

REVIEW OF PLANNING POLICY

Introduction

For the masterplan to be converted to an SPD at a later date it must be consistent with national, regional and local planning policies. A fundamental part of initial data gathering exercise for preparing the Masterplan was to establish an appropriate evidence base. The consultant team worked closely with the consultant team undertaking the CCAAP and the comprehensive evidence base that was prepared for the CCAAP was used as the evidence base for this masterplan. This document sets out a summary of the key policies that have been considered and should be read in conjunction with the CCAAP evidence base.

1. NATIONAL POLICY

1.1 Planning Policy Statements

The following is a list of PPS's that will need to be taken into account.

- Planning Policy Statement 1: Delivering Sustainable Development
- Planning Policy Statement 3: Housing
- Planning Policy Statement 6: Planning for Town Centres
- Planning Policy Statement 12: Local Development Frameworks
- Planning Policy Guidance 13: Transport
- Planning Policy Guidance 15: Planning and the historic environment
- Planning Policy Guidance 16: Archaeology and planning
- Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation
- Planning Policy Guidance 18: Enforcing planning control
- Planning Policy Guidance 24: Planning and Noise
- Planning Policy Statement 25: Development and Flood Risk

2. REGIONAL POLICY

The following is a list of regional policies that will need to be taken into account. The developer will need to ensure that other potential policies not listed here but potentially effecting the development of the site are taken into account.

2.1 East of England Plan

Policy SS1: achieving sustainable development

The spatial strategy aims to achieve a sustainable relationship between jobs, homes and services at the strategic and local level... Conserving the region's environment, quality of life, local character and natural resources, whilst adapting to climate change, together with tackling the problems of social inclusion and deprivation are also key strands in achieving sustainable development...In most instances development will be focused in or adjacent to major urban areas where there is good public transport accessibility and where strategic networks (rail, road, bus) connect.

Policy SS2: overall approach to the spatial strategy

In order to achieve a close correlation between homes, jobs and community facilities, urban areas will be the main focus for development and redevelopment in the region.

Policy SS4: use of previously developed land and buildings

At least 60% of all new development in the region will take place in or using previously used land or buildings.

Policy SS6: transport strategy

Transport delivery agencies will improve accessibility and support the economic and spatial development of the region.

Policy SS8: land in the urban fringe

Ensure that new development contributes to enhancing the character, appearance, recreational and biodiversity value of the urban fringe.

Policy SS11: priority areas for regeneration

The spatial strategy aims to secure sustainable economic, social and environmental development across the whole of the East of England, in both urban and rural areas...

Policy SS12: health, education and social inclusion

EERA will work with regional partners, including organisations in the health, education, and social sectors to ensure that regional and local strategies give due priority to health, education and social inclusion needs.

Policy SS13: overall housing provision

In the East of England as a whole, provision will be made for an annual average rate of completion of 23,900 net additional dwellings over the period 2001-2021, a total of 478,0005 dwellings.

Policy SS16: quality in the built environment

Local development documents will deliver new development of high quality in urban areas...

Policy GPSR1: strategy for the Greater Peterborough sub-region

...harness opportunities for attracting investment...

Policy GPSR2: transport infrastructure

Local development documents and local transport plans will address needs to 2021 by supporting a range of essential infrastructure...improve transport choice within Peterborough...

Policy GPSR3: growth of Peterborough

Local development documents for the Peterborough Unitary Authority area will provide for 21,200 net additional dwellings and at least 17,400 net additional jobs in the period 2001-2021, supported by necessary infrastructure

Policy GPSR4: regeneration of Peterborough City

Policy E2: job growth

Local development documents will include policies to secure the job growth targets identified below.

Projected job growth 2001 to 2021

Greater Peterborough sub-region2 21,900 (The figure for Greater Peterborough comprises 17,400 for Peterborough unitary area)

Policy E3 – approach to employment land allocation

Local development documents will allocate employment land to provide a range of sites and premises to meet the quantitative and qualitative needs of business within the sequential approach of the core spatial strategy, and job growth targets...

Policy E5: supporting economic diversity and business development

Policy E6: information communications technology (ICT)

Policy E10: retail strategy

Policy H1 – distribution of dwelling provision 2001-2021

Policy SS13, ‘core spatial strategy’

...indicates that 23,900 net additional dwellings per annum will be built in the East of England between 2001 and 2021, a total of 478,000 dwellings.

Local development documents will provide for the following net increase in dwellings within the region:

	Annual average	Total
East of England	23,900	478,000
Peterborough UA	1,060	21,200

Policy H2: affordable housing and mix of housing types

...require provision of a range of dwelling types and sizes to meet the assessed need of all sectors of the community based on up-to-date local housing needs studies...secure an adequate supply of affordable housing consistent with local assessments of need...specify the proportion of housing which should be affordable...

Policy H3: phasing of housing development

Policy T1: regional transport strategy objectives

...improve opportunities for all to access jobs, services and leisure/tourist facilities...enable infrastructure programmes and transport service provision to support both existing development (addressing problems of congestion) and that proposed in the spatial strategy (economic regeneration needs and further housing growth)

Policy T2: public transport provision and regional interchange centres

Policy T11: environment and safety

The development and design of transport infrastructure, and policy will seek to protect and enhance the natural, built and historic environment, minimise environmental impact and improve safety and security by reducing sources of danger.

Policy T12: walking and cycling

Walking and cycling will be encouraged and provision for both will be improved.

Policy T13: public transport accessibility

Public transport provision will be improved and its use encouraged. Levels of public transport accessibility will be increased...

Policy T14: traffic management

The combination of measures presented in the RTS will together seek to reduce the rate of growth of car traffic in the region and in particular to stabilise car traffic levels in the region’s urban Regional Interchange Centres... (Peterborough)

Policy T16: parking

Policy ENV1: environmental infrastructure

Environmental infrastructure will be identified, developed and implemented in the region to ensure that a healthy and enhanced environment is provided for the benefit of present and future communities and to contribute to economic objectives...

Policy ENV2: landscape character

Planning authorities and other agencies in their plans, policies and programmes will provide the strongest levels of landscape character protection...

Policy ENV3: biodiversity and earth heritage

Policy ENV5: the historic environment

Policy C2: provision and location of strategic leisure, sport, recreation, arts or tourism facilities

Policy C4: sporting facilities

Policy C5: recreation and natural resources

Local authorities, in consultation with local community groups, will develop clear strategies for improving opportunities for informal recreation for both local residents and visitors, as well as making adequate provision for formal recreational activities which rely on the use of natural and manmade features/resources.

2.2 Regional Planning Guidance 6 for East Anglia

Policy 1: Urban renaissance

The towns and cities of East Anglia should be maintained and enhanced so that they become more accessible and desirable living and working areas with strong economies which provide attractive environments and a high quality of urban life. Development plans and other strategies should include policies to protect and enhance urban areas and address local concentrations of urban deprivation and poor physical conditions.

Such policies should include measures to:

- ensure a high standard of urban design;
- preserve and enhance historic buildings and townscape;
- protect, enhance and extend urban open space;
- redevelop or bring back into effective use vacant and under-used sites;
- secure the improvement of the housing stock;
- co-ordinate the resources of different agencies to tackle poverty and social exclusion; and
- enhance community safety.

