

Policies Map