



## **Peterborough Local Development Framework**

### **Peterborough City Centre Development Plan Document**

#### **Consultation Draft**

Officer recommended draft for consideration by Sustainable Growth and Environment Capital Committee (8 November 2012)

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## Peterborough City Centre Plan

Peterborough city centre is about to experience substantial growth, change and improvements on a scale not seen for 30 years. This is both an exciting time and an exciting opportunity for the city, and a chance for you to help decide how growth and improvements might take place.

Peterborough City Council is preparing a new plan for the city centre. This is an important document, as it will determine what the city centre will look like in the future and it will identify areas for new housing, employment, leisure and retail developments as well as improvements to main streets and transport links.

We cannot write the City Centre Plan on our own. The best people to help decide exactly what should be done, where and when it should happen is you and your family, whether you live, work, visit or have some other interest in the city centre.

This is a consultation draft version of the Plan. It is your chance to make a real difference in how the city centre changes over the next 10 to 15 years; your opportunity to help make it a great place to live, work and visit. Please help us to shape the future of the city centre.



## How to get involved

We will be holding exhibitions in the Queensgate Centre in **February 2013**, where you can come along and find out more.

You can also see this full consultation draft version of the City Centre Plan at: [www.peterborough.gov.uk/citycentreplan](http://www.peterborough.gov.uk/citycentreplan), where you can make comments on line.

Copies of the Plan and a comments form are available at all local libraries, including Central Library, and at the council's Customer Service Centre at Bayard Place.

You can send written comments to:

Planning Policy Team  
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Or email [planningpolicy@peterborough.gov.uk](mailto:planningpolicy@peterborough.gov.uk).

Please clearly let us know exactly which part of the document you are commenting on.

The closing date for all comments is 5pm on Thursday XX February 2013

## Foreword

## City Centre Plan Production

There are a number of different stages involved in the production of this City Centre Plan. We are currently at the consultation draft stage; this can be regarded as the council's preferred approach to planning for the future of the city centre.

However, this is not the 'final' plan. We want you to let us know what you think of our current preferred, but not final, proposals.

### Consultation stages

The table below provides a summary of the main stages involved in the production of the Plan. We thank all those who submitted comments in the early evidence gathering stages. The table sets out what stages are left and how you will be able to influence the final version.

Main Stages		Date
<b>Evidence gathering, issues and options and a consultant's recommended option</b>	Initial evidence gathered; detailed studies undertaken; consultation undertaken with the community and stakeholders to identify issues and options; consultation on an option recommended by consultants	Up to December 2012
<b>Consultation draft published</b>	Public consultation on the council's preferred City Centre Plan	January to February 2013
<b>Proposed submission</b>	Final opportunity for formal representations (comments) on the City Centre Plan	January 2014
<b>Submission and examination</b>	City Centre Plan submitted to government along with all public comments received during the proposed submission stage  Independent examination by a planning inspector	April to October 2014
<b>Adoption</b>	Council adopts final Plan	February 2015
<b>Monitoring and review</b>		

### How does this Plan fit with other planning policy documents?

Preparation of this Plan has taken place within the context set by a number of other plans and strategies, including the Peterborough Core Strategy, which sets the overall growth requirements for Peterborough to 2026 and beyond. Details of the most significant of these appear in Appendix B. This City Centre Plan does not repeat any policies contained in other plans or strategies.

## City Centre Plan Production

### Who Prepared this Document?

This document has been drafted by Peterborough City Council (the local planning authority). For all general queries, please see the website [www.peterborough.gov.uk](http://www.peterborough.gov.uk)

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# Summary Maps

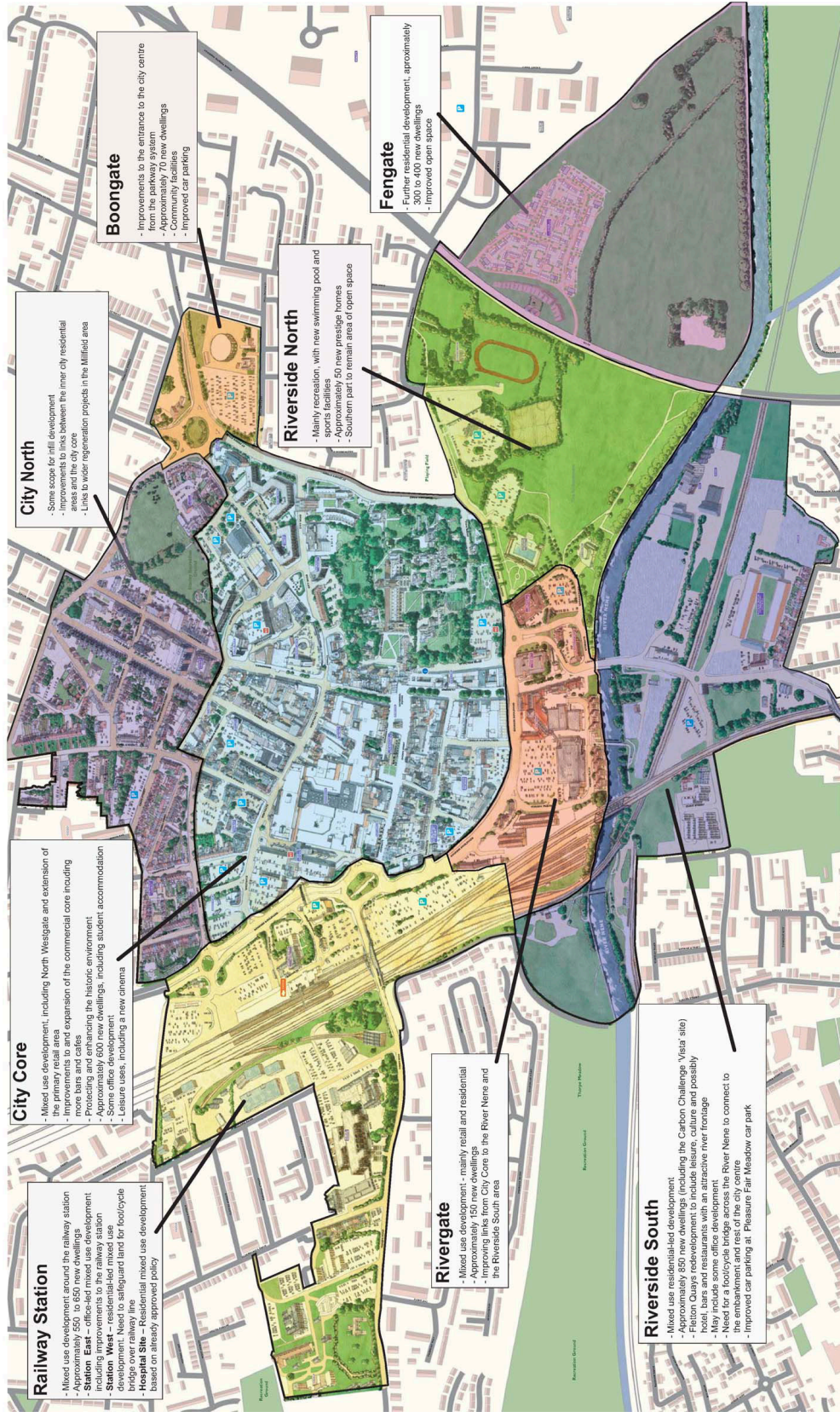
Map A: City Centre Plan Area



# Summary Maps

Map B: Summary of Policy Areas

Picture 1





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## Introduction

- 1.0.1** Peterborough city centre is set for widespread improvements, growth and regeneration. This draft City Centre Plan sets out the council's long-term vision and objectives for the city centre; it sets out the policies and proposals that will help direct how new development and regeneration will be achieved and how the council's vision for the city centre will be met.
- 1.0.2** Once the final version is adopted, it will form part of the council's statutory development plan and will be used to promote and coordinate investment, and help reach decisions on planning applications within the city centre.

## What area is the "City Centre"?

- 1.0.3** The area forming the city centre and covered by this plan is shown on Map A. The city centre extends from the former District Hospital site in the west to Fengate in the east. It includes the residential areas in the vicinity of Lincoln Road and Bright Street in the north and the Peterborough United Football ground in the south, as well as the principal shopping, office and entertainment areas and Cathedral Precincts in the very centre. This boundary cannot be changed as it has already been set by the Site Allocations DPD.

## The City Centre Plan

- 1.0.4** The Plan starts by identifying issues and then suggests the overall vision and objectives for the city centre. Chapter 3 then sets out an overall city centre strategy, with a focus on key issues such as, shopping, housing, employment, and the historic environment, which apply across the city centre.
- 1.0.5** The city centre area is then divided into eight "Policy Areas"; each one has its own policy setting out the vision, potential development opportunities and planning requirements for the area. They identify land that might be available for new development and, in some cases, "Opportunity Areas" where there is real scope for transformation of the area through some form of comprehensive redevelopment. The eight Policy Areas are shown on Map B.



## Introduction

### City Centre Issues

- 1.0.6** Peterborough city centre is a successful, lively and diverse place with many positive attributes; it is a major focus in the region for shopping, leisure and employment opportunities, attracting visitors from an extensive catchment area. Peterborough has a strong historic and cultural heritage and at the heart of the city centre lie the cathedral and many other important listed buildings.
- 1.0.7** However, there are a number of issues, identified through the previous consultation stages, which need to be addressed through this Plan to ensure its continued success.

#### City Centre Issues

**Issue 1: Low levels of housing** -Currently the city centre has relatively few houses and flats, resulting in a low city centre population, which results in an area that is not well used once the shops and offices have closed.

**Issue 2: Cultural offer** – The cultural offer is not fully developed and there is a significant opportunity to attract visitors, into the city centre, particularly in the evening.

**Issue 3: Declining retail ranking** - Although the city centre has a wide-ranging retail offer, until very recently there had been relatively little investment in new retail development for many years. As a result, Peterborough’s retail ranking has declined in the face of competition from other retail centres, other cities and internet shopping.

**Issue 4: Lack of high quality office development** - There has been little new office development in the city centre for many years. The city centre has not been able to successfully compete for investment with business parks located on the edge of the city.

**Issue 5: Limited evening economy** - The evening economy has improved in the last few years with new restaurants, particularly around Cathedral Square and linked to the wider public realm improvements. However, this is still a limited offer when compared to other towns and cities of a similar size.

**Issue 6: River Nene** - The River Nene is one of the city’s most important assets but it currently fails to maximise its potential as it is poorly connected to other parts of the city centre.

**Issue 7: Access and Movement** - The transport network in and around the city centre currently prioritises accessibility by car at the expense of pedestrians and cyclists. For example, Bourges Boulevard acts as a barrier to easy and attractive movement for pedestrians seeking to make their way between key locations.

- 1.0.8** This Plan aims to address these issues by promoting land uses that support businesses and shops, whilst creating new residential neighbourhoods that benefit from a diverse mix of uses, cultural activity and amenities that are available throughout the day and evening. Ensuring people are living within, and using the city centre at all times of the day will enhance the safety of city centre users and provide an attractive and vibrant location.

## City Centre Vision and Objectives

### 2.1 Our Vision for the Future of Peterborough City Centre

2.1.1 This chapter sets out the overall vision for Peterborough city centre in 2026. It also includes a number of key objectives which will help in achieving this vision.



#### Our Vision for the Future of Peterborough City Centre

**By 2026 Peterborough city centre will have become an even more attractive, vibrant and distinctive place to visit, work and live, with a greater range of attractions and facilities.**

- Peterborough will have regained its position as a top retail centre and will be a strong regional destination for shopping, leisure, culture, business and entertainment throughout the day and evening.
- It will be easy to walk around the city centre with improved connections to the river and railway station along pleasant, safe streets and paths.
- Those buildings and places that we love for their heritage value, for nature conservation, or simply for their sense of place, will be conserved and enhanced.
- The city centre will include a thriving riverside setting with bars, restaurants and housing, with continuous riverside walks and an iconic pedestrian and cycle bridge across the river to the embankment.
- The city centre will be the centrepiece of an exemplary "environment capital". New development will embrace sustainability principles in key areas such as travel options, use of technology, energy use and resource efficiency.
- The city centre will include new high-quality housing, offering a sought after place to live which meets 21st Century lifestyles.

## City Centre Vision and Objectives

### Objectives

2.1.2 The following objectives have been refined through evidence gathering and consultation and, taken together, will help to deliver the vision. The table shows the fit with the objectives of the Peterborough Core Strategy, to demonstrate the consistency between the two documents.

Table one: Objectives

Objective ref	Objective	Link with Core Strategy objectives
<b>1 - Shopping</b>	To strengthen Peterborough city centre as a regional shopping destination, maintaining and improving its position with the top 50 retail centre in the UK.	OB13
<b>2 – Culture, Leisure and Tourism</b>	To enhance the city centre as a hub for culture, tourism and leisure, complementing other land uses throughout the day and evening.	OB13, OB21, OB22, OB23
<b>3 – Economic Prosperity</b>	To enhance Peterborough as a location for business and skills, providing the facilities and setting for a range of businesses from start-ups to multi-nationals with a particular emphasis on the environmental sector.	OB10, OB11, OB12, OB13
<b>4 – Mixed Uses</b>	To deliver a sustainable mix of complementary uses, which ensure vibrancy at different times of day, boost the night-time economy and assist in reducing travel demands. Uses must include residential (including affordable housing), retail, businesses, cultural and leisure facilities.	OB6, OB7, OB8, OB13, OB18
<b>5 – Design Quality</b>	To secure development with high standards of urban design and ensure that design issues are fully considered from inception to completion.	OB9, OB13, OB25, OB26
<b>6 – Health, Safety and Wellbeing</b>	To encourage opportunities to facilitate healthy and active lifestyles, with plentiful opportunities for people to walk, cycle or play in the open air and participate in indoor sports; and to create environments where people feel secure and their safety is not compromised.	OB5, OB13, OB16, OB22, OB26
<b>7 – Environment Capital, Sustainability, and Climate Change</b>	To contribute to Peterborough’s ambition to be an “Environment Capital”, with new development striving to be as environmentally, socially and economically sustainable as practically possible and addressing or adapting to issues presented by climate change.	OB2, OB13, OB19, OB20, OB24
<b>8 – Local Distinctiveness</b>	To promote the distinct urban character of the city centre, including the protection and enhancement of the natural, archaeological and heritage environment.	OB3, OB13, OB20
<b>9 – Accessibility and Connectivity</b>	To reduce, where possible, the need to travel (particularly by private cars), maximising the potential of sustainable transport modes; to enhance connectivity within the city centre	OB13, OB15, OB16, OB17

## City Centre Vision and Objectives

Objective ref	Objective	Link with Core Strategy objectives
	(particularly to the River Nene and railway station) and to adjoining areas; and to ensure equality of access for all city centre users.	
<b>10 - Delivery</b>	To ensure all proposals are capable of being deliverable, including provision of appropriate utilities and taking account of flood risk issues.	OB1, OB13, OB27, OB28, OB29

**2.1.3** Of the 29 Core Strategy objectives, 28 are listed above alongside a comparable objective for this City Centre Plan. The remaining Core Strategy objective not listed is OB14 which relates to district centres, and is therefore not applicable to the city centre.