Policy 2: Meeting development needs

Major new development and other investment in infrastructure and services should be located so as to minimise use of undeveloped land and enable the inhabitants of individual settlements to meet their needs locally wherever possible, thereby contributing to sustainability...

Policy 3: Development principles

Development plans should reflect the following principles:

- development should take account of the need to protect and enhance the environment through quality of design, conservation of features of acknowledged importance and enhancement of biodiversity and should maintain the distinctiveness of different localities;
- land should be used more intensively and efficiently, particularly where it is close to town centres and to existing and potential high quality public transport;
- development which combines a mix of uses, including housing, should be promoted;
- changes of use to housing from office, retail and other commercial buildings and sites should be encouraged where appropriate and where this would not conflict with the objectives of Policy 6; and

- car parking should not be provided in excess of the maximum standards in PPGs 3 and 13.

Policy 4: Location of housing

New residential development should be in sustainable locations... minimise commuting and promote a closer relationship between new housing and existing and proposed jobs and services.

Policy 5: Development on previously developed land

At least 50% of additional dwellings should be developed on previously used land or by the conversion of existing buildings.

Policy 6: Employment generating development

...support sustained economic growth...and ensure the provision of a range of suitable sites for industrial and commercial development which takes account of the needs of existing and future businesses...

Policy 8: Housing provision

Provision should be made in development plans for net increases in dwellings (annual averages):

Cambridgeshire 4,000

Total for East Anglia 9,900

Policy 9: Review of housing provision

Policy 10: Affordable housing and mix of dwelling types

To ensure that everyone has the opportunity of a decent home and that land and buildings are used efficiently, local and strategic planning authorities should monitor housing needs in co-operation with the regional planning body, Housing Corporation, National Housing Federation, registered social landlords, private housing developers and other regional partners. Development plans should:

- make provision for a range of dwelling types and sizes to meet the assessed needs of all sectors of the community, including the elderly and disabled;
- ensure that affordable housing is provided where it is needed in both rural and urban areas and located, wherever possible, where there are good public transport services to employment and services...

Policy 11: Priority areas for regeneration

Development plans should include policies consistent with the sustainable development principles set out in Policies 1 to 6 to promote the regeneration, economic enhancement and environmental protection and enhancement of the Priority Areas for Regeneration...

Policy 13: Town centres and retail development

Development plans and local transport plans should include policies to promote and enhance the vitality and attractiveness of city, town and local centres...

Policy 17

Peterborough should be further developed as a major regional employment and service centre building on its economic potential in sectors such as financial services, manufacturing, information technology and environmental industries...the reorientation of the transport system towards an increased emphasis on non-car modes...and...the redevelopment of vacant and underused land within the built up area in preference to and in advance of further greenfield development.

Policy 27: Increasing opportunities for more sustainable travel modes

Local transport plans and development plans should seek to minimise demand to travel and improve choice of more sustainable travel modes for businesses and individuals...

Policy 28: Parking

The full regional transport strategy for the East of England in accordance with the principles set out in PPGs 3 and 13...

Policy 31: Reducing the impact of transport on the environment

Policy 32: Raising awareness

Local authorities should continue to take action through the East of England TravelWise organisation and other national initiatives to encourage individuals and public and private sector organisations to consider the full implications of the travel choices they are making.

Policy 33: Travel plans

Policy 37: General management principles for conserving and enhancing the natural, built and historic environment

Policy 40: Conservation of East Anglia's built and historic environment

Policy 51: Air Quality

Policy 52: Liaison over water issues

Policy 64: Provision of sporting facilities

Policy 66: Arts and regeneration

3. LOCAL POLICY

The following is a list of local policies that will need to be taken into account. The developer will need to ensure that other potential policies not listed here but potentially effecting the development of the site are taken into account. It also sets out the process that is underway to prepare a City Centre Area Action Plan.

3.1 Cambridgeshire and Peterborough (adopted) Structure Plan 2003

Policy P1/1 – Approach to Development

The great majority of land for new development will be located within...Peterborough consistent with the role and character...

- ...involving the use of previously developed land and buildings within existing settlements should be afforded the highest priority;
- ...In all cases development should be located where travel distances by car can be minimised, walking and cycling encouraged and where good public transport accessibility exists or can be provided.

Policy P1/2 – Environmental Restrictions on Development

Policy P1/3 – Sustainable Design in Built Development

A high standard of design and sustainability for all new development will be required which minimises the need to travel and reduces car dependency by providing; an appropriate mix of land uses and accessible services and facilities ...

- Provides a sense of place which; responds to the local character of the built environment ... Makes efficient use of energy and resources by: including energy conservation measures and energy efficient siting of buildings...
- Takes account of community requirements by: involving the local community and the providers of community services in the design process ...

Policy P3/1 – Vitality and Attractiveness of Centres

The vitality and attractiveness of city and town centres will be promoted and enhanced through the development and implementation of integrated City and Town Centre Strategies.

These will seek to;

- encourage mixed use development
- encourage a high quality environment
- improve accessibility through public transport, walking and cycling access
- improve the quality of development and enhance sense of place
- improve town and city centre safety.

Policy P3/2 – Locating Uses which Attract Large Numbers of People

Proposals for leisure and sporting facilities, shopping and other uses which attract large numbers of people should be focused in existing city and town centres... Proposals should be accessible by a range of transport modes, particularly public transport, walking and cycling; be of a scale appropriate to the size of the centre and its catchment area.

Policy P3/3 – Local Facilities and Services in Urban Areas

Local Planning Authorities will encourage the retention of local facilities and services within urban areas and assess the need for additional provision.

Policy P4/4 – Water-Based Recreation

The use of waterways and other water bodies for appropriate recreation, tourism and economic development will be supported in Peterborough

Policy P5/1 – Housing Distribution

Provision will be made in Cambridgeshire and Peterborough for 70,200 additional homes between 1999- 2016 to be distributed as follows ... Peterborough 12,800 (area & total) ...Supplementary Planning Guidance will set out the phasing of development during the Plan period and allow for development needs continuing beyond 2016. Policies in Local Plans will set out the more detailed phasing of housing provision.

Policy P5/2 – Re-using Previously Developed Land & Buildings

Between 1999 and 2016, at least 50% of new dwellings will either be located on previously developed land or will utilise existing buildings. Provision within each Local Planning Authority area will seek to achieve or surpass the following targets ... Peterborough 80%. If monitoring shows that the targets are not being met, Local Planning Authorities should take appropriate action to encourage the bringing forward of previously developed land.

Policy P5/3 – Density

...Densities of at least 40 dwellings per hectare should be sought in locations close to a good range of existing or potential services and facilities and where there is, or there is the potential for, good public transport accessibility. In appropriate locations in or close to the centres of cities and Market Towns and in planned new communities, and in locations with access to high quality public transport services, significantly higher densities should be sought. Densities of less than 30 dwellings per hectare will not be acceptable. Local Planning Authorities should seek to maximise the use of land by applying the highest density possible which is compatible with maintaining local character.

Policy P5/4 – Meeting Locally Identified Housing Needs

Local Plans should make provision to meet the locally assessed need for:-

- affordable housing, including key worker housing;

- one and two bedroom homes;
- housing suitable for the elderly and those with mobility problems;
- other specific groups, including students, the homeless, travellers and gypsies.

Policy P6/1 – Development related Provision

Development will only be permitted where the additional infrastructure and community requirements generated by the proposals can be secured, which may be by condition or legal agreement or undertaking. Local Plans should include appropriate policies and identify the key infrastructure requirements in their site specific policies.

Policy 6/5 – Telecommunications

Growth of new and existing telecommunications systems will be encouraged to ensure people have equitable access to a wide range of services and the latest technologies as they become available, and to reduce the need to travel.

Policy P7/2 – Biodiversity

All development will seek to conserve and enhance the biodiversity value of the areas which they affect.

Policy P7/4 – Landscape

Development must relate sensitively to the local environment and contribute to the sense of place, identity and diversity of the distinct landscape character areas.

Policy P8/1 – Sustainable Development - Links between Land Use and Transport

...policies should ensure that new development...is located in areas that are, or can be made, highly accessible to public transport, cycle and on foot; is designed to reduce the need to travel, particularly by car; provides opportunities for travel choice; provides for the needs of pedestrians, cyclists and public transport users;

Policy P8/2 – Implementing Sustainable Transport for New Development

New development will be required to make provision for integrated and improved transport infrastructure to increase the ability to move by cycle, public transport and on foot. Travel Plans will be required to accompany new non residential developments and expansion of existing non residential developments as a means of reducing car dependency and promoting alternative modes of travel.

Policy P8/3 – Area Transport Plans

Area Transport Plans will be developed for...Peterborough. These will identify transport improvements to be made over the Plan period and provide the basis for identifying transport contributions that will need to be made by developers.

Policy P8/4 – Managing Demand for Car Travel

Local Authorities will introduce appropriate measures to manage the demand for car travel

into and within...Peterborough. These measures are likely to include:

- Reallocation of road space to be used by public transport, pedestrians and cyclists;
- Restrictions on access by the private car;
- Fiscal measures

Policy P8/5 – Provision of Parking

Parking standards for all new development will be expressed as maximum standards and will be set in Local Plans.

Policy P8/6 – Improving Bus and Community Transport Services

Key elements will include: a network of High Quality bus Public Transport services (ie. one that provides at least a 10 minute bus frequency during the peak periods and a 20 minute frequency inter peak...)

Policy P8/7 – Improvements to Rail Services

Local Authorities will work closely with the rail industry to bring forward service enhancements

Policy P8/8 – Encouraging Walking and Cycling

The capacity, quality and safety of walking and cycling networks will be increased to promote their use, minimise motorised travel and to realise health improvements. All new development must provide safe and convenient pedestrian and cycle environments including adequate cycle parking, and contribute towards the wider encouragement of cycling and walking.

Policy P8/9 – Provision of Public Rights of Way

The use of the public rights of way network will be encouraged by: Protecting the existing definitive map routes from development; Integrating new and existing routes into new development; Providing links to key activities in town...

Policy P8/10 – Transport Investment Priorities

Implementation of the following transport schemes will be sought over the Structure Plan period to meet strategic requirements and the needs of major developments, including;

- Multi Modal Studies; Buses; Rail; Cycling and Walking
- Measures to increase the capacity, usage and safety of pedestrian and cycle routes:
- extension of the Core Traffic Scheme and pedestrianisation with appropriate facilities for cyclists

Policy P10/1 – Housing Distribution - Peterborough and North Cambridgeshire

Provision will be made in Peterborough and North Cambridgeshire for 22,700 additional homes between 1999 – 2016. The distribution of the total new housing required will be approximately as follows: Peterborough - 12,800 (see **Policy P5/4**)

Policy P10/2 – Economic and Social Regeneration

Economic and social regeneration will be concentrated in urban and rural areas where economic performance is below its potential and where social disadvantage is most pronounced.

The priority areas for economic and social regeneration are...Inner urban areas of Peterborough...

Policy P10/4 – Peterborough - Economic Growth

Peterborough is identified as a priority area for economic development to secure its role as a major regional employment and service centre. Emphasis will be given to development which improves economic diversity and creates employment opportunities....

Policy P10/6 – Retail Provision - Peterborough

Provision will made for high quality retail development within the central area of Peterborough...

Policy P10/7 Peterborough and North Cambridgeshire Transport Strategy

Within Peterborough and North Cambridgeshire improvements to transport infrastructure will be required to support the development strategy. The transport strategy for the area

will: provide more travel choice and improve quality ...support infrastructure improvements to achieve safer travel, environmental benefits...

3.2 Peterborough Local Plan (First Replacement)

H1 Structure Plan Dwelling Requirement (other than Hampton)

Land will be made available during the period from mid 1991 to mid-2006 which allows for the provision of approximately 9,800 dwellings on sites other than at Hampton

H3 Allocation of Housing Land: Urban Area

South Bank Opportunity Area is allocated primarily for residential use.

H5 London Road Opportunity Area

Land either side of London Road, as shown on the Proposals Map, is identified as an Opportunity Area that is expected to accommodate a mix of uses. The redevelopment of the area will be primarily for residential and employment uses. Any proposals will be required to accommodate the following:

- sufficient housing to create a viable residential environment;
- a minimum of 7 hectares of employment land;
- a range of dwellings, local services and facilities associated with creating a balanced and mixed community;
- on and offsite infrastructure necessary to integrate the development with adjacent developments and the surrounding area;
- an overall net density of at least 30 dwellings per hectare.

H15 Residential Density

New residential development throughout the Plan area should be undertaken at the highest net residential density that is compatible with: the character and appearance of the site and the surrounding area; the living conditions of local residents, particularly in terms of privacy, light, aspect and avoidance of excessive noise; achieving a good standard of design and layout; providing adequate open space appropriate to the type of development.

Net densities should be within the range 30-50 dwellings per hectare unless the above criteria determine otherwise and the proposal is acceptable in all other respects. Higher densities are appropriate in the City Centre, District Centres, and within 400 metres of bus stops along the Primary Public Transport Corridor. Net densities below 30 dwellings per hectare should be avoided.

H16 Residential Design and Amenity

Planning permission will only be granted for residential development (including changes of use) if the following amenities are provided to a satisfactory standard:

- daylight and natural sunlight;
- privacy in habitable rooms;
- noise attenuation;
- a convenient area of private garden or outdoor amenity space with reasonable privacy.

H20 Range of Accommodation to meet Housing Needs

In considering proposals for residential developments, the City Council will seek to secure a variety of both size and type of accommodation. It will also seek to secure the provision of a suitable proportion of residential accommodation to meet the needs of single person households, young people, homeless households, people with a learning or physical disability, older people as well as large family groups.

H21 Affordable Housing

An element of affordable housing equivalent to 30% of all dwellings will be sought by negotiation on sites proposed for housing development

H23 Lifetime Homes and Wheelchair Housing

The City Council will seek to negotiate the provision of Lifetime Homes and Wheelchair Housing on housing developments

OIW5 Office Uses in City and District Centres

Within the City and District Centres and Hampton Township Centre, as shown on the Proposals Map, development within Use Class B1(a) will be permitted, provided that:

- the proposed development would provide safe and convenient access by foot, cycle and public transport
- maximise the proportion of trips generated by these modes;
- would not generate levels of traffic or parking which would result in unacceptable congestion or road safety hazard;
- the form, bulk and design of the proposed development would be in keeping with its surroundings;
- would not have a significant detrimental impact on the environment or the amenity of occupiers of nearby properties;
- the proposed development would not have a significant detrimental impact on any other functions of the Centre.