## City Centre Vision and Objectives



## 3.1 City Centre Strategy

**3.1.1** The overall strategy for the city centre is to encourage and enable new development that will maintain and enhance the vitality and viability of the centre, whilst preserving and enhancing the quality of the local environment. This will undoubtedly involve changes: widening the retail, leisure, tourism and cultural offer, creating new jobs, making the best use of land that is currently vacant or underused and improving the experience and convenience for pedestrians and cyclists.

**3.1.2** This chapter addresses the key features of this strategy via a number of topic areas:

- Sustainable Development
- Retail
- Economy and Employment
- Housing
- Leisure, Culture and Tourism
- Townscape and Heritage
- Green Spaces and the River Nene

**3.1.3** As Transport issues are of such critical importance to the future of the city centre, they are addressed through a separate chapter of the Plan (Chapter 5).



## City Centre Strategy

### 3.2 Sustainable Development

**3.2.1** Peterborough has the ambition to be the UK’s “Environment Capital”. Policy CS10 of the Peterborough Core Strategy states that development proposals will only be supported where they make a clear contribution to this aspiration. The City Centre Plan can assist through the promotion of sustainable growth in the city centre and, particularly as part of the new development proposed for the Opportunity Areas, by creating cleaner, greener, healthier and more vibrant places to live, work and visit. Such an approach fits well with the overarching national policy in the National Planning Policy Framework (NPPF) towards sustainable development.

#### Policy CC 1

##### Presumption in Favour of Sustainable Development

**Development in the city centre should contribute to Peterborough’s ambition to be the Environment Capital of the UK including, where appropriate, taking steps to address the following principles of sustainable development:**

- **Achieving a mix of land uses**
- **Adopting best practice in design and construction standards**
- **Protecting and enhancing the existing environment**
- **Promoting sustainable modes of transport and reducing the need to travel**
- **Supporting the creation of jobs**
- **Contributing to healthy lifestyles**

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

**Planning applications that accord with the policies in this Local Plan and other development plan documents in the Peterborough Local Development Framework (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.**



### 3.3 Retail

- 3.3.1** For many people, the primary role of the city centre is that of a destination for shopping. It provides the greatest retail offer in the city, serving not only the residents of Peterborough but also those of surrounding villages and market towns well beyond the local authority boundary. Peterborough has an extensive range of well known “high street” shops. The Queensgate and Rivergate Shopping Centres are linked by a network of streets and public spaces, with an offer that includes a wide variety of cafes, restaurants, bars and financial and property outlets as well as retail shops and a market.
- 3.3.2** However, in recent years the city centre has experienced a decline in its overall retail ranking when compared to other towns and cities. Competition from internet shopping, out-of-town retail parks and neighbouring cities have reduced some of the trade that might otherwise have come to the city centre and there is an urgent need to extend and enhance the retail offer.
- 3.3.3** Until very recently there had been little investment in the heart of the retail area, but this is changing with improvements to the public realm around Cathedral Square, Bridge Street, Cowgate and Kings Street which have attracted new retailers, restaurants and bars to this part of the city. Extensions to Queensgate Shopping centre has accommodated national retail and restaurant operators.



- 3.3.4** Our strategy is to continue the focus of new investment into the heart of the centre, with the emphasis largely on consolidation within the existing shopping area. It is important that new retail developments complement and strengthen the main shopping area, which is defined as the Primary Shopping Area (PSA) in accordance with policies CS4 (The City Centre) and CS15 (Retail) of the Core Strategy.
- 3.3.5** This Primary Shopping Area includes the Queensgate Shopping Centre and the principal shopping streets around Westgate, Long Causeway and Bridge Street, extending south of Bourges Boulevard and into the Rivergate Shopping Centre and adjoining supermarket. The defined Area offers scope for physical expansion into the North Westgate Opportunity Area, as well as scope for intensification where there are existing unused or underused premises.

## City Centre Strategy

**3.3.6** The main shopping streets which attract the largest footfall and act as linkages to other areas of the centre are defined as Primary Retail Frontages. In order to protect their function and character, premises in these streets will remain primarily in A1 and A3 use except where an alternative use would provide an active street frontage and maintain or enhance the vitality and viability of the area.

### Policy CC 2

#### Retail

**The extent of the City Centre Primary Shopping Area and Primary Retail Frontages are defined on the Policies Map.**

**Proposals for retail development inside or outside the Primary Shopping Area will be determined in accordance with policies CS4 and CS15 of the Peterborough Core Strategy DPD and policy PP9 of the Peterborough Planning Policies DPD.**

**Within the Primary Retail Frontages development for uses within classes A1 and A3 will, in principle, be acceptable in particular the council will support A3 uses (Such as cafes and restaurants) around Cathedral Square. Development for any use outside classes A1 or A3 will only be acceptable if the development would maintain a built frontage with a window display, and would be likely to maintain or increase pedestrian footfall along the frontage and would not result in concentration of non A1 or A3 uses in that location.**

**3.3.7** The references to 'Primary Retail Frontage' in policy CC2 apply to the ground floor of the frontages defined on the Policies Map, except in the Queensgate Centre, where Primary Retail Frontages exist at ground and first floor level. Elsewhere, the use of upper floors above shops for a wide variety of uses, whether retail or other, is encouraged. In particular, the council would welcome proposals that make use of vacant property above shops for residential use, as part of the overall objective to increase the number of dwellings in the city centre.

**3.3.8** Outside the Primary Shopping Area, the council may be prepared to permit additional small-scale convenience retail provision to meet the needs of residents in new residential areas, as well as ancillary retail uses in the Station East Opportunity Area. Details are contained in each of the relevant Policy Area statements in chapter 4.

**3.3.9** Core Strategy policy CS15 (Retail) identifies five Local Centres which are located in the City Centre Plan area. The boundaries of these are defined on the Policies Map except for the London Road Local Centre which has been deleted as the majority of shops have been demolished as part of the redevelopment plans for the area.

## 3.4 Economy and Employment

- 3.4.1** Peterborough has a diverse economy, with a range of businesses and types of employment opportunities. It is an overall objective for Peterborough to enhance the city as a prime location for business investment and skills development. The city centre will be the focus of this and this Plan has an important part to play by ensuring the provision of modern office space in the right location to encourage inward investment and enable the expansion of existing businesses.
- 3.4.2** The city centre already offers a wide range of office provision, including many large purpose-built offices, particularly located in the Northminster area, as well as small-scale offices such as those in converted premises in the Priestgate area.
- 3.4.3** However, the city centre office stock is generally ageing and some is of poor quality, with increasing vacancy rates. Over the last 15 years there has been little investment in new office development in the centre and this has made it difficult to compete with out of town business parks.

- 3.4.4** Policy CS3 of the Core Strategy (Location of Employment Development) provides for the equivalent of at least 3.5 hectares of new employment land to be made available in the city centre, as part of Peterborough's overall provision for new employment development. This area of land would be capable of delivering in the region of between 52,500 and 87,500 square metres gross floorspace for development within B1 use class (primarily offices), depending on the average plot ratio that might be achieved.



- 3.4.5** It is expected that the majority of new office development will take place through the comprehensive redevelopment of the Opportunity Areas, particularly the Station East Opportunity Area. Together with the remainder of the Station Policy Area, this will become a prime location for high quality office development, mainly due to its strategic location with excellent access by rail to London and other major cities, as part of mixed-use retail, commercial and residential development. This transformation of the Station Policy Area is underway. Since March 2012 outline planning permission has been granted for approximately 19,000 square metres of office floor space.
- 3.4.6** The policies for each Policy Area (see chapter 4) identify suitable locations for new office and business development.

## City Centre Strategy

### 3.5 Housing

- 3.5.1** There are a number of existing residential areas in the city centre consisting mainly of flats and apartments. However, when compared to other towns and cities of a similar size and scale, Peterborough has relatively few properties in the city centre, and particularly in the city core.
- 3.5.2** A key element of the strategy for the city centre, linked to the wider Core Strategy growth ambition, is to increase the number of dwellings in the city centre to help improve activity outside normal shopping and working hours.
- 3.5.3** There are already two new schemes under construction: the Carbon Challenge site, off London Road (295 dwellings), and at Potters Way, Fengate (272 dwellings), and there are further opportunities to significantly increase the number of dwellings. This will take place through the comprehensive regeneration of several large areas of vacant and underused land, such as land around the railway station and south of the River Nene, as well as through incremental change throughout the next fifteen years and beyond. Each Policy Area identifies suitable areas for new housing development, sometimes as part of a mix of other uses.



## City Centre Strategy

### Student Accommodation

**3.5.4** The University Centre Peterborough (UCP), part of Anglia Ruskin University, formally opened in 2009, offering 30 degree courses for approximately 600 students. The University will expand over the next 15 years and the number of students living and studying in Peterborough is expected to increase. Therefore, there is a need to provide student accommodation, much of which could be in the city centre.

**3.5.5** Student accommodation can be provided by the private rented sector (and accredited landlords) as well as being purpose built. The council will support the provision of student accommodation in the city centre and particularly within the Northminster area, as city centre sites are sustainable locations, providing easy access to the campus buildings. This will help to achieve the objective of increasing the city centre population.

### The Scale of new Residential Development

**3.5.6** The Peterborough Core Strategy anticipates the provision of approximately 4,300 additional dwellings in the city centre over the period from 2009 to 2026. Appendix C updates this figure and shows how sites allocated in this Plan will contribute towards meeting the Core Strategy dwelling requirements for Peterborough as a whole.

**3.5.7** The following table presents the approximate number of dwellings that are planned from each Policy Area. Further details of the available sites and areas proposed for new housing development are included in the policies for each Policy Area (see chapter 4) and there is an explanation of the assumptions behind the table in Appendix C.

**Table two: Scale of residential development**

Policy Area	Committed At 1 April 2012	New Allocations	Opportunity Areas	Total
City Core	77	374	200	651
Station	0	0	650 - 750	650 - 750
Rivergate	0	100	0	100
Riverside South	295	175	400	870
Riverside North	0	50	0	50
Fengate	272	300 - 400	0	572 - 672
Boongate	0	70	0	70
City North	51	15	0	66
<b>Total</b>	<b>695</b>	<b>1084 - 1184</b>	<b>1250 - 1350</b>	<b>3029 - 3229</b>

## City Centre Strategy

### 3.6 Leisure, Culture and Tourism

- 3.6.1** Peterborough city centre has a good range of existing facilities and attractions such as the Cathedral, Peterborough Museum, Key Theatre, Regional Pool, Lido and sports facilities, Peterborough United's Football ground and a range of bars and night clubs, all of which attract visitors to the city centre.
- 3.6.2** More needs to be made of the existing, cultural, leisure and tourism facilities as well as a need to attract new facilities such as a centrally-located cinema and more bars and restaurants which will meet the needs of the city and the surrounding areas. The city centre will be the focus for new cultural, leisure and tourism venues in line with Core Strategy Policy CS18.
- 3.6.3** New restaurants, bars and cafes will be encouraged around Cathedral Square, along the south bank of the River Nene and as ancillary uses around the railway station.
- 3.6.4** There is potential to create a cultural quarter which straddles the riverside north and south policy area, incorporating the Key Theatre and Lido.



## 3.7 Townscape and Heritage

- 3.7.1** Peterborough is a historic settlement containing a wide range of historic buildings and archaeological assets; most notably the Norman Cathedral and surrounding precincts.
- 3.7.2** Today's city centre lies at the heart of the city's historic core and includes parts of the original medieval town centre and street patterns. Although the centre has seen significant modern development over the last 30 years, many of the historic buildings and places remain. Therefore it is important that during the next phase of growth, the historic environment is protected and enhanced.



- 3.7.3** There are two conservation areas in the city centre, identified on the Policies Map. The City Centre Conservation Area is located in the very heart of the city centre and the vast majority falls within the City Core Policy Area. The Park Conservation Area falls partly within the City North Policy Area and extends northwards beyond the city centre boundary.
- 3.7.4** There are many buildings of heritage value including over 100 listed buildings and 100 buildings of local importance. Again, the majority are located in the City Core Policy Area, with almost 50 protected buildings within the Cathedral Precincts alone.
- 3.7.5** This plan proposes development on a significant scale over the next 15 years, with the potential for considerable changes to the townscape, including buildings with a 'city' scale and mass and. Therefore it will be important to ensure that the design of new developments responds with care and attention to the historic context and the setting of heritage assets, particularly the Cathedral.
- 3.7.6** Our strategy is to preserve and enhance the centre's heritage assets and their settings in a manner commensurate with their significance. There will be an emphasis on high quality of design in all new development. The overall character and quality of the built environment of the city centre will continue to be improved through the proposals set out in the Public Realm Strategy. Good quality, well designed streets with attractive street furniture, public art and green spaces will help to create a strong sense of place and a safe, welcoming environment.

## City Centre Strategy



- 3.7.7** Policies CS16 and CS17 of the Core Strategy and policy PP17 of the Planning Policies DPD set out the council's policy for urban design, the public realm, the historic environment and heritage assets. They apply throughout Peterborough and require high quality and inclusive design and the protection and enhancement of the city's historic assets including listed buildings, conservation areas, scheduled monuments, historic parks and gardens, and locally designated assets. CS17 establishes a presumption against development that would unacceptably detract from critical views of Peterborough Cathedral by virtue of its height, location, bulk or design.
- 3.7.8** These policies form the basis for delivering the townscape and heritage strategy for the City Centre.

### 3.8 Green Spaces and the River Nene

**3.8.1** A key part of the strategy for the future of the centre is the maintenance and improvement of the green spaces available for public enjoyment. The city centre has a number of public green spaces which serve a variety of functions, ranging from places for relaxation and play to places for festivals and events. Of particular importance are:

- The Embankment
- The Cathedral Precincts
- Stanley Recreation Ground
- Bishops Road Gardens
- St John's Square



**3.8.2** The Cathedral Precincts form a distinct and clearly defined area within the city centre and include large areas of green open space. Their heritage value is protected through their inclusion in English Heritage's Register of Historic Parks and Gardens, their designation as a scheduled monument and their inclusion within the City Centre Conservation Area, but their open space value needs to be acknowledged in its own right.

**3.8.3** The council has taken steps to improve the availability of public open and green spaces through the recent creation of St John's Square, but our strategy is to secure further areas of green space as an integral part of new developments to meet the needs of future residents in the city centre. These may include 'pocket' parks, gardens, terraces, squares, courtyards and green roofs, all in accordance with the open space standards set out in policy PP14 of the Planning Policies DPD. A new green space will be created as a natural habitat area within the Fengate Policy Area, known as Embankment End Marsh.

**3.8.4** Wherever possible, new and existing green spaces in the city centre should help to improve connectivity for pedestrians and function as part of the wider Peterborough Green Grid network, providing links and access to the Nene Valley and to the open countryside.