OIW8 Working from Home

Proposals for a change in the use of residential premises to allow working from home will be permitted, provided that the development would not have a detrimental impact on the local environment or residential amenity, or significantly increase traffic levels.

T1 Transport Implications of New Development

Planning permission will only be granted for development if appropriate provision has been made for safe and convenient access to, from and within the site by all user groups taking account of the priorities set out in the Transport User Hierarchy of the Local Transport Plan; and it will not result in unacceptable impact on any element of the transportation network.

T2 Development Affecting Footpaths and Public Rights of Way

T3 Accessibility to Development - Pedestrians and those with Mobility Difficulties

Planning permission will only be granted for new development if it is safely and easily accessible by pedestrians and those with mobility difficulties. Provision should be made for new connections and improvements to pedestrian routes, where they are directly related to the proposed development.

T4 Development Affecting the Cycle Route Network

Planning permission will not be granted for any development that would prejudice the safety of, or cause significant inconvenience to, cyclists using any element of the cycle route network, as shown on the Proposals Map.

T5 Accessibility to Development – Cyclists

T7 Public Transport Accessibility to Development

Planning permission will only be granted for development which has significant transport implications if it is well served by public transport or if infrastructure/service improvements are to be made to create safe and convenient access to the development by public transport.

T8 Connections to the Existing Highway Network
T9 Cycle Parking Requirements
T10 Car and Motorcycle Parking Requirements
T11 Motorists with Mobility Difficulties
T20 Car Parks

R1 Retail Development within District and Local Centres
R2 Local Shops in New Residential and Mixed-Use Areas

CC6 Embankment

The Embankment west of Frank Perkins Parkway, as shown on the Proposals Map, shall remain a generally open area for social, recreational and cultural uses...

Built development will be confined to the northern and western parts of the site. Proposals will be required to be of high design quality and improve pedestrian links to the core of the City Centre and, where appropriate, the South Bank Opportunity Area. Open views of the Cathedral from the south and south-east should be preserved.

CC8 Housing Development

New residential development and the change of use of buildings or part of buildings to residential use will be permitted within the City Centre, provided it: produces suitable amenity for residents; does not impair the operation of any existing commercial activity; does not have a significant adverse impact on the Central Retail Area.

CC11 South Bank Opportunity Area

Planning permission will be granted for mixed redevelopment within a comprehensive framework. Housing will be required in accordance with policy H3. Offices, leisure and cultural uses may also be acceptable. The redevelopment should:

- maximise the advantages of its riverside setting and be of high design quality; and
- provide a sense of cohesion between the various elements to give the area a sense of identity; and
- improve pedestrian and cycle links between the site and the rest of the City Centre and adjacent areas, and provide pedestrian access along the river frontage; and
- provide safe and convenient access by foot, cycle and public transport and maximise the proportion of trips generated by these modes.
- Proposals for any development which would prejudice the comprehensive redevelopment of the Opportunity Area will not be permitted.

The 18 hectare area provides an excellent opportunity for the high profile redevelopment of a major City Centre brownfield site to create a prestigious mixed use area, making successful use of its outstanding riverfront location.

Despite its prominent location, little advantage is currently taken of the area's riverside setting and views of the Cathedral. In addition, the area is generally under-developed, with a number of uses which would be better located elsewhere. A high quality redevelopment would make the most of the site's significant potential and transform the South Bank into an exciting, well integrated part of the City Centre.

The size of the site and difficulties in achieving its redevelopment mean a phased development is the most practical way forward for the area. It may be appropriate to consider the South Bank Opportunity Area as two main parts:

- land between the river and the railway line, which is suitable for housing, offices, cultural and leisure uses (such as a museum, restaurants, and bars) and ancillary small-scale retail; and
- land south of the railway line around the Peterborough United football ground, which may be most suitable for leisure and housing uses.

Although it is within the City Centre, the South Bank is physically separated from the central area. As a result, it is most likely to operate as a distinctive area rather than an extension to the existing core. Redevelopment should ensure that pedestrian and cycle links to the rest of the City Centre and surrounding areas are substantially improved to create easy and safe access for all. A bridge across the River Nene for use by pedestrians and cyclists will be expected as part of any scheme.

Redevelopment can greatly enhance use of the site's location on the banks of the Nene. The provision of a route for pedestrians along the length of the river frontage will be required as part of any scheme to create an attractive, well-used recreational feature. This should be achieved in a way which protects and enhances the riverside area as an important wildlife habitat.

Any scheme for the area will need to include a Transport Assessment, make provision for improved public transport facilities and resolve access and parking issues.

CC14 Pedestrian and Cycle Access

All new City Centre development should be accessible to pedestrians of all levels of mobility and to cyclists. Safe, high quality links should be provided to ensure new development, particularly those in peripheral locations, is properly integrated with the rest of the City Centre and is well connected to adjacent areas. Proposals for developments which consist of a variety of elements should ensure there is a high level of accessibility between them.

CC15 Car Parking

CC16 Cycle Parking

CC17 Cathedral Views

CC18 Public Spaces

LT1 Open Space in New Residential Development

LT2 Off-site Contributions towards the Provision of Open Space for New Residential Development

LT6 Access to Open Spaces

LT9 Development of Leisure Facilities

LT10 Development of Sports Facilities

CF8 Development of Community Buildings

CF9 Day Nurseries, Crèches and Playgroups

DA1 Townscape and Urban Design

Planning permission will only be granted for development if it is compatible with, or improves, its surroundings in respect of its relationship to nearby buildings and spaces, and its impact on longer views; creates or reinforces a sense of place; does not create an adverse visual impact.

DA2 The effect of Development on the Amenities and Character of an Area

Planning permission will only be granted for development if, by virtue of its density, layout, massing and height, it can be satisfactorily accommodated on the site itself; would not adversely affect the character of the area; would have no adverse impact on the amenities of occupiers of nearby properties.

DA3 Materials

DA4 Under-Use of Land

The City Council will not grant planning permission for development which would result in the under-use of land.

DA7 Design of the Built Environment for Full Accessibility

DA11 Design for Security

Planning permission will not be granted for a development unless vulnerability to crime has been satisfactorily addressed in the design, location and layout of the proposal.

DA12 Light Pollution

DA13 Noise

CBE11 Buildings of Local Importance

Proposals for development will not be permitted if they would involve the demolition of, or substantial alteration to the external appearance of, any building designated as of local importance

IMP1 Securing Satisfactory Development

Planning permission will not be granted for any development unless provision is secured for all additional infrastructure, services, community facilities and environmental protection measures

LNE5 Area of Best Landscape

New development within the Area of Best Landscape should conserve and, where possible, enhance the Area's distinctive landscape character. Planning permission will not be granted for any development that would fail to: respect local building forms in terms of scale, mass, style and materials; or retain trees that form an important element in the landscape; or reflect the relationship between a settlement and its landscape setting; or retain important and distinctive historical, wildlife, architectural or landscape features; or safeguard important views; or be sympathetic to the local topography.

3.3 The Integrated Growth Study (IGS)

The preferred option of the IGS recommends a total of 20,650 homes and 80ha of employment land up to 2026 and 2021 respectively, as well as a range of other supporting uses and proposals. The proposed housing and employment quantum exceeds the RSS minimum growth targets, thus providing sufficient flexibility and adaptability if delivery in some growth areas were to be frustrated or delayed at any point.

The analysis made in the IGS highlighted the major need for the regeneration of Peterborough city centre, which currently offers an underdeveloped range of retail, culture, leisure and sporting facilities and a lack of residential accommodation, thus hindering its ability to drive forward or attract new growth to the city and surrounding district.

The IGS recommended the vision for Peterborough city centre was that it should become a flourishing and vibrant, mixed use centre that is alive during the day and at night, acting

as a hub of activity and social integration for the rest of the district. Several priorities were identified to achieve the vision in the IGS:

Increased supply of modern office space to attract new businesses to the city

Increased provision of retail space to improve the retail offer in the city centre, prevent catchment leakage to other regional centres, and help it to improve its position in the regional hierarchy

Development of a night time economy based on improvements in leisure and recreation

Increased number of people living in the city centre to increase the level of activity and vibrancy in the city centre and support improvements in local retail, leisure and employment.

The IGS recognised that the city centre therefore became a focus for development. A total of 5,000 new dwellings at densities of 100dph using appropriate and attractive housing and 15 ha of employment land are proposed for the city centre, largely in the form of mixed use development. Furthermore, the IGS felt that it was essential that densities in the city centre remain high in order that sufficient dwellings are delivered in the city centre to kick-start its regeneration, enhance local vibrancy and support the development of a night time economy and improvements in local retail and employment opportunities

3.3 Emerging Core Strategy Development Documents

The Core Strategy will be one of the first of the development plan documents of the Peterborough Local Development Framework to be produced. It will set out the overall approach to development in Peterborough based on the Regional Spatial Strategy (RSS).

The Core Strategy will establish a long term vision with broad policies and proposals to deliver that vision over the period up to 2021 and beyond. The Core Strategy will not deal with site-specific issues. More detailed policies based on the Core Strategy will be prepared in future documents.

The Core Strategy will:

- contain a clear spatial vision from which spatial objectives, strategic policies, monitoring and implementation frameworks flow
- be guided by sustainable development principles
- be linked to the government's sustainable communities agenda, helping to determine the broad location of new housing and employment necessary to meet the requirements of the RSS
- be in general conformity with the RSS

The Core Strategy has several stages to production. These include the gathering of evidence and the consideration of Issues and Options; public participation on Preferred Options; and the Submission of a final document for independent examination.

The Core Strategy Preferred Options document was made available for comment between 16, May 2008 and 26, June 2008. The Council is considering all the comments that have been made, before preparing its Core Strategy for submission to the government.

3.4 The Emerging Consultants Recommended Option City Centre Area Action Plan

The CCAAP will form part of the emerging Local Development Framework and provides the opportunity to guide development in Peterborough city centre to 2021 through the planning process. Following Examination by the Planning Inspectorate, the final document is set to be adopted by Peterborough City Council by Spring 2010.

The CCAAP will provide the framework for the revitalisation and expansion of the city centre by identifying the opportunities for a range of commercial, residential, social, transport, environmental and physical benefits. It builds on the policies in the Core Strategy and Community Strategy which provide the overarching strategic policy framework for the development of the whole City to 2021.

The CCAAP will set out detailed planning policy to guide the development of the city centre over the next 15 years. It will contain land allocations and policies covering economy and employment, housing, culture, tourism, leisure, sport, environment and transport. It will also contain urban design guidelines and principles.

More specifically the CCAAP will:

- Set the long term vision and strategy for Peterborough city centre;
- Set the objectives required to achieve the vision;
- Set out land use proposals and policies to guide development;
- Provide a realistic and viable plan for the implementation of the AAP proposals including phasing and funding etc;
- Be fully embedded within wider strategies, plans and guidance;
- Act as a promotional tool for articulating the vision for the area.

Statutory Status of CCAAP

The CCAAP is being prepared as a statutory Development Plan Document (DPD) as part of Peterborough's Local Development Framework (LDF). Figure 1 illustrates how the CCAAP fits within this context.

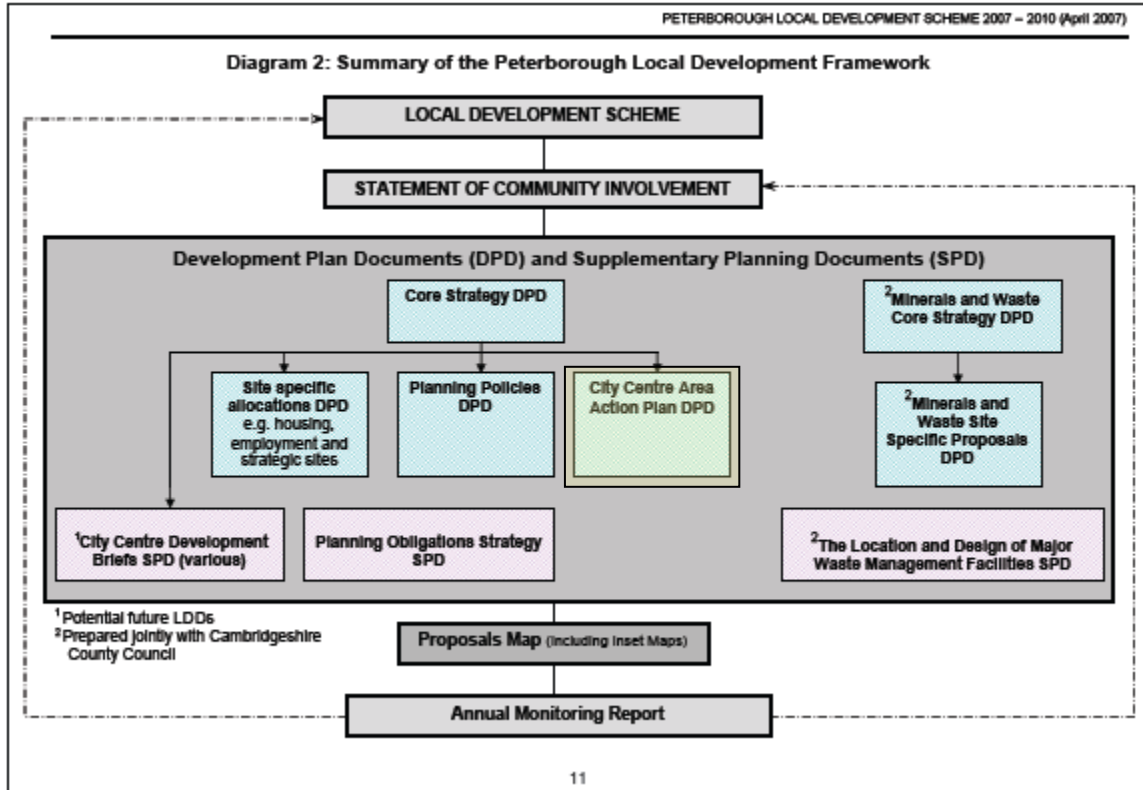


Figure 1 – Peterborough Local Development Framework.