## City Centre Strategy

**3.8.5** Reconnecting the River Nene with the City Core, by improving the links for pedestrians and cyclists, and making the most of this important asset are also key elements of the strategy for the city centre. Riverside locations have the potential to create highly attractive settings for new development, but it is generally acknowledged that the potential of the river and surrounding area has not been fully exploited. Much of the development during the course of the 20th Century served to isolate the river front from the remainder of the city centre and, with the notable exception of the Key Theatre; there are few leisure uses that take advantage of the riverside.

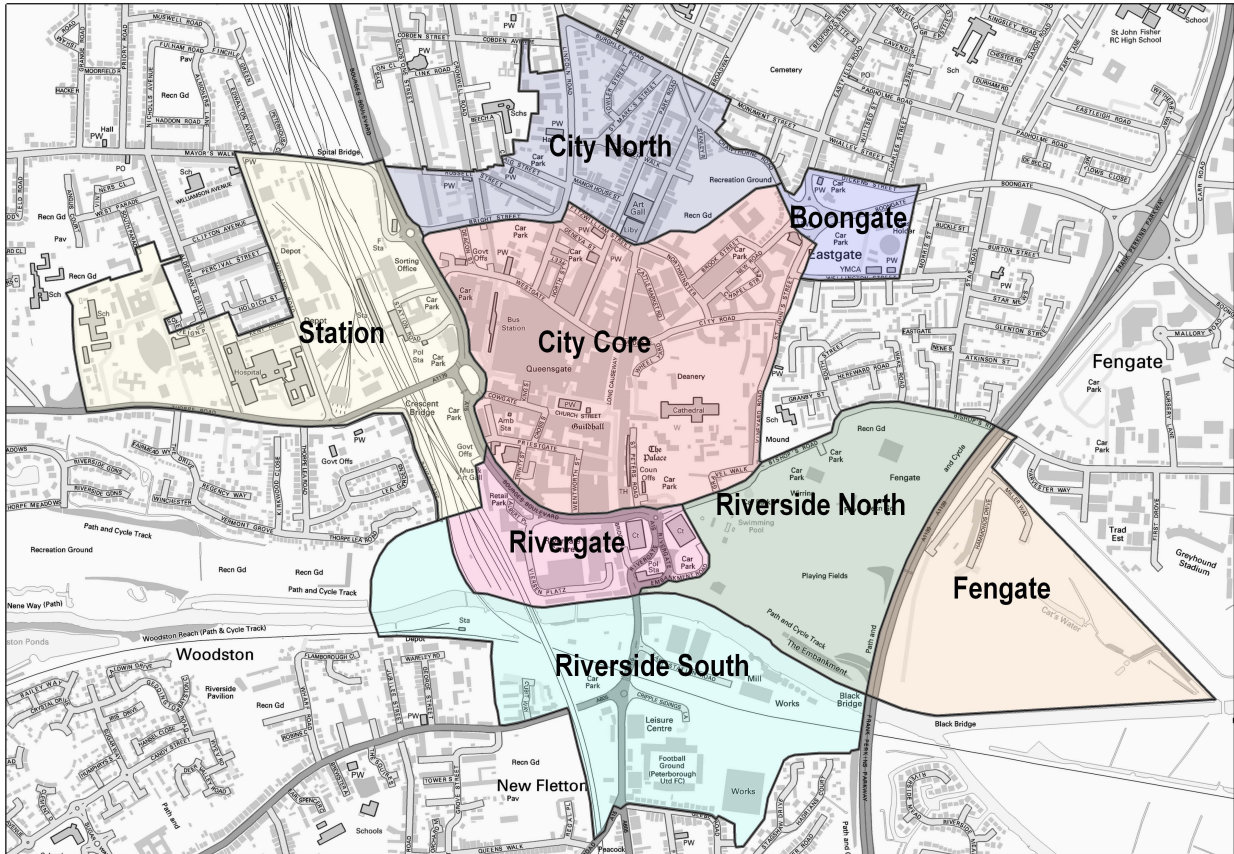


**3.8.6** The council's overall approach to the River Nene is presented in policy PP15 of the Planning Policies DPD. This addresses the Nene Valley as a whole, seeking to balance the competing pressures on the waterspace itself, the banks of the river and its townscape and landscape settings. Amongst other things, it supports development which would enhance recreation or bring landscape, nature conservation, heritage, cultural or amenity benefits. It seeks greater public access and the achievement of continuous publicly accessible paths and cycle routes alongside the river.

**3.8.7** These matters are addressed in more detail in the relevant Policy Areas in chapter 4 - the Riverside South, Riverside North and Fengate Policy Areas.

**4.0.1** This chapter focuses specifically on individual parts of the city centre, with policies and proposals which set out what the council would expect to happen in each one. There are eight distinct Policy Areas; the location and name of each one is shown on the following map.

**Map 1 City Centre Policy Areas Map**



**4.0.2** 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.

**4.0.3** 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.

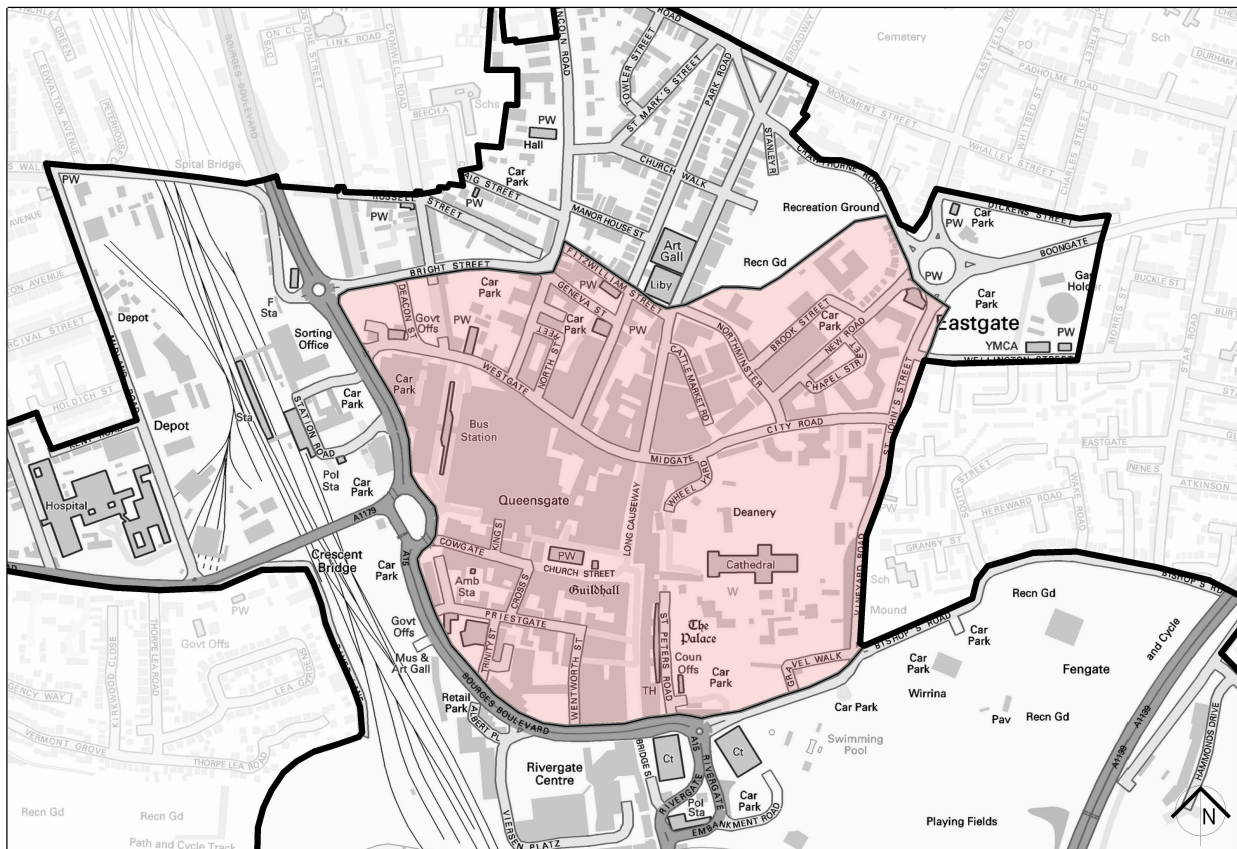
## Policy Areas

### 4.1 City Core Policy Area

#### Description of the Area

- 4.1.1** 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. It is a special area which we should be very proud of, but there is always room for improvement.
- 4.1.2** 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. It will continue to be the primary focus for new retail development.
- 4.1.3** The area has a street pattern which originates from medieval times. The Cathedral, Guildhall, St John's Church and the new public realm and the transformed Cathedral Square form the central focus point for the whole city.
- 4.1.4** To the north of the Cathedral is an area known as Northminster. This area includes offices, retail, hotel, nightclubs and bars as well as the market, with some temporary surface car parks. There are opportunities for development to achieve more efficient use of land.
- 4.1.5** Towards the south west is Priestgate which contains many historic buildings, but it is currently not well connected with the rest of the City Core. This area has a predominance of office use but also and includes the Peterborough Museum.
- 4.1.6** 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-led developments, but changes in the nature of retailing and the wider economic context have meant that a more modest and mixed use development solution is now more likely. It is proposed for redevelopment for a mix of uses, including retail, leisure, community and residential.
- 4.1.7** This Policy Area, and particularly the proposed North Westgate Opportunity Area, provides an important transition between the central commercial core and the inner city residential area to the north, which is characterised by comparatively high levels of deprivation and inequality. Development proposals here will have to be very carefully designed to better link these two areas, provide local commercial opportunities and avoid the scheme 'turning it's back' on that adjacent residential community. It is anticipated that existing street patterns will be retained to maintain continuity. The council will use its compulsory purchase powers where necessary for land assembly to ensure the optimum redevelopment solution.
- 4.1.8** The area is bounded to the west and south by Bourges Boulevard, which currently acts a physical barrier for pedestrians, so that connections with the railway station (Station Policy Area) and to the River Nene (Riverside South Policy Area) are very poor.
- 4.1.9** This City Core Policy Area matches the City Core area identified in the council's Local Transport Plan 3.

Map 2 City Core Policy Area



## Vision for the Area

- 4.1.10** The City Core Policy Area will see high quality mixed-use development and further improvements to the public realm.
- 4.1.11** There will be new retail and leisure provision, particularly further improvements to the Queensgate shopping centre and the North Westgate Opportunity Area. This will help to strengthen Peterborough's sub-regional role as a shopping destination.
- 4.1.12** Elsewhere, there will be more piecemeal new development, including residential, retail, cafes, bars and restaurants, combined with high quality public spaces. The evening economy will be diversified, for example through provision of a new cinema, to help create a more lively and attractive environment where people want to visit, work and live and which offers a wide range of uses for everyone of any age.
- 4.1.13** Building frontages will be protected and enhanced so that they remain active with a high footfall of customers during both the day and evening.
- 4.1.14** The transition between the area and inner city residential areas will be enhanced, with better connections more generally to other parts of the city centre, such as the station and the River Nene.
- 4.1.15** Despite these changes the key feature of the area will continue to be the historic core and all opportunities to protect and enhance these features will be taken.

## Policy Areas

### Policy CC 3

#### City Core Policy Area

Within the area designated as the City Core on the Policies Map, the city council will seek development of the highest quality which, in overall terms, strengthens the area as the retail, leisure, tourism and civic focus for Peterborough and its sub-region, broadens the range of land uses 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
- protect and enhance existing retail areas
- contribute to the target provision of 600 new homes by 2026

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

Site reference	Site Name		Indicative number of dwellings
Site less than 10 dwellings with Planning Permission at 31 March 2012			4
CC3.1	37-39 Brook Street	NS	10
CC3.2	49 - 55 Priestgate	NS	24
CC3.5	Unex Group car park, Brook Street	NS	39
CC3.1	North Westgate		200
CC3.2	Cathedral precincts		24
	(To be delivered in accordance with an agreed master plan)		
Other locations within the Policy Area	Including Flats above shops		100
	Northminster (As part of a wider masterplan for the area, including student accommodation.)		200
	Other areas in the City Core		
<b>Total</b>			<b>601</b>



Within the North Westgate Opportunity Area (CC3.1), as identified on the Policies Map, planning permission will be granted for comprehensive mixed-use redevelopment including retail, housing, office and leisure uses, which is well integrated with the existing retail area. This must also include improvements to pedestrian connectivity between the site and the railway station. 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.

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

- a net increase in dwellings, including apartments above existing commercial or new commercial development and the provision of student accommodation
- improved connectivity for pedestrians and cyclists within the Policy Area and with surrounding areas, particularly improved access to the railway station and riverside
- mixed-use development with active street frontages
- development which encourages trips into the city centre for shopping, leisure, social and cultural purposes
- additional high quality office space

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

## Policy Areas

### 4.2 Railway Station Policy Area

#### Description of the Area

- 4.2.1** 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.
- 4.2.2** The Policy Area is bounded by Bourges Boulevard to the east, which creates a physical barrier between the railway station and the City Core Policy Area. Current access to the City Core is either via an underpass or a footbridge, neither of which are attractive, clear or easy options.
- 4.2.3** The area comprises large areas of under-utilised railway land, low density and derelict industrial land. This offers significant opportunity for major mixed-use development and regeneration of a prominent part of the city.
- 4.2.4** Within this Policy Area there are three distinct Opportunity Areas: the former Hospital Site and the two Station areas either side of the railway.
- 4.2.5** The railway station is undergoing significant investment and enhancement. Peterborough station is on the East Coast Main Line approximately 45 minutes from London and 1 hour 30 minutes from Leeds and York and the Railway Station Policy Area is an excellent strategic location for new investment.

#### Hospital Site

- 4.2.6** A Supplementary Planning Document (SPD) was adopted for this site in 2010; it sets out the main requirements and land uses for the redevelopment of this area. This City Centre Plan does not seek amendments to that SPD.
- 4.2.7** The majority of the site is now vacant and forms a large area of underused brownfield land. The site is bounded to the south by Thorpe Road, which is a main arterial road to the city centre. The site is surrounded by existing residential areas with some low value employment sites on Midland Road; the surrounding properties are of varying age, style and density. There is an established local community.
- 4.2.8** The site is an irregular shape and not all of the land is available for development. The land is in several different ownerships, with the Primary Care Centre building to remain on site. The land available for development comprises pockets of, rather than fully connected, land available for redevelopment. This makes it essential that there is a clear, co-ordinated redevelopment scheme put in place, and why an SPD for this site has been produced.

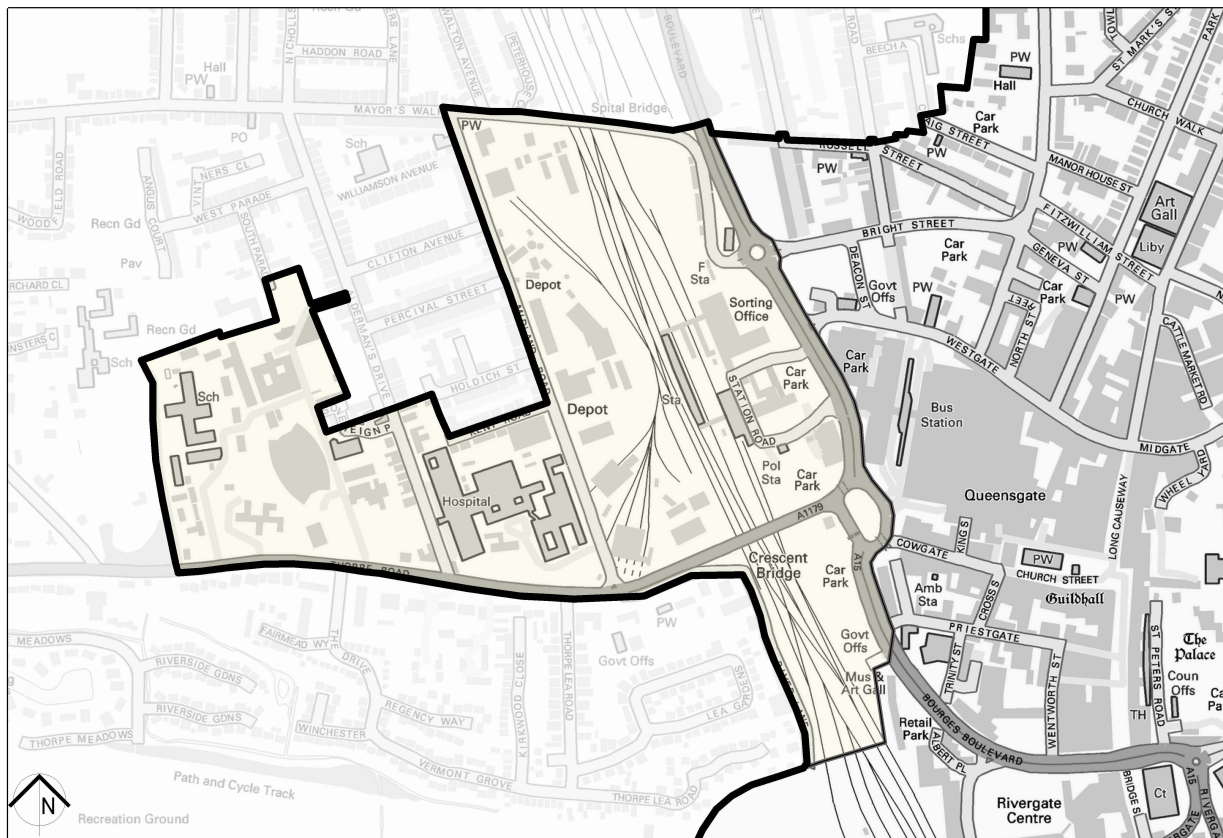
#### Railway Station

- 4.2.9** A Station Quarter brief was adopted by the Council in 2008. The development brief is not a statutory planning document, but it does set out the broad aspiration for the station area and what would be expected in terms of design. Developers are therefore encouraged to refer to it.
- 4.2.10** The two Station Opportunity Areas are bisected by the main railway line and are not well connected. This is why this area has been split into two Opportunity Areas to enable the delivery of the sites as separate parcels. The council will encourage extension of the station land bridge to provide passengers access to the station from Midland Road.
- 4.2.11** Many of the redundant industrial buildings detract from the overall quality of the area as well as presenting a negative visual impression of the city for passengers who are either passing through or arriving at the station.

## Policy Areas

- 4.2.12** The Station East Opportunity Area includes a large area of open surface car parking for approximately 900 spaces to the south as well as a multi-storey car park for 600 spaces linked to the station and Queensgate shopping area.
- 4.2.13** Directly opposite the station entrance is the Great Northern Hotel, which is listed as a building of local importance. Outline planning permission has been granted for extension of the hotel and significant new office development. Outline planning permission has also been granted for office development and a supermarket on the adjoining, former Royal Mail site.
- 4.2.14** Within the Station West Opportunity Area, the southern part of the site was used as marshalling and goods yards and includes historic buildings, two of which are listed.

Map 3 Railway Station Policy Area



## Vision for the Area

- 4.2.15** The redevelopment of this area is critical to the future success of the city. The overall vision for this Policy Area is to deliver a transformation from part of the city characterised by unused and underused land into one with a range of high quality modern developments. There will be an improved railway station with easier and more attractive pedestrian access into the rest of the city centre, including, in particular, the main retail area.
- 4.2.16** There will be a high quality new city centre office quarter in Station East. The large vacant hospital site provides an opportunity to create a new high quality residential neighbourhood which will integrate well into the existing local community and take advantage of the proximity to public transport and the city centre, reducing the need to travel by car.

## Policy Areas

### Policy CC 4

#### Railway Station Policy Area

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

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

Site reference	Site Name	Status*	Indicative number of dwellings
CC4.1	Hospital Opportunity Area		350
CC4.2	Station West Opportunity Area		200 -300
CC4.3	Station East Opportunity Area		100
<b>Total</b>			<b>650 - 750</b>

\* Status at 1 April 2012. O = Outline. NS = Not started, with full planning permission. UC = under construction

Development proposals for the Hospital Opportunity Area should be in accordance with the adopted Peterborough District Hospital Site SPD.

Development proposals for the Station West Opportunity Area should:

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

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

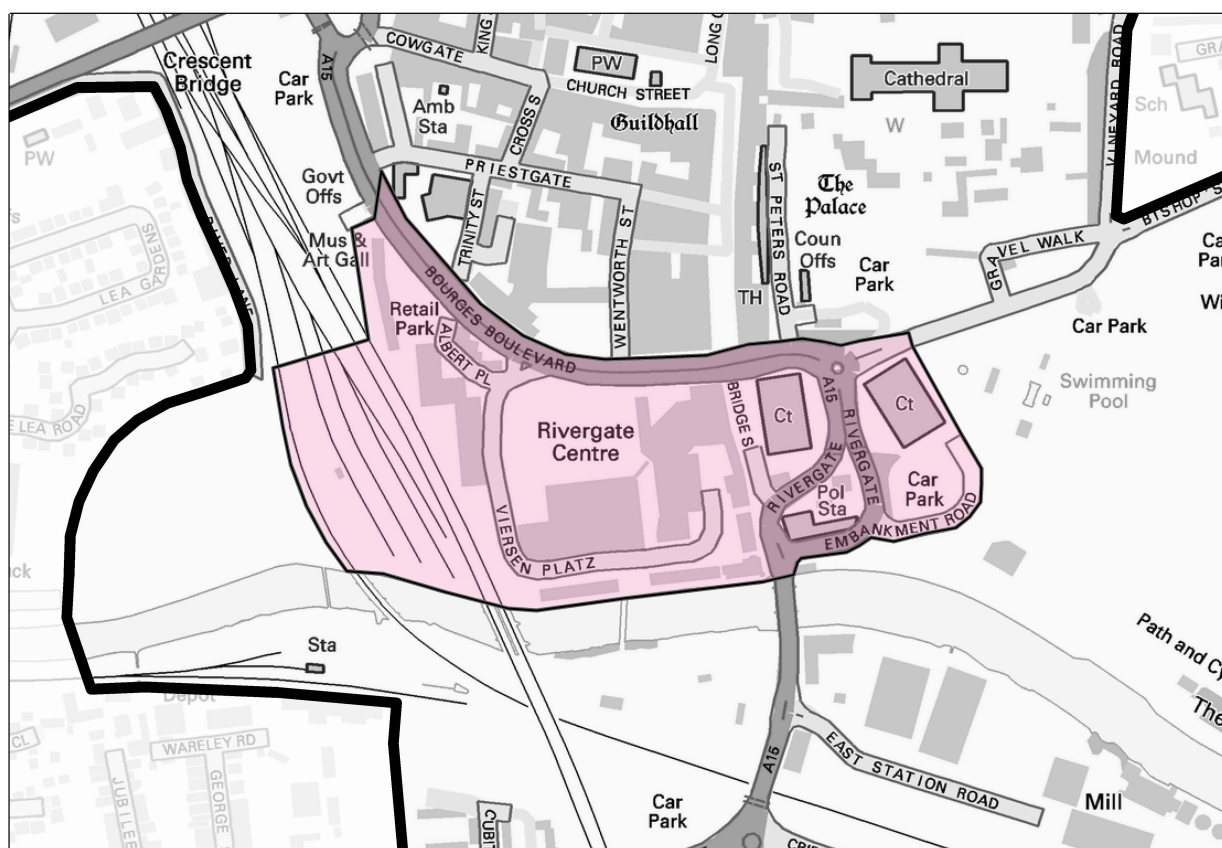
- high-quality office development
- retail uses ancillary to, and associated with, the railway station (other than the consented convenience retail development on the former Royal Mail site)
- bars, restaurants and leisure uses
- safeguarding of land for a footbridge over the railway line, connecting to the Station West Opportunity Area.
- Assisting delivery of improved connections between the Area and the City Core

## 4.3 Rivergate Policy Area

### Description of the Area

- 4.3.1** The Rivergate Policy Area is an area of land between the City Core and the River Nene (Riverside South Policy Area). It is located south of Bourges Boulevard, with a supermarket, surface car park and the Rivergate shopping arcade at its centre. It also includes the Magistrates Courts and Crown Courts buildings and Bridge Street police station which appear as “islands” due to the Rivergate gyratory system. The mix of uses is completed with offices and shops in former railway warehouses to the west and flats overlooking the river Nene to the south.
- 4.3.2** 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.

Map 4 Rivergate Policy Area



### 4.3.3 Vision for the Area

- 4.3.4** The vision for this area is to create a more prominent retail location that is better integrated with the City Core and that provides a well connected, attractive and active route to the River Nene, helping to draw people to the river and the Riverside South Policy Area.
- 4.3.5** This will be achieved through public realm improvements along the historic route of Bridge Street as set out in the Public Realm Strategy, including a significant change to the function and character of Bourges Boulevard as set out in Chapter 5. There will be more active uses along Lower Bridge Street throughout the day and evening, with the possibility of some remodelling of the Rivergate Shopping Centre for retail and residential purposes.

## Policy Areas

### Policy CC 5

#### Rivergate Policy Area

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

- delivers an improved pedestrian and cycle link through the area, between the City Core and Riverside South 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
- Assist delivery of improved connections between the area and the City Core, the Riverside North and Riverside South Policy Area

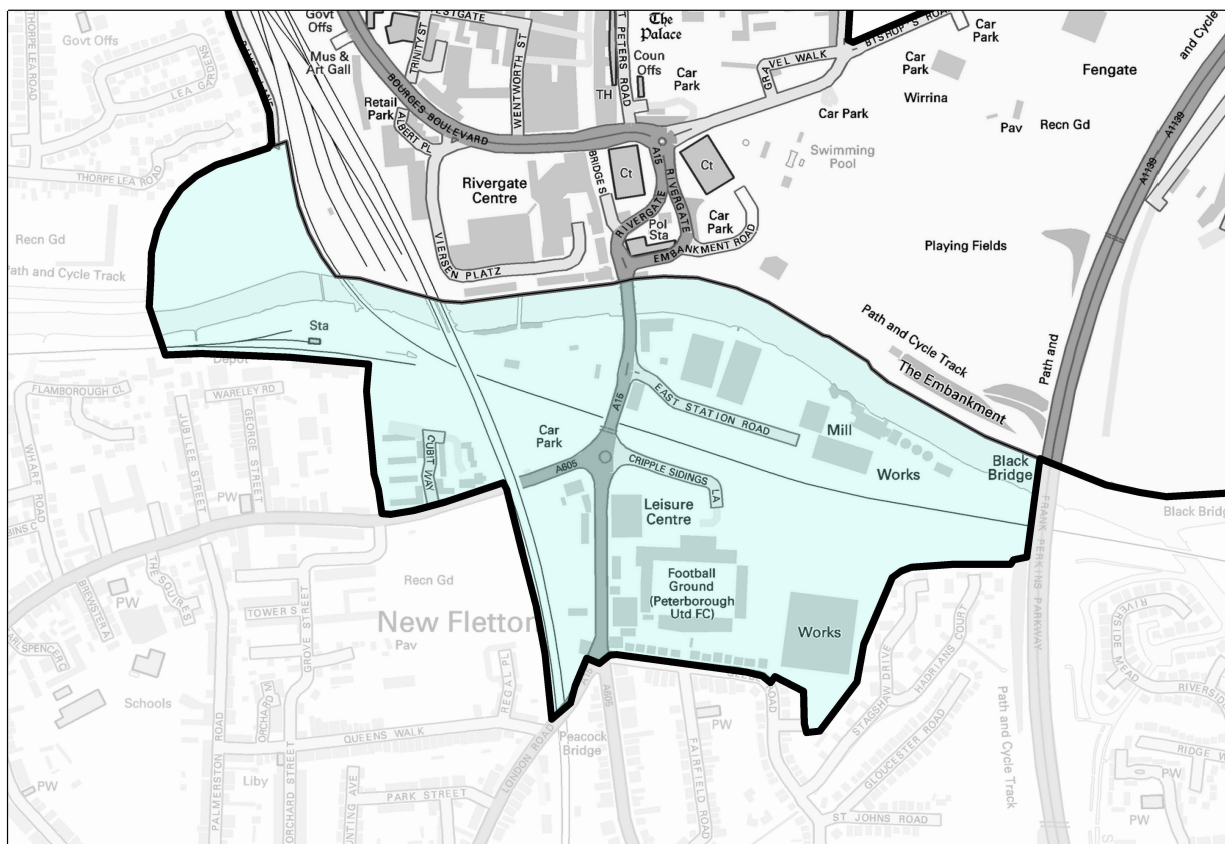
Any proposals that would result in a comprehensive redevelopment of this area including the Rivergate centre and/or the Rivergate gyratory system must be supported by a masterplan or SPD.

## 4.4 Riverside South

### Description of the Area

- 4.4.1** 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.
- 4.4.2** 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.
- 4.4.3** The Carbon Challenge Site (Vista) is located south of the railway line; this site commenced construction in 2012 and will deliver 295 new homes.
- 4.4.4** This area also contains a variety of uses including the Peterborough United Football Ground, Pleasure Fair Meadow car park and Railworld land either side of the river.
- 4.4.5** Currently this Policy Area is poorly connected to the City Core and other surrounding residential areas, and the railway lines act as barriers to movement. Part of the area is located in Flood Zones 2 and 3, particularly the areas to the west.

**Map 5 Riverside South Policy Area**



### Vision for the Area

- 4.4.6** This Policy Area will see substantial change over the Plan Period. There will be a number of major new mixed-use developments which will enhance the southern gateway into the city centre and make the most of the attractive riverside setting.

## Policy Areas

- 4.4.7** The Fletton Quays Opportunity Area will be transformed from an underused and derelict part of the city into a vibrant and attractive residential, leisure and cultural area, providing active uses such as bars and cafes along the river frontage. These will help attract visitors to this part of the city and to establish the river as a prominent feature of the city. Development will incorporate a pedestrian route along the river and an iconic pedestrian/cycle bridge over the river, connecting to other parts of the city centre.
- 4.4.8** The football ground will see transformation into a community stadium and there will be an enhanced visitor attraction at Railworld, on the south side of the river. Residential development will take place on the opposite north side of the river, off Thorpe Lea Road.
- 4.4.9** A consistent theme running through all of the changes in this area will be measures to make the river and its banks more accessible and more attractive for all users, including opportunities for greater use by pleasure craft.



## Policy CC 6

### 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 820 dwellings, in accordance with the number of dwellings indicated for each site, or area, below:

Site reference	Site Name	Status*	Indicative number of dwellings
CC 6.1	Carbon Challenge Site	NS	295
CC 6.2	Fletton Quays Opportunity Area		400
CC 6.3	Railworld North (prestige homes		50
	Other locations within the Policy Area		125
<b>Total</b>			<b>870</b>

\* Status at 1 April 2012. O = Outline. NS = Not started, with full planning permission. UC = under construction

Within the Fletton Quays Opportunity Area, planning permission will be granted for a mixed-use development which delivers approximately 400 new dwellings. Offices, culture and leisure uses (excluding cinema), with restaurants and bars along the river frontage will also be acceptable. Development should:

- maximise the advantages of the riverside setting with a high-quality design solution
- deliver an attractive public riverside walk and cycle path with a new foot/cycle bridge across the River Nene to the Embankment
- incorporate and enhance the Listed buildings (railway engine sheds and goods sheds) and building of local importance (the Mill), with imaginative new uses
- incorporate appropriate flood risk mitigation measures, as identified through a site-specific flood risk assessment
- Retail use should be limited to that ancillary to serve the Opportunity Area itself.
- Include where appropriate elements of naturalisation of the river corridor.

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

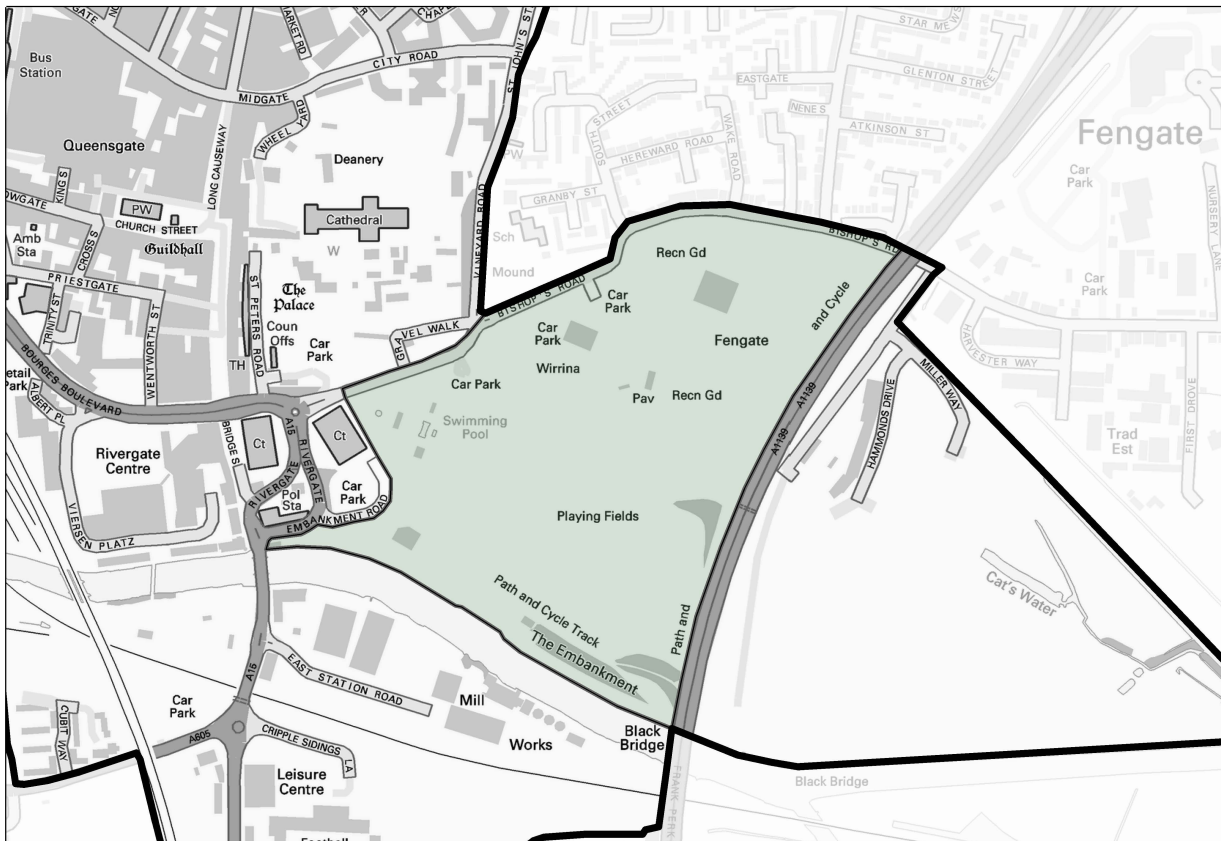
## Policy Areas

### 4.5 Riverside North Policy Area

#### Description of the Area

- 4.5.1** 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.
- 4.5.2** The Policy Area also includes the Key Theatre and Lido and large areas of surface car parks along Bishops Road as well as the derelict Worrina site.
- 4.5.3** 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 high quality area of open space with a river setting in the city centre is relatively underused. Other than for formal events.

Map 6 Riverside North Policy Area



#### Vision for the Area

- 4.5.4** The vision for this area is to bring the southern part of the embankment into much greater use, making the most of its riverside setting. This will be achieved through improving connections with other parts of the city centre, including the provision of a new foot/cycle bridge over the River Nene from the Fletton Quays Opportunity Area and improved foot/cycle links between the Rivergate area and the new residential development which is proposed to the east of Frank Perkins Parkway.
- 4.5.5** It is also a citywide vision to improve the existing sports facilities towards the north of the Policy Area; this may include provision of a new 50 metre swimming pool. There will also be improvements to the entrance and access to the sports area.

## Policy CC 7

### Riverside North Policy Area

The Riverside North Policy Area, as shown on the Policies Map, will remain a generally 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. Development proposed for this area will include provision for a new swimming pool and other sports facilities as well as approximately 50 prestige homes.

All 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 across the River Nene.

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

Views of the cathedral from the south and south east and the setting of the Listed Lido should be preserved.

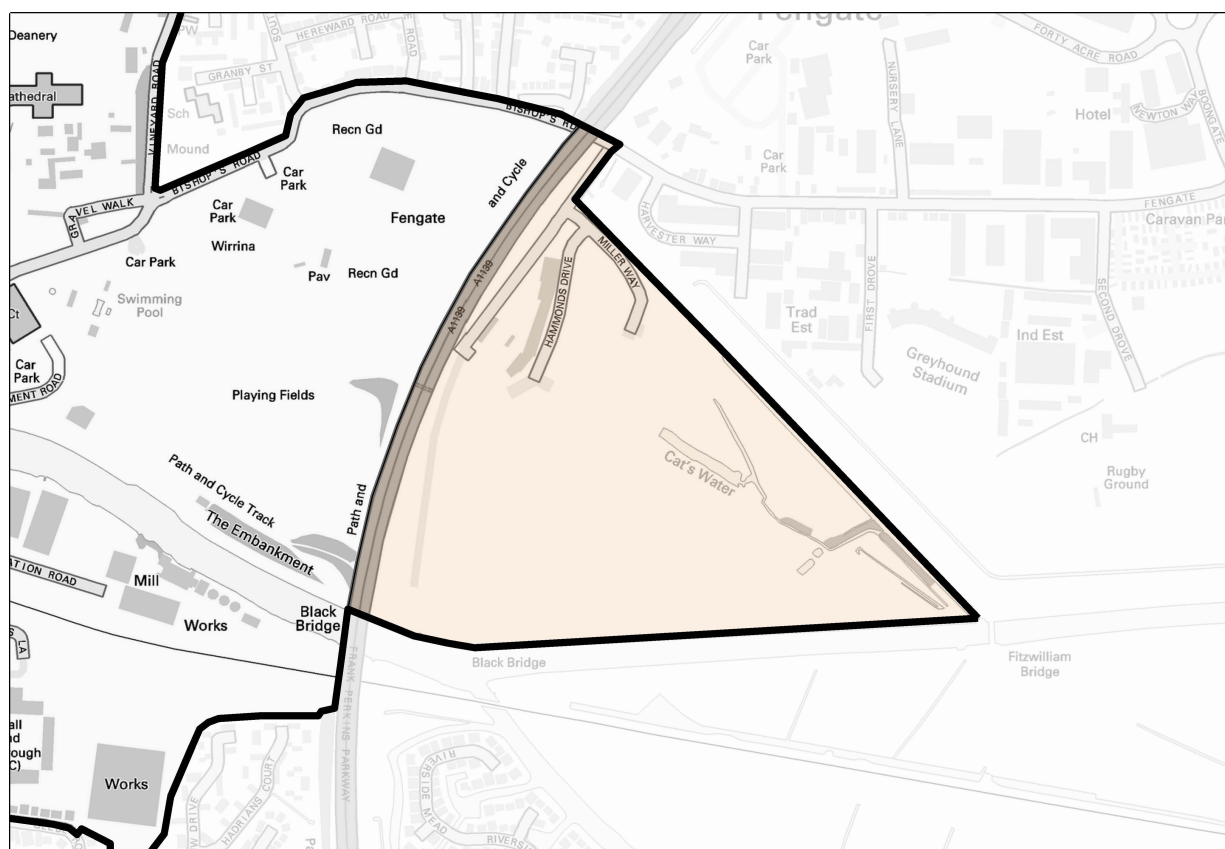
## Policy Areas

### 4.6 Fengate Policy Area

#### Description of the Area

- 4.6.1** The Fengate Policy Area is located to the east of Frank Perkins Parkway. In the north of the area, a large area of former derelict land off Potters Way is being redeveloped for residential purposes, with the second phase under construction. The area to the south is currently an open area of land which is unused except on an informal basis for recreation. (This area was a former landfill site.)
- 4.6.2** In the east, the Policy Area includes an area of land of high biodiversity value which will become an informal nature reserve and this is protected as an area of green space.
- 4.6.3** The Policy Area is currently poorly connected to the wider city centre, although there are pedestrian links along the River Nene which form part of a river walk that runs the length of the site.
- 4.6.4** Part of this Policy Area is located within flood zone 3; therefore any future development will be restricted to the areas at a lower risk of flooding and will need to incorporate suitable flood mitigation measures.

Map 7 Fengate Policy Area



#### Vision for the Area

- 4.6.5** The vision for this area is the creation of an attractive river front residential development which will provide mainly family accommodation and associated community facilities.
- 4.6.6** Any development will incorporate and enhance the existing pedestrian route along the River Nene and improve the river frontage in accordance with policy PP15 of the Peterborough Planning Policies DPD.

## Policy CC8 Fengate Policy Area

### Policy CC 8

#### Fengate Policy Area

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

Site reference	Site Name	Status*	Indicative number of dwellings
CC8.1	Potters Way	UC	272**
CC8.2	Fengate South		300-400
<b>Total</b>			<b>572 -672</b>

\* Status at 1 April 2012. O = Outline. NS = Not started, with full planning permission. UC = under construction

\*\* Dwelling still be completed on this site.

Prior to the granting of any planning permission for residential development on the Fengate South site (CC8.2), the council will require the developer to submit a masterplan 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 measure to improve pedestrian and cycle infrastructure for 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 it to complete a project-level screening exercise under the Habitats Regulations, and, if that screening concludes that full Appropriate Assessment is needed, sufficient information to enable it to complete that Appropriate Assessment. This process will need to demonstrate that the development will not have an adverse effect on the integrity of the Nene Washes.

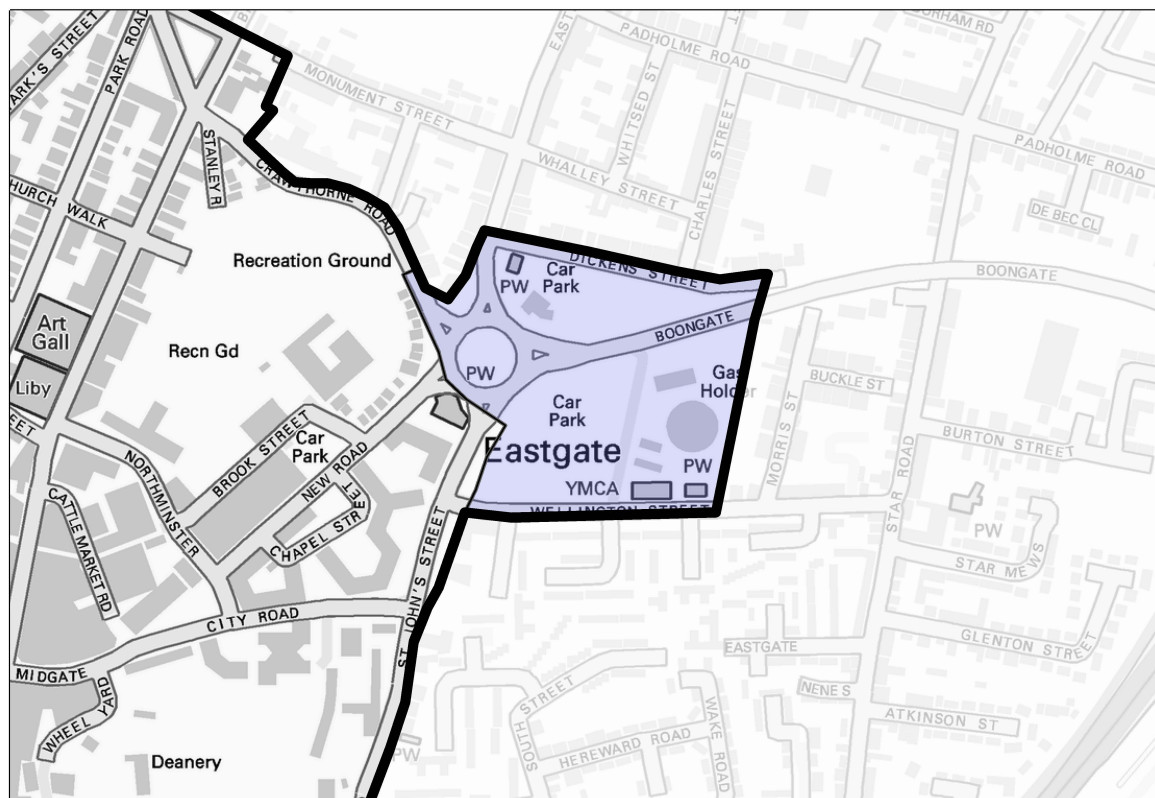
## Policy Areas

### 4.7 Boongate Policy Area

#### Description of the Area

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

**Map 8 Boongate Policy Area**



#### Vision for the Area

- 4.7.2** The vision for this area is to create a more attractive gateway into the city centre. There will be more efficient use of the land around Boongate, including improvements to the existing car parks and new residential development.
- 4.7.3** Improvements to the Boongate roundabout are proposed. These will include signalization and improved pedestrian crossing arrangements for the benefit of residents from the Eastgate and Eastfield areas of the city.
- 4.7.4** Any development in this Policy Area must comply with guidance from the Health and Safety Executive in respect of proximity to the Wellington Street gasholder.

## Policy CC9 Boongate

### Policy CC 9

#### Boongate Policy Area

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

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

Site reference	Site Name	Status*	Indicative number of dwellings
CC9.1	Dickens Street Car Park		30
CC9.2	Wellington Street Car Park		40
<b>Total</b>			<b>70</b>

\* Status at 1 April 2012. O = Outline. NS = Not started, with full planning permission. UC = under construction

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

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

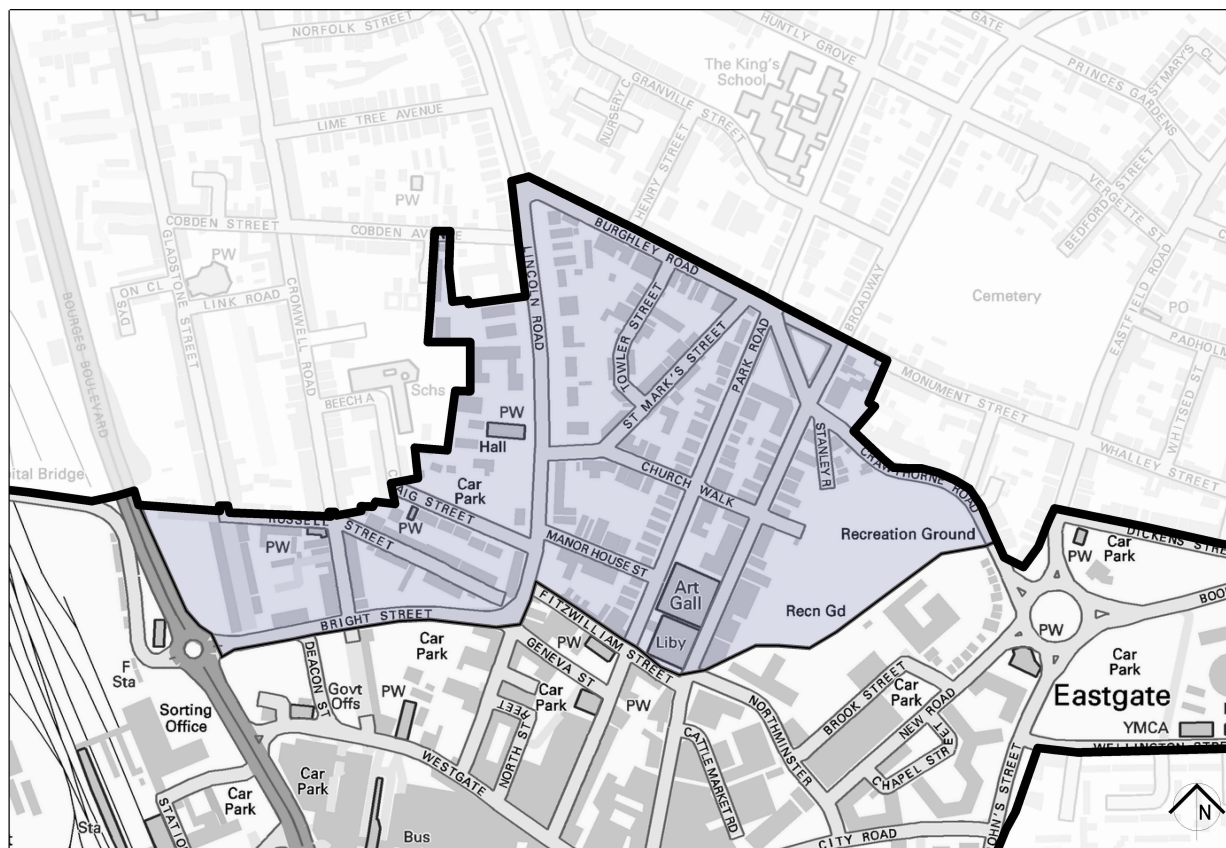
## Policy Areas

### 4.8 City North Policy Area

#### Description of the Area

- 4.8.1** 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 and a large part falls within the Park Conservation Area.
- 4.8.2** 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.
- 4.8.3** Broadway is a key thoroughfare approaching the City Core from outlying residential areas to the north. The traditional urban fabric has been partially replaced with large scale early 20<sup>th</sup> century buildings. This street includes small scale commercial uses and small retail units and the area is currently one of the main focuses for the evening economy, with several restaurants and bars.
- 4.8.4** The majority of this Policy Area forms part of the wider regeneration area covered by “Operation Can-Do”, which is a 10 year multi-agency initiative in the Gladstone, Millfield and New England areas, supporting a range of physical and community regeneration projects.
- 4.8.5** The area adjoins the North Westgate Opportunity Area, where it is proposed that there should be a major redevelopment of vacant and underused land. Care will be needed to ensure that any scheme creates an attractive and integrative frontage onto Bright Street.

Map 9 City North Policy Area





**Vision for the Area**

- 4.8.6** This is a part of the city that will see incremental, rather than fundamental change, over the lifetime of this plan. Development will seek to create a sensitive transition between high density commercial uses to the south and terraced residential streets to the north. Particular effort must be made to ensure effective and seamless linkages between the commercial core and outlying residential areas.
- 4.8.7** New residential development will take place at various locations, and there will be infill development where this can be achieved in a sensitive manner. Given the high density of residential use and the need to maintain a balanced housing offer including family homes, the subdivision of houses to flats will not be supported.
- 4.8.8** The overall vision for the area is to create pride, safety and community cohesion as part of the overall 'Operation Can-Do' initiative, with any new development in the Park Conservation Area preserving or enhancing its character.

## Policy Areas

### Policy CC 10

#### City North Policy Area

Within the area designated as City North on the Policies Map, the following sites are allocated primarily for residential use:

Site reference	Site Name	Status*	Indicative number of dwellings
Sites under 10 dwelling with planning permission at 31 March 2012			16
CC 10.4	57-71 Broadway	NS	10
CC 10.5	80 Lincoln Road	UC	25
CC 10.10	58 – 60 Lincoln Road		4
CC 10.11	69 – 75 Lincoln Road		11
<b>Total</b>			<b>66</b>

\* Status at 1 April 2012. O = Outline. NS = Not started, with full planning permission. UC = under construction

Further infill development will be acceptable in this area provided that it respects the character and built form of the surrounding area. Sub-division of properties into flats and the subdivision of houses in multiple occupation will not be supported in this area.

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

- improve the mix of uses
- complement and support any community regeneration projects
- 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.

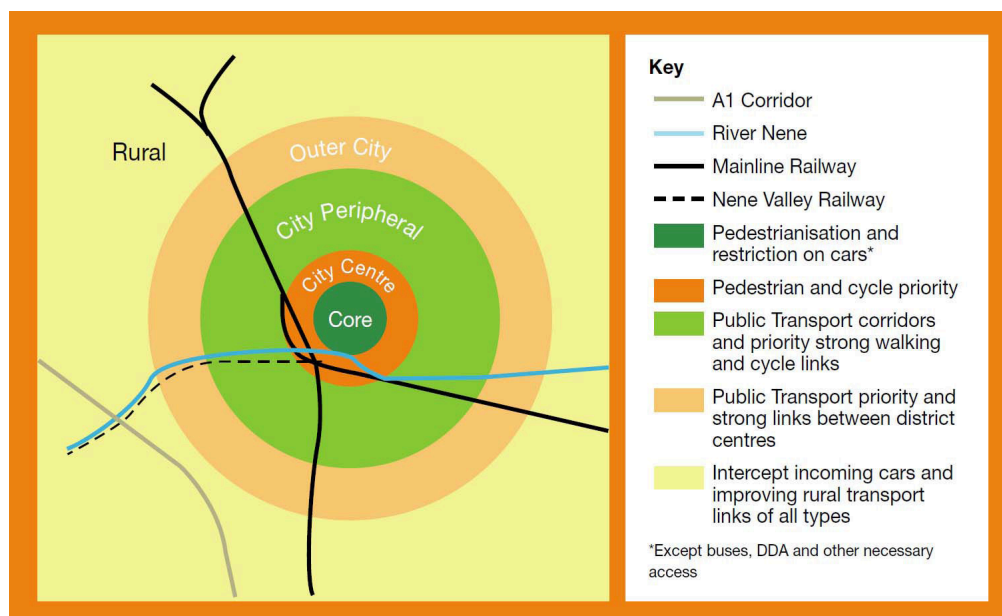
## 5.1 Transport

### Introduction

- 5.1.1** This section sets out the transport strategy required to support the delivery of the City Centre Plan.
- 5.1.2** The levels of growth and major regeneration proposed for the city centre will have a significant impact on the wider strategic transport network and will require transport master planning to ensure improvements are in place to support growth.

### Local Transport Policy

- 5.1.3** The main transport policies and infrastructure requirements are set out in the Peterborough Long Term Transport Strategy (2011 to 2026) (LTTTS) and Local Transport Plan 3 (2011 to 2016) (LTP3), both of which were adopted in April 2011.
- 5.1.4** The LTTTS covers the same 15 year timescale as the Core Strategy and this City Centre Plan. The overall growth targets and broad locations for growth set out in the Core Strategy, including city centre issues, were used to assess the transport situation and future impact on the network.
- 5.1.5** The LTP3 sets out the more short term transport policies, infrastructure requirements, funding and timescales. It also defines a spatial strategy for the authority area, as set out diagrammatically below. Two zones align with this City Centre Plan: the 'city centre', is the same boundary of the City Centre Plan, and a smaller sub-section called the 'city core', which is the same as the City Core Policy Area in this Plan.



## Transport

**5.1.6** The LTTS and LTP3 have policies and proposals covering a wide range of matters, only some of which have 'land use' implications. Taking the land use principles and policies set out in the LTTS and LTP3, an overarching land use Transport Vision has been prepared for this City Centre Plan and is set out below:

### City Centre Transport Vision

In 2026 the city centre will have become cleaner and greener with improved local air quality. There will be fewer non-stopping vehicles passing through the city centre and less vehicles will enter the city core. Public transport will continue to increase, helped by improved transport interchanges and a transformed railway station.

Additional priority will be given to **pedestrians** in the city centre and the city core. Particular attention will be made to improving **accessibility** for all including those with disabilities. There will be improved facilities for **cyclists** to encourage them to access the city centre and city core, and to provide alternative routes to bypass the city core for those on through trips. More high quality, attractive and accessible public realm will be provided including improved wayfinding, making it easier for pedestrians to find the quickest, easiest and most pleasant routes through and around the city centre.

**Bourges Boulevard** will no longer act as a barrier to movement. It will be transformed to give greater priority to pedestrians, with additional pedestrian crossing points created including a new landmark entrance from the railway station to the city core. Phase by phase, the number of non-stopping vehicles using Bourges Boulevard will fall.

A transformation of **car parking** provision will have been undertaken, based on the principle of relocating car parks out of the city core towards the edge of the city centre. Priority parking (and charging points) will be given to low emission vehicles or other more sustainable vehicles and vehicle uses. New parking provision will allow for greater efficiency of land use, with less surface parking than today. New development will take advantage of this freed up space.

The River Nene and its banks will become a transport gateway, for boats, pedestrians and cyclists.

Retail and other commercial activity will continue to have access for service vehicles, but arrangements for this will be carefully controlled to minimise unnecessary disturbance to the public.

- 5.1.7 The deliver of the vision will require investment from a wide range of sources. However, development proposals can also play their part, by complying with the following policy:

### Policy CC 11

#### Transport

**All development within the City Centre Plan area will be expected to make contributions to the delivery of the Transport Vision set out above. This will be both on site contributions, such as: the provision of high quality public realm; cycling infrastructure; attractive pedestrian facilities; and, appropriate accessibility improvements for those with disabilities, as well as, and where reasonable and required to do so, off-site contributions by way of s106 agreements and through CIL in the future.**

**Developments which would have a negative impact on the ability of the council to achieve the transport vision will not be supported.**

**New car parking spaces associated with new developments will generally be discouraged or of a limited provision.**

#### Explanatory text for the Vision

- 5.1.8 **Pedestrian Connections:** The city centre has a number of barriers to pedestrian movement. The council will seek to remove these barriers to help people move around the city centre easily, in comfort and feel safe and secure. Part of this improvement will be through enhanced public realm and part through the improvements to pedestrian footways and pedestrian zones.
- 5.1.9 **Accessibility:** The city centre should be as accessible as possible for all. The council will consult with DIAL, the RNIB and other local and national organisations on city centre and city core proposals to ensure that the maximum benefit to disabled people can be incorporated into schemes.
- 5.1.10 **Cycling Provision:** Infrastructure to support an increase in cyclists entering the city centre will be a priority for the council. Increased cycling leads to better air quality, less need for wasteful car parking spaces, less traffic on the city centre roads and healthier lifestyles.
- 5.1.11 However, the city centre should be regarded as a destination rather than a thoroughfare. This means cyclists are encouraged to get access into the city centre and core area but not to cycle through it. For those wanting to pass through, a number of city cycle routes will be created to allow cyclists to bypass the city centre.
- 5.1.12 **Bourges Boulevard:** Bourges Boulevard was constructed as a dual carriageway during the new town expansion of the city and designed to contain the city centre. Peterborough city centre has since grown and expanded and the city centre is now bisected rather than contained by Bourges Boulevard. This has led to access problems for residents and visitors, constraint on further growth and a lack of cohesion of the wider city centre. A number of options will be considered to improve Bourges Boulevard and the access points to the city core.
- 5.1.13 There are limited pedestrian and cycling crossing points. Visitors arriving at the railway station are forced into subways beneath the roundabout to access Cowgate and the city core. New pedestrian crossings will be provided at strategic points along Bourges Boulevard and the road itself enhanced through public realm improvements to create a much more attractive route into and through the city centre.

## Transport

**5.1.14** A phased approach to the treatment of Bourges Boulevard will be taken during the plan period. As development comes forward on sites adjacent to the road, additional pedestrian facilities will be provided. As a long term measure highway space will be reconfigured to enable greater priority for pedestrians, cyclists and public transport.

**5.1.15 Parking:** In the city centre there are over 8,800 publicly available car parking spaces providing plentiful and affordable parking, making the city centre highly accessible. However, car parks and particularly surface parks occupy a significant area limiting land available for development. The city's car parks are dotted around the city centre and city core which directs traffic to inappropriate roads.

**5.1.16** Surface car parks within the city centre and particularly city core will be consolidated in the city centre to provide areas for new development, whilst maintaining a level of car parking consistent with current provision.

**5.1.17** The council will develop a parking strategy that:

- Supports the vitality and viability of the city centre by providing, maintaining and managing an appropriate supply of parking space, for all motorised vehicles (cars, coaches, goods vehicles and motorcycles)
- Supports and promotes the use of more sustainable modes including vehicles with lower emissions (smaller engine size), low emission propulsion and multiple occupancy
- Makes more land available for development and higher use and reduces pressures on both car parking provision and the city centre and city core road network
- Except for the provision of parking bays for the disabled, reduce publically available spaces in the core through relocation to the periphery of the city centre.

**5.1.18** The provision of park and ride or other modal interchanges will be explored to reduce parking demand and vehicles entering the city centre.

## 6.1 Infrastructure

- 6.1.1** This chapter identifies relevant supporting infrastructure required to deliver the proposed levels of growth in the city centre and support a growing population.
- 6.1.2** This includes transport, education, health and utilities such as water and waste.
- 6.1.3** How the infrastructure requirements will be met is set out in the Core Strategy (see section 6.6) Policies CS12 and CS13. The required infrastructure to support the Core Strategy, which included 4,300 new dwellings and 3.5 ha of employment land, was identified through the Peterborough Integrated Development Programme (IDP) (2009). This document provided a full breakdown of infrastructure needs based on the projected growth outlined in the Core Strategy.
- 6.1.4** Since 2009 and the adoption of the Core Strategy development has progressed, however in some areas development has slowed due to the recession. Therefore the IDP has been updated and a revised infrastructure list has been produced in October 2012 to support the Council's Community Infrastructure Levy (CIL) and is known as the Infrastructure Delivery Schedule (IDS).
- 6.1.5** This has been produced through close working with key partners and infrastructure providers and is drawn from a wide range of sources to reflect latest growth programme.
- 6.1.6** All projects included identify the likely funding source. However, it is important to note that the IDS is a live document that will be updated regularly and will be used to inform the monitoring and implementation of the Core Strategy and this City Centre Plan
- 6.1.7** Future housing development in the city centre is expected to greatly increase the population living in the central area. It is important that these residents have access to health, education and other community facilities in convenient locations to minimise the need to travel.
- 6.1.8** There is a requirement for new education facilities to cater for a greater population and the surrounding areas.

**Table three: Summary of infrastructure requirements in the IDS October 2012**

Policy Area	Identified Infrastructure Projects
<b>City Core</b>	<ul style="list-style-type: none"> <li>Bourges Boulevard Pedestrian Crossings (Inc. DDA Link Between Bus and Rail Station)</li> <li>Travelchoice Centre (Central Bus / Rail Information Centre)</li> </ul>
<b>Station</b>	<ul style="list-style-type: none"> <li>Bourges Boulevard Pedestrian Crossings (Inc. DDA Link Between Bus and Rail Station)</li> <li>Pedestrian and Cycle Bridge in Vicinity of Crescent Bridge</li> <li>Crescent Bridge / Bourges Boulevard Improvements</li> <li>Peterborough Station Enhancement</li> <li>West Town Primary School (IDS) 1 – 5 years</li> <li>Combined sewer overflow at river lane to support development at the station and hospital (IDS) 1- 5 years</li> <li>New Substation at railway station (IDS) 6 -10 years</li> </ul>
<b>Rivergate</b>	<ul style="list-style-type: none"> <li>Rivergate Gyratory improvements</li> <li>Upgrade Peterborough Central 132/11 kv substation 11 -15 years</li> </ul>
<b>Riverside South</b>	<ul style="list-style-type: none"> <li>South Bank Railway and River Footbridges</li> <li>London Road River Bridge Phase III</li> </ul>

## Infrastructure

Policy Area	Identified Infrastructure Projects
	<ul style="list-style-type: none"> <li>• Up rate Peterborough southern Area PS (IDS) 1-5 years</li> <li>• Divert 132V cables south Bank north (IDS) 6 – 10 years</li> <li>• Flood Mitigation</li> </ul>
<b>Riverside North</b>	<ul style="list-style-type: none"> <li>• Cultural development on Embankment (IDS) 1 – 5 years</li> <li>• Centre of Sporting Excellence, Embankment North (IDS) 6 – 10 years</li> <li>• Primary school, North Embankment (IDS) 1 -5 years</li> </ul>
<b>Fengate</b>	<ul style="list-style-type: none"> <li>• Flood mitigation</li> </ul>
<b>Boongate</b>	<ul style="list-style-type: none"> <li>• East Embankment - Boongate Dualling</li> <li>• East Embankment - Fengate Capacity Improvements</li> </ul>
<b>City North</b>	<ul style="list-style-type: none"> <li>• No specific infrastructure identified for this Policy Area</li> </ul>

**6.1.9** The major infrastructure requirements identified in the IDS (October 2012) are listed within each Policy Area.



## Implementation and Monitoring

### 7.1 Implementation and Monitoring

**7.1.1** This section outlines how the City Centre Plan and its policies will be implemented and monitored. It seeks to show how specific policies will be delivered and by whom and when. In some cases, this will be via other policies such as the Core Strategy or through the production of Supplementary Planning Documents for specific areas of the city centre.

#### Implementation

**7.1.2** Implementation of the City Centre Plan will be heavily dependent of providing necessary infrastructure such as roads, schools, and water and electricity capacity. The infrastructure requirements are explained in the previous chapter, which identifies the key infrastructure to be secured and demonstrates that there is a good understanding of infrastructure and reasonable prospect of timely provision, to support the planned growth of the city centre.

#### Monitoring

**7.1.3** Monitoring is still a key element of the planning system as it allows the council to keep a check on targets and delivery. It allows the council and other partners the opportunity to identify any problems in the delivery of the policies and identify the need for intervention or management actions. It also highlights if there is a need to review any policies.

**7.1.4** The council carries out comprehensive monitoring of all DPDs, which are reported on an annual basis for a year which begins on 1 April and end on 31 March. The results for the monitoring of all DPDs are brought together through the Peterborough Monitoring Report.

**7.1.5** The overall housing and employment requirements for the city centre are established through the Core Strategy. Policies CS2 and CS3 sets the targets and this City Centre Plan identifies the available land to meet the targets. Therefore the housing and employment requirements for the city centre will be monitored in accordance with the indicators and targets set out in chapter 7 of the Core Strategy for policies CS2 and CS3.

**7.1.6** Any housing or employment areas identified in policies CC6 to CC13 will be monitored along side all sites allocated in the Site Allocations DPD. The results of the housing and employment monitoring will be broken down by growth zones and will include a figure specifically for the City Centre

## Implementation and Monitoring

### City Centre Strategy

**7.1.7** The following tables show how the City Centre Plan policies will be monitored and implemented. As many of these issues area covered by other city wide policies such as policies in the Core Strategy or Planning Policies DPD many of the monitoring targets are the same.

Policy CC1 Sustainable Development				
Key responsibilities	Implementation	Monitoring		Risks
		Indicator	Target	
Peterborough City Council Peterborough Environment City Trust (PECT) Greater Peterborough Partnership (GPP) Public and private developers	Through the preparation of the Healthy living SPD Through the continual submission and determination of planning applications Ensuring that new development meets the latest design standards including sustainable construction, energy efficiency measures Sustainability Appraisal of City Centre Plan	This policy will be monitored along side Core Strategy policy CS10	See policy CS10	Additional cost to developers
<b>Other relevant policies</b>	<b>Core strategy: CS10, CS11, CS16 Planning Policies DPD:</b>			

## Implementation and Monitoring

### Policy Areas

**7.1.8** The following tables show how the delivery of each policy area will be monitored and implemented. As mentioned the delivery of any sites or Opportunity Areas will be monitored via Core Strategy policies particularly CS2 and CS3.

**7.1.9** Delivery of development in the policy area will rely on private investment and public funding, and willness of landowners to make their land available.

Policy CC2 City Core Policy Area				
Key responsibilities	Implementation	Monitoring		Risks
		Indicator	Target	
Peterborough City Council Private and public developers landowners Hammerson English Heritage Dean Cathedral	North Westgate development coming forward Implementation of wider public realm improvements Through continual submission and determination of planning applications Improvements to Bourges Boulevard Master Plan for Northwestgate Opportunity Area City Centre Conservation Area Appraisal Cathedral Plan	CS2, CS3, CS4, CS15  CC1		Number of different landowners owing small parcels of land. Fragmented approach.  Lack of interest in retail in City Centre
<b>Other relevant policies</b>	<b>Core Strategy: CS2, CS3, CS4, CS15, CS16, CS17, CS18 Planning Policies DPD:</b>			

## Implementation and Monitoring

Policy CC3 Station Policy Area				
Key responsibilities	Implementation	Monitoring		Risks
		Indicator	Target	
Peterborough City Council landowners Network Rail Hospital Trust (new land owners) ING (new land owners)	Hospital SPD IDS – Storage at river lane combined sewer overflow 1 -5 years Through continual submission and determination of planning applications Improvements to Bourges Boulevard Hospital – off site highway improvements Funding to deliver station improvements Site clearance and remediation Development that fits around constraints of operational railway land	CS2, CS3		Fragmented approach. Cost of site clearance and remediation
<b>Other relevant policies</b>	<b>Core Strategy: CS2, CS3, CS4, CS15, CS16 and CS17 Planning Policies DPD:</b>			

Implementation and Monitoring

Policy CC4 Rivergate Policy Area				
Key responsibilities	Implementation	Monitoring		Risks
		Indicator	Target	
Peterborough City Council Landowners ASDA UNEX Rivergate Centre Private and public developers Police Courts	Through continual submission and determination of planning applications	CS2, CS3, CS4 and CS15		Impact of increased retail at North Westgate
	Long term reconfiguration of Rivergate gyratory – but not necessary to meet policy.	CC2		
	Need for SPD or masterplan			
	Through downgrading of Bourges boulevard, improving pedestrian access to the area			
<b>Other relevant policies</b>	<b>Core Strategy: CS2, CS3, CS4, CS15 Planning Policies DPD: City Centre DPD: CC2</b>			

## Implementation and Monitoring

Policy CC5 Riverside South				
Key responsibilities	Implementation	Monitoring		Risks
		Indicator	Target	
Peterborough City Council Joint Venture Company Landowners – Railworld Milton Estates Peterborough United FC EDF	Establishing a joint venture company to support council in the delivery of the riverside south site. Flood risk and mitigation measures. Through continual submission and determination of planning applications	CS2, CS3, CS4, CS15, CS16, CS17, CS18, CS19, CS22		Lack of appetite for development
<b>Other relevant policies</b>	<b>Core Strategy:</b> CS2, CS3, CS4, CS15, CS16, CS17, CS18, CS19, CS22 <b>Planning Policies DPD:</b> City Centre DPD: CC2			
Policy CC6 Riverside North				
Key responsibilities	Implementation	Monitoring		Risks
		Indicator	Target	
Peterborough City Council Vivacity Sport England landowners	Through continual submission and determination of planning applications. Working with vivacity on provision of new sports facilities	CS2, CS4, CS17, CS18, CS19		Lack of funding
<b>Other relevant policies</b>	<b>Core Strategy:</b> CS2, CS4, CS17, CS18, CS19 <b>Planning Policies DPD:</b>			

## Implementation and Monitoring

Policy CC7 Fengate				
Key responsibilities	Implementation	Monitoring		Risks
		Indicator	Target	
Peterborough City Council Private and public developers Landowners Milton Estate Kier Residential	Through continual submission and determination of planning applications. Delivery of committed housing site at Potter's Way	CS2, CS4, CS22		Landowners lack of interest in developing site during the plan period. Additional cost of remediation and flood risk
		CC4		
<b>Other relevant policies</b>	<b>Core Strategy: CS2, CS4, CS22 Planning Policies DPD: City Centre DPD: CC3, Transport</b>			
Policy CC8 Boongate				
Key responsibilities	Implementation	Monitoring		Risks
		Indicator	Target	
Peterborough City Council Private and public developers	Through continual submission and determination of planning applications.	CS2, CS4,		
<b>Other relevant policies</b>	<b>Core Strategy: CS2, CS4 Planning Policies DPD: City Centre DPD: Transport</b>			

## Implementation and Monitoring

Policy CC9 City North				
Key responsibilities	Implementation	Monitoring		Risks
		Indicator	Target	
Peterborough City Council Private and public developers Health Police	Through continual submission and determination of planning applications. Park Conservation Area Appraisal Operation can do	Sub division of properties CS2, CS3, CS4, CS15, CS17 CC2, CC4	No increase	
<b>Other relevant policies</b>	<b>Core Strategy: CS2, CS3, CS4, CS15, CS17</b> <b>Planning Policies DPD: City Centre DPD: CC2, CC3</b>			
Policy CC10 Transport				
Key responsibilities	Implementation	Monitoring		Risks
		Indicator	Target	
<b>Other relevant policies</b>	Peterborough Local Transport Plan 3 (Chapter 13)			



## Local Plan Policies to be Replaced

Prior to the adoption of the Core Strategy, the 'development plan' for the Peterborough area was covered by a single document entitled the Peterborough Local Plan (First Replacement) (July 2005). Subsequently, the majority, but not all, of the policies in that Plan were saved by a Direction from the Secretary of State for Communities and Local Government beyond July 2008. Those which were not explicitly saved were therefore deleted and no longer formed part of the development plan.

The Core Strategy (February 2011), the Site Allocations DPD (February 2012) and Planning Policies DPD (December 2012) has further deleted most of the 2005 Local Plan policies.

This City Centre Plan is proposing to delete the remaining 14 Local Plan policies, and these are set out in the table below. Once the City Centre Plan is adopted for Peterborough, the intention is that there will be no policies remaining 'saved' from the 2005 Local Plan.

<b>City Centre Plan Policy</b>	<b>Policies in the Peterborough Local Plan (First Replacement) 2005 which are to be replaced</b>
CC1 - Sustainable Development	
CC2 - Retail	CC1, CC2, CC3
CC3 - City Core	CC10
CC4- Station Quarter	CC12, CC13
CC5 - Rivergate	
CC6 - Riverside South	CC11
CC7 - Riverside North	CC6
CC8 - Fengate	
CC9 - Boongate	
CC10 - City North	
CC11 - Transport	CC15, CC16
These policies in the Local Plan (First Replacement) 2005 are deleted as they are no longer necessary or are superseded by national policy	CC7, CC9, CC19, T12

## Local Plan Policies to be Replaced

## Relationship with Other Documents

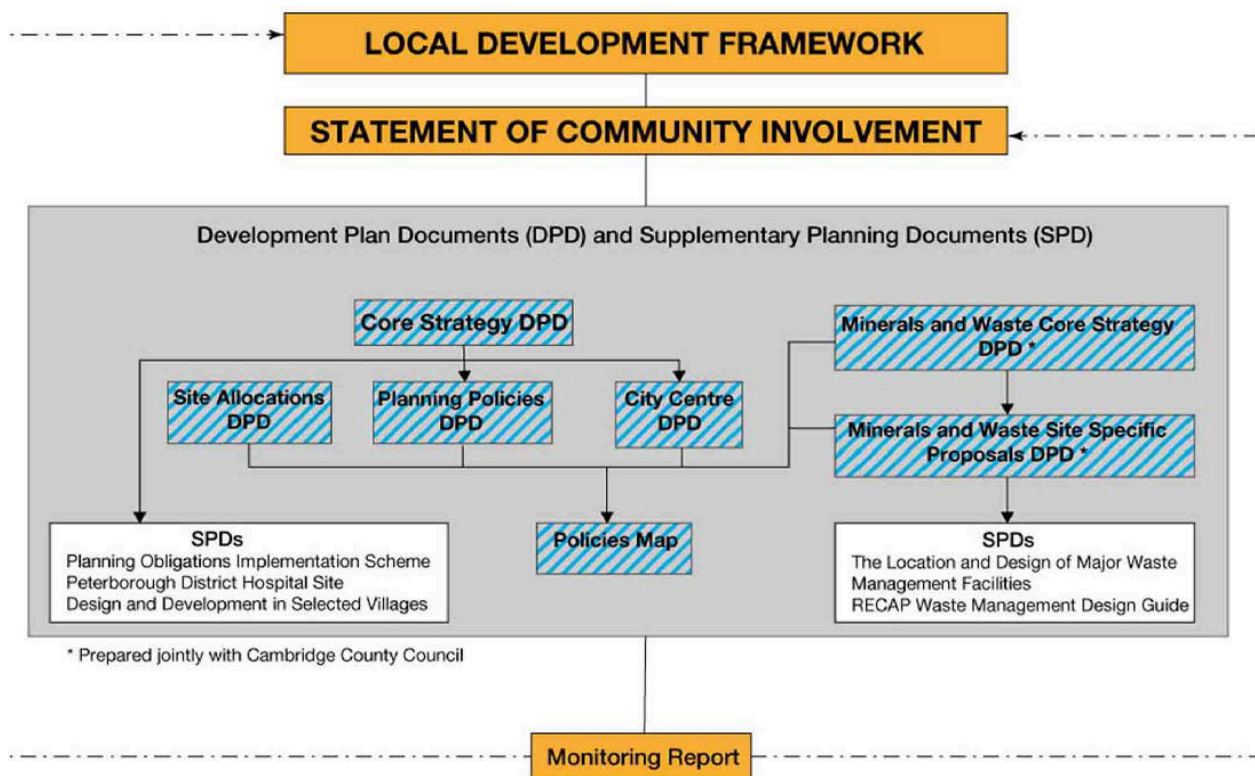
This Appendix explains how the City Centre Plan fits with other plans and strategies; how these have influenced the production of this Consultation Draft version of the Plan; and how the policies and proposals aim to deliver wider objectives.

### Planning Policy Context

The City Centre Plan will eventually be adopted by the council as a Development Plan Document (DPD). It will then form part of the council's wider statutory development plan, becoming part of the collection of DPDs to be taken into consideration in the determination of planning applications.

Figure one provides a basic summary of the documents that make up the wider development plan for Peterborough, and how the City Centre Plan fits within this context.

Picture 2



You will find definitions of all terms used in Figure one in the glossary (Appendix D)

Further information on specific documents listed above can be found in the council's Local Development Scheme (LDS). This also includes the main dates for production of all documents. The LDS can be viewed at:

[http://www.peterborough.gov.uk/planning\\_and\\_building/planning\\_policy/draft\\_development\\_plans/local\\_development\\_scheme.aspx](http://www.peterborough.gov.uk/planning_and_building/planning_policy/draft_development_plans/local_development_scheme.aspx)

The overarching plan for Peterborough is the Peterborough Core Strategy DPD. This defines the 'headlines' of development to be accommodated within the City Centre Plan area. The City Centre Plan will sit beneath the Core Strategy and provide more detailed planning policies and designations for the city centre.

### National Planning Policy

Any DPD must be consistent with the principles and policies set out in the Government's National Planning Policy Framework (NPPF).

## Relationship with Other Documents

At the heart of the NPPF is the requirement for all development to be sustainable and with the presumption in favour of sustainable development.

The City Centre Plan has been produced to reflect this presumption in favour of sustainable development. It has separately been assessed against a wide ranging sustainability framework, looking at the social, environment and economic implications of the Plan. This assessment process is contained in a separate City Centre Sustainability Appraisal Report.

### Peterborough Core Strategy (February 2011)

The Peterborough Core Strategy sets the overall strategic vision and objectives for Peterborough and broad principles for development.

The Core Strategy has a number of particularly important policies and 'headlines' which this City Centre Plan must conform to and expand upon, as necessary. Policy CS4 is the most relevant as it sets the broad requirements for the city centre. The policies of particular relevance to the city centre are summarised as follows:

Table 1

Core Strategy Policy	Applicable details for the City Centre, which this plan must conform to
CS2	Approximately 4,300 new dwellings in the city centre (at 1 April 2009)
CS3	Equivalent of at least 3.5 hectares of employment land; mixed use development in the city centre encouraged
CS4	Detailed policy on the city centre, including policy on: <ul style="list-style-type: none"> <li>• City centre to be developed and maintained as a centre of regional significance</li> <li>• Major cultural and leisure developments encouraged</li> <li>• Confirms the 4,300 dwelling target</li> <li>• Promoted for employment, especially B1 uses</li> <li>• Areas of change identified, but not limited to, South Bank, Hospital site, land beside the River Nene, railway station area, land for university</li> <li>• Public realm and natural environment improvements</li> <li>• Protection of historic environment</li> </ul>
CS14	Enhance the city centre in order to improve connectivity and reduce need to travel
CS15	Peterborough City Centre (Primary Shopping Area) identified as top in the hierarchy of retail centres. Preference for all comparison goods retail proposals to be directed to the city centre. Some additional convenience floorspace.
CS17	Protection of views of the cathedral
CS18	Focus of new cultural, leisure and tourism facilities in the city centre, which: <ul style="list-style-type: none"> <li>• Making the most of existing assets such as the river</li> <li>• Promote a regional multi-use venue for large scale events</li> <li>• Improve the evening and night time economy</li> <li>• Make use of sustainable travel modes (walking, cycling, public transport and water taxis)</li> <li>• Linked use of any university facilities such as sport and libraries</li> </ul>

## Relationship with Other Documents

Core Strategy Policy	Applicable details for the City Centre, which this plan must conform to
	Large attractions should be located in the city centre
CS19	Promotion of the River Nene as a sub-regional corridor for biodiversity and landscape retention, restoration and creation; and the promotion of access, navigation and recreation

All other policies in the Core Strategy are applicable across the whole city council area, including the city centre, particularly policies CS12 Infrastructure and CS16 Urban Design.

### Peterborough Site Allocations DPD (April 2012)

The Peterborough Site Allocations DPD was adopted in April 2012 and allocates sites for future housing and employment development to meet the requirements set by the Core Strategy. It applies to all of the local authority area except the city centre. The document identifies the boundary of the city centre and the area to be covered by the City Centre DPD.

### Planning Policies DPD (December 2012)

The Planning Policies DPD sets out the detailed policies and standards against which planning applications will be assessed. It applies throughout the local authority area, so all of its policies could be relevant to a development which is proposed in the city centre. There is no need to repeat policies in this Plan, but attention is drawn to specific policies from the Planning Policies DPD whenever relevant.

### Peterborough District Hospital Site Supplementary Planning Document (SPD) (June 2010)

A Supplementary Planning Document for the former District Hospital site was adopted by the council in June 2010. It provides detailed guidance for the redevelopment of the land. The site falls within the City Centre Plan area and is identified as an Opportunity Area.

The Station Policy Area (policy CC7 below) provides more detailed policy for this Opportunity Area.

### Peterborough Policies Map

The Policies Map is a separate document which shows the location and areas to which policies in this City Centre Plan and all other DPDs apply on an Ordnance Survey base map.

The Policies Map will be updated each time that the council adopts a DPD which has policies for specific geographical areas.

The City Centre Plan only applies to a specific area. Figure xx identifies the City Centre Plan boundary this is the area covered by Inset 2 of the Policies Map.

### Relationship with other Documents

Certain other (non-planning) documents have influenced the production of this consultation draft City Centre Plan.

### Peterborough Long Term Transport Strategy and Local Transport Plan 3 (April 2011)

## Relationship with Other Documents

The main transport policies for Peterborough, and their associated infrastructure requirements, are set out in the Peterborough Long Term Transport Strategy (LTTS) and Local Transport Plan 3, which were approved in April 2011.

The LTTS covers the same 15 year timescale as the Core Strategy and this City Centre Plan.

Chapter 5 City Centre Transport Plan contains policies and proposals to ensure that the required transport infrastructure is in place to support the proposed growth in the city centre.

### **Sustainable Community Strategy 2008-2021 (June 2008)**

The Greater Peterborough Partnership (GPP) has produced the Peterborough Sustainable Community Strategy (SCS), which sets out a vision and overall strategy for the future of the city and surrounding villages and rural areas. It aims to substantially improve the quality of life of the people of Peterborough and to raise the profile and reputation of our city as a great place in which to live, visit and work. It is as much about empowering our existing communities, investing in new leisure facilities and enhancing our local neighbourhoods as it is about building new houses and encouraging the creation of new jobs. The vision, priorities and principles of the SCS have informed preparation of this City Centre Plan.

### **Peterborough Public Realm Strategy (May 2008)**

The Peterborough Public Realm Strategy includes initial sketch designs and concepts for a number of important streets, spaces and areas of the city centre, to show how the overall public realm and surrounding environment of the city centre could be improved. The document also identifies suitable materials and designs for specific areas.

Some of the projects identified in the Strategy have already been successfully implemented and others, such as improvements to Bridge Street and Cowgate are underway.

## Residential Development to meet Core Strategy Requirements

### Residential Development to meet Core Strategy Requirements

This Appendix explains how the provision made for new residential development in this Plan contributes to the overall requirements established by the Peterborough Core Strategy.

Policy CS2 of the Core Strategy (dealing with the location of new residential development) makes provision for approximately 25,500 additional dwellings across the local authority area between 1 April 2009 and 31 March 2026 and divides this figure between various areas of the city and surrounding villages, including approximately 4,300 dwellings for the city centre.

As the Core Strategy housing figures have a base date of 1 April 2009, the figures need updating to reflect completions that have taken place and permissions that have been granted over the last three years.

The updated Core Strategy housing figures are summarised in table four. The table is split into three rows. The first row updates and presents housing figures for the local authority area, excluding the city centre. These are based on actual completions and permissions and the indicative dwelling figures for sites allocated in the Peterborough Site Allocations DPD. The second row shows similarly updated figures for the city centre only (including the dwellings proposed on sites in this Plan). The final row shows the total for the whole local authority area and demonstrates how the Core Strategy target will be met.

The second column of the table presents the approximate dwelling requirement figure from the Core Strategy, for which provision must be made over period 1 April 2009 to 31 March 2026. The third column provides details of the gross dwellings actually gained during the years from 1 April 2009 to 31 March 2012. Once these have been deducted from the original Core Strategy requirements from 1 April 2009, a revised Core Strategy requirement for 1 April 2012 to 31 March 2026 appears in the fourth column.

The column headed “Committed Sites 1 April 2012” provides details of the number of dwellings committed. Commitments are defined as dwellings which remain to be completed on sites under construction, dwellings which have full planning permission and dwellings which have outline planning permission as at 31 March 2012. The 2012 Housing Monitoring Report provides information on all committed sites.

The column headed “Required New Dwellings” shows the additional dwellings that are required in order to meet the Core Strategy target once the completions and commitments at 31 March 2012 have been subtracted from the original 2009 Core Strategy target. This identifies the approximate requirement for new dwellings that should be included in this Plan (3,412 dwellings).

For the City Centre, the column headed “New Allocations” shows the number of dwellings that are assumed to be deliverable from sites that are allocated in this Plan. These are sites without permission at 31 March 2012. The figure for the rest of the local authority area is the total number of dwellings from allocated sites in the Site Allocations DPD without planning permission at 31 March 2012. This figure is taken from the Housing Monitoring Report 2012.

## Residential Development to meet Core Strategy Requirements

**Dwelling Figures for the City Centre: Relationship with Core Strategy Dwelling Requirements**

Table four

	Core Strategy 2009 to 2026	Completed 1 April 2009 31 March 2012 (gross)	Core Strategy (as adjusted 2012 to 2026)	Committed Sites at 1 April 2012	Required New Dwellings	New Allocations	Total dwellings 2012 to 2026	Difference from Core Strategy Requirements (adjusted 2012 to 2026)
Local Authority Area Excluding City Centre	21,200	2,412	18,788	8,141	10,647	11,785*	19,926	+1,138
City Centre	4,300	193	4,107	695	3,412	2,434**	3,129*	-978
<b>Total</b>	<b>25,500</b>	<b>2,605</b>	<b>22,895</b>	<b>8,836</b>	<b>14,059</b>	<b>14,219</b>	<b>23,055</b>	<b>+160</b>

\* Sites identified in the Site Allocations without Planning Permission

\*\*Based on the mid-point of dwelling numbers where there is a range identified in this plan.



## Residential Development to meet Core Strategy Requirements

The column headed “Total Dwellings 2012 to 2026” shows the sum of the dwellings in “Committed Sites at 1 April 2012” and “New Allocations”. The difference between the Total Dwellings in this column and those in the “Core Strategy (as adjusted 2012 to 2026)” column are presented in the final column. For the city centre, this reveals the extent to which dwellings from sites allocated in this Plan would meet the approximate requirements from the Core Strategy.

Although the dwelling numbers from allocated sites in the city centre fall short of the approximate Core Strategy requirements, the overall requirement to provide 25,500 new homes by 2026 across Peterborough as a whole will be more than met during the plan period.

The reduced anticipated amount of dwellings coming forward also reflects the market realities. Since the latter stages of finalising the Core Strategy (Around 2009/2010) the market for flats and high density residential development schemes has dramatically fallen. It is no longer realistic to expect developers to deliver high density flat-based development.

The lower level of housing is more realistic, will still deliver the overall Core strategy housing target and will still lead to a transformation of the City Centre into one which has a significant residential population.

In chapter 4 of this Plan, each Policy Area includes a list of allocated sites, some of which may already have planning permission (at 1 April 2012). For sites where no development has started, the indicative number of dwellings is the number of dwellings for which permission was granted. Where development has already started (at 1 April 2012), the figure is the remaining number of dwellings still to be completed in accordance with the permission.

For the Opportunity Areas and other allocated sites without permission, the indicative dwelling figure is an estimate based on the size of the site, the potential mix of uses and an assumption about density and net developable area; in some cases this is based on information from prospective developers. For the Opportunity Areas, the indicative number of dwellings is sometimes expressed as a range, in order to allow for some flexibility in the mix of other uses.

It is important to note that the indicative numbers of dwellings for each Policy Area are used to demonstrate how the approximate Core Strategy dwelling requirements can be met. It is emphasised that the dwelling numbers are only “indicative”, and do not represent a fixed policy target for each individual site.

Developers are encouraged to produce the most appropriate