The CCAAP will sit beneath the Core Strategy and provide specific planning policies and designations for the city centre. The Core Strategy, which is presently at Preferred Options stage, will define the total amount of development to be accommodated within Peterborough.

The Preferred Option Core Strategy proposes the following amount of development within the CCAAP area, partly based upon the recommendations of the Integrated Growth Study (IGS) undertaken in 2007:

- In the region of 4,700 new homes
- 150,000 sq m of employment floorspace/5.5 ha of employment land
- Approximately 140,600 – 183,100 sq m comparison retail floorspace (city wide with focus upon city centre)
- Approximately 11,600 sq m convenience retail floorspace (city wide).

CCAAP Preparation Process

As a statutory Development Plan Document, the CCAAP must be prepared in accordance with regulations set by Central Government. The consultant’s study process has therefore accorded to the following timescale are illustrated in Figure 2.

1. Background Research	November 2007 – February 2008	Initial evidence gathered and initial consultation undertaken with the community and stakeholders to identify issues that need to be addressed by the CCAAP.
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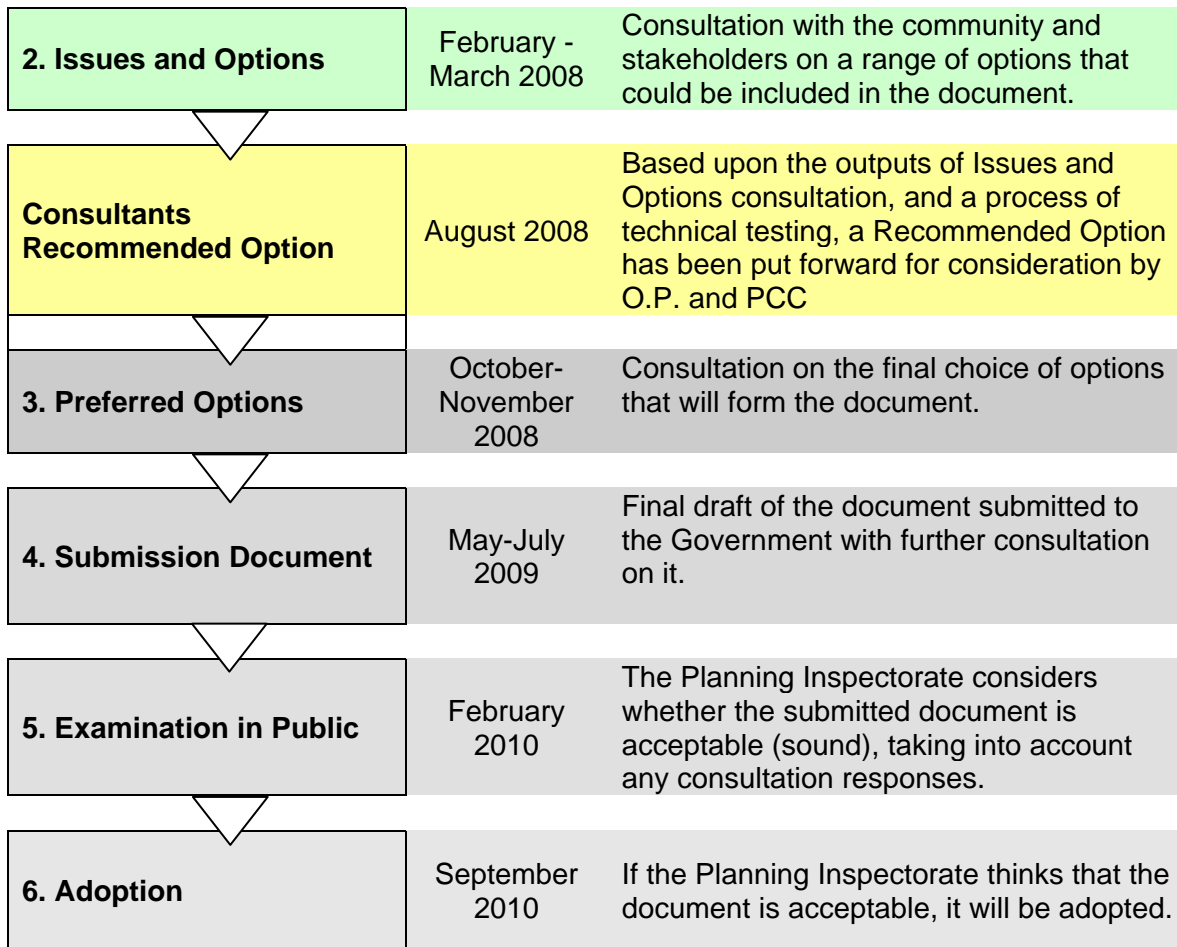
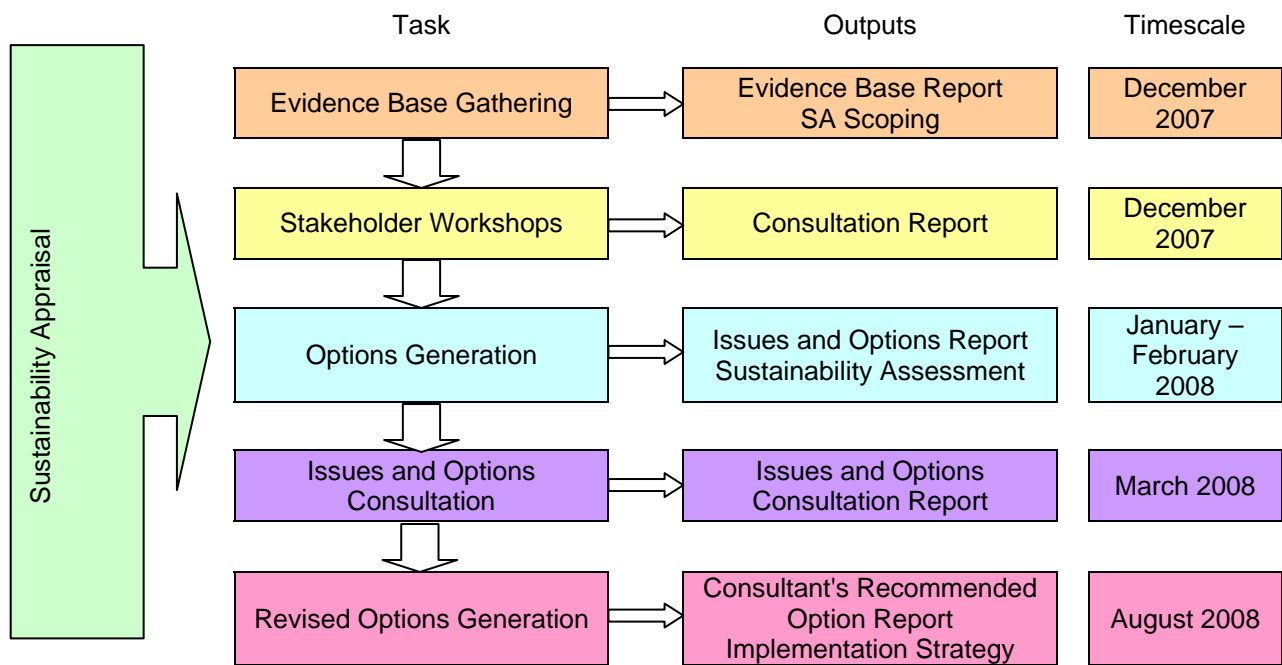


Figure 2 – The CCAAP Process

The EDAW commission has undertaken stages 1 and 2 in the AAP preparation process and culminates in the production of the Consultants Recommended Option report. The commission has been undertaken according to the following process:



3.4 Revisions to PPS 12 and Town and Country Planning (Local Development) (England) Regulations 2008

During the consultancy commission the format for producing DPDs as defined by Central Government has been amended. The amendments are set out in the revised PPS 12 Local Spatial Planning, and amended Town and Country Planning Regulations. One of the most notable changes to the guidance and regulations is the consolidation of the requirement to undertake consultation on Issues and Options (as set out under former regulation 25) and Preferred Options (as set in under former regulation 26), into a single requirement for ongoing consultation throughout the DPD preparation process.

Whilst the process undertaken so far fulfils the requirements of the amended regulations, the process going forward should be reviewed to ensure that the CCAAP is taken forward in the most appropriate and robust manner. This therefore may involve replacement of the "Preferred Options" stage set out in Figure 1, with a more bespoke approach to consultation and plan preparation at the next stages. Recommendations are made in the final section of this report as to how the CCAAP may be taken forward beyond the Consultants' Recommended Option

3.5 The Second Local Transport Plan

The new plan takes into account the changes that have taken place since the original plan was created in 2000, including the proposals for developing and enhancing the City Centre and the increase of urban growth caused by the inclusion of the City in the London-Stansted-Cambridge-Peterborough Growth Corridor as a part of the Government's Sustainable Communities Plan.

The *City Centre Framework* aims –

- specific opportunities for retail outlets and places to work

- high quality places to live
- new cultural, leisure and sporting attractions.
- high levels of accessibility

Priority: 5 – 10 years –

Delivery of ‘*South Bank*’ Quarter

- Securing strategic infrastructure improvements
- Identifies that traffic routes form major barriers in the City Centre, severing the retail and historic core from the riverside and railway station and areas of extensive surface parking that could be better occupied for high quality City Centre use.

Transport-related solutions include;

- managing the highway environment,
- reviewing car parking location and provision to maximise development potential and accessibility
- creating a high quality public transport gateway in the Station Quarter.

The transport strategy wants to implement various hard and soft traffic management solutions to reducing congestion. These include:

- Establish an updated road hierarchy
- Identify current and future congestion hotspots
- Relieve traffic pressure on congested routes through an annual programme of schemes
- Promotion of cycling and walking
- Improvement to cycle routes and infrastructure
- Implementation of travel plans

**3.6 Planning Obligations Strategy July 2006
(Proposals for New Dwellings and Commercial Development)**

In 2006, the Council published a draft Planning Obligation Strategy which concerns the provision of infrastructure required as a result of development. The Council's draft Planning Obligation Strategy may be used to inform negotiations pending formal adoption by the Council. However, the standard contribution per dwelling set out in the Strategy will not form a starting point to negotiation until the Strategy is formally adopted. The Council's current approach whilst the Strategy is being refined is explained in a briefing summary, (available on <http://www.peterborough.gov.uk/PDF/env-pl-dc-policiesbriefingsummary1.pdf>).

The Council has consulted widely regarding the Strategy and has recently appointed a consultant to refine it's approach in light of comments received. The revised Strategy is likely to be resubmitted for consultation as a draft Supplementary Planning Document later in the year.

In the meantime, contributions will be required to meet the requirements of the Peterborough Local Plan (First Replacement) 2005 and any other agreed planning policy documents. Peterborough's Local Plan (First Replacement) 2005 – Policy IMP1, states:

“Planning Permission will not be granted for any development unless provision is secured for all additional infrastructure, services, community facilities and environmental protection measures, which are necessary as a direct consequence of development and fairly and reasonably related to the proposal in scale and kind.”

4.1 Review of Other Relevant Policies, Strategies and Studies

In order to ensure this review is as comprehensive and wide reaching as possible, the following policies, plans and strategies that relate to the sustainable development of the Carbon Challenge Site at Glebe Road and the South Bank Opportunity Area have been examined and may need further investigation by the Developer.

4.2 Growing the right way - A Bigger and Better Peterborough - Our Community Strategy 2005

The aim of the Greater Peterborough Partnership is to foster economic growth, regeneration and improve quality of life within Peterborough. Part of this will involve efforts to attract £750 million investment in the city centre by 2016, including through the regeneration of the South Bank, development of the new marina and improvements to the railway station.

The strategy aims that the South Bank be developed into a destination to help build a bright, positive city with commercial, retail, business and leisure activities for all, to be embraced by this and future generations.

4.3 Growing the Right Way - Peterborough's Local Area Agreement - Refreshed Version April 2007

This is an updated version of Peterborough's first Local Area Agreement (LAA) which began in 2005/06 and is now entering its final year. It continues to reflect the priorities set out in the Community Strategy (December 2004) and sets out actions that will deliver those priorities.

It is an agreement between the public and voluntary sector organisations in Peterborough, the regional Government Office GO-EAST and central Government departments that originally set out outcomes for sustainable improvements in three priority areas (or blocks):

- children and young people;
- safer and stronger communities;
- older people and healthier communities;

- substantial and sustainable growth
- aims to establish Peterborough as the *environment capital* of England;
- this should influence and condition growth
- take account of the impact on our region of climate change.
- Environment sector has existing cluster of 340 businesses supporting 5,000 jobs.
- Developing the concept of a 'Green Quarter' to act as a flagship development for both the environment cluster and for sustainable construction techniques. The South Bank Opportunity Area (SBOA) should obviously feed into this.
- sustainable energy centre and policies and practices which support sustainable transport demonstration town status.
- LAA aims to further develop the 'Green Grid' - which was launched in March 2007 - and associated infrastructure.

4.4 Sub-Regional Economic Strategy 2005-2016 – Peterborough Regional Economic Partnership

Broad aims of the Partnership:

- to stimulate improvement of the Peterborough regional economy
- achieving managed growth
- improving prosperity
- enhancing quality of life for all communities.
- growth aspirations over the next twenty years - population expand to c.200,000 residents. deliver the physical regeneration of the city
- implement the city centre framework - seeks to encourage the development of the local construction sector and support the formation of new companies within the retail core

The strategy hopes to help attract a total of £750m private sector investment in Peterborough city centre by 2016 and build upon Peterborough's reputation as an 'Environment City'.

However, it also identifies a number of weaknesses that need to be mitigated. These include a lack of strong sub-regional or Peterborough city brand and poor image (at a distance) and a weakening city centre offer.

4.5 Housing Strategy Statement 2004 – 2007

This strategy aims to ensure that the City's housing stock improves in quality and genuinely contributes to an improving sense of well-being in the City. It aims to include:

- Provide an innovative and proactive advice, assistance and re housing service linked to accommodation management and support agencies;
- Improve the range of strategic housing services and their accessibility for the benefit of vulnerable people and black and minority ethnic members of the community;
- Ensure that the Council has a clear understanding of the local housing market so that investment can be directed at meeting the City's highest priorities;
- Ensure that the City Council and its partners maximise the delivery of a range of affordable housing options that meet current and future housing needs.

The Draft RSS sets the affordable housing target at 35% with a tenure split of 70% affordable: 30% intermediate. (*Conversations with the housing department in PCC indicate they would like to see this reflected on the SBOA and the Carbon Challenge site*).

In April 2003 there were 69,841 homes in the City. The City's social housing stock is made up of over 10,000 properties currently owned and managed by the City Council and over 4,000 homes owned and managed by Registered Social Landlords.

City Council's tenants voted to transfer their homes to Cross Keys Homes in Autumn 2004.

4.6 Peterborough Residential Density Study 2007

This study of the prevailing densities in Peterborough was carried out in order to provide evidence which will help to determine appropriate residential densities for the urban and rural areas within Peterborough. This is a key study informing the City Council's Preferred Option for its Core Strategy Development Plan Document.

Table 8 Proposed Net Density Ranges for Peterborough

Category	Typical House Templates/Types	Net Density Ranges (dph)	Average Net Density (dph)
City Centre	Flats	45-100	100

The study concludes that a review of residential completions indicates that net densities have increased and will continue to increase in Peterborough. The increase in density is more evident within and around the City Centre. Sustaining these densities will need to be supported by higher levels of public transport accessibility.

4.7 DRAFT Peterborough City Council Housing Needs Survey (Stage 1 Report) Planned (Still not published at 15th July 2008)

The Peterborough City Council Housing Needs Survey forms the first part of a wider Strategic Housing Market Assessment being conducted across the Peterborough housing market area. The survey collected information on a range of topics including household composition, household moves, housing preferences, and financial capacity. This survey complements the housing market assessment by providing a comprehensive localized assessment of housing need across all tenures in the City Council of Peterborough. The information produced in this report will help inform the Council's housing policy.

Number of households and sample size

Ward	Number of households	% of households	Sample size	% sample	% of hhs. in sample
Central	3,917	5.5%	80	2.7%	2.0%

Tenure

The table below shows the estimated tenure split in the central ward.

Ward	Owner-occupied (no mortgage)		Owner-occupied (with mortgage)		Social rented		Private rented		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%
Central	1,243	31.7%	627	16.0%	923	23.6%	1,125	28.7%	3,918	10.0%

Dwelling types

The table below show the type of accommodation in the central ward.

Ward	Detached house	Semi detached house	Terraced house	Detached bungalow	Semi or terraced bungalow	Flat	Total
Central	383	751	1,064	0	99	1,619	3,916

By percentage

Ward	Detached house	Semi detached house	Terraced house	Detached bungalow	Semi or terraced bungalow	Flat	Total
Central	9.8%	19.2%	27.2%	0.0%	2.5%	41.3%	100.0%

Household type

The tables below show the variation in the type of household resident in the central ward.

Ward	Single pensioners	2 or more pensioners	Single non-pensioners	2 or more adults - no children	Lone parent	2+ adults 1 child	2+ adults 2+ children	Total
Central	804	389	1,008	1,197	127	139	252	3,916

Household size

The table below shows the variation in the size of household resident in the central ward.

Ward	One person		Two people		Three people		Four or more people		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%
Central	555	14.2%	1,551	39.6%	1,501	38.3%	310	7.9%	3,917	100.0%

Survey data suggests c. 6,000 households in the City are currently living in unsuitable housing.

Over half of these households would need to move home to find a solution to the unsuitability.

Of these 3,600 households, an estimated 65% are considered to be in housing need (2,333 households). The current stock of affordable housing of around 1,900 which could be used to meet this need.

The total future need for affordable housing is therefore estimated to be 1,823 units per annum.

Conversation with Rosemary Woodland highlighted the need for 4+ room / family size units, as there is a current shortfall.

4.8 Waste policy for Cambridgeshire and Peterborough

Cambridgeshire County Council and Peterborough City Council have prepared a Waste Local Plan in order to decide where the best locations for new waste management sites

are. It also highlights the policies against which planning applications for new waste management will be judged.

Aims include:

- an integrated approach to waste management
- a reduction in the quantity of waste arisings
- higher level of re-use
- increased recycling and composting
- increased energy recovery
- further development of alternative recovery technologies (e.g. pyrolysis, gasification, anaerobic digestion)
- greater public participation in the decision making process
- effective protection of human health and the environment

4.9 Fens Waterways Link Implementation Plan Supporting Report 2:

The issues facing navigation on the proposed waterway are investigated.

There is potential for day boats on the new waterway, and especially from Peterborough where a significant visitor market is already in place. The Fens Waterways Link will create a through route from above the Grand Sluice in Boston to the reach of the River Great Ouse between Hermitage and Brownhill Locks of which, one section is along the River Nene: Through Peterborough to Middle Level

The River Nene Waterway Plan provides a fuller understanding of the Fens Waterway Link project. The River Nene catchment affords many opportunities for regeneration and improved public access to our waterways. The Fens Waterways Link (FWL) is an ambitious, Environment Agency lead, region wide project that will link the Rivers Witham, Welland & Glen, Nene and Great Ouse (it will also link with the Grand Union Canal via the River Nene). A pre-feasibility study and implementation plan have been completed, which indicate that the project is both technically feasible, economically viable and offers opportunities for significant environmental benefit.'

The Environment Agency and partners are working on developing the Link which will bring together economic, community and environmental issues and raise the profile of the Fens waterways as a tourist destination. The scheme, the biggest waterway enhancement project in Europe, will open up 240 km of waterway; 80 km of new waterway and provide increased access to 160 km.

The Link will connect the cathedral cities of Lincoln, Peterborough and Ely and also incorporate the market towns of Boston, Spalding, Crowland and Ramsey. In association with other waterway regeneration schemes, the Link will create a new circular waterway for recreation, tourism and the environment, through the Fens.

The Link includes plans to:

- The Link includes plans to:
- Construct new fluvial and tidal control structures including a landmark structure at Denver
- Build new sections of waterway
- Dredge and widen existing waterways
- Provide new and improved locks
- Improve bridges

The new waterway would be able to accommodate up to 5,000 additional cruiser movements per annum and sustain 600 additional cruise boats, bringing a tenfold increase in the number of cruising boats and hire craft.

The link will provide a focus for economic regeneration in an area in need of development. Key new developments adjacent to the waterways include:

- major economic centres consisting of a major navigation hub with extensive moorings, boat repair yards, shopping opportunities, restaurants and bars, media centres and accommodation.
- 6 intermediate hubs, consisting of a minor navigation hub with moorings for between 20 and 40 boats and 10 minor hubs, with secure mooring facilities for up to 10 boats, with washout facilities.



The Fig above shows the Fen Waterways Link

4.10 River Nene Waterway Plan

This plan aims to improve and promote access and information for all users (on water and land);

- improve and maintain the river infrastructure and facilities and services for all users;

- contribute to enhanced biodiversity, heritage and landscape value in the waterway corridor;
- increase use of the river and its corridor;
- highlight how canoeing and rowing are very popular activities in Peterborough and access will need to be maintained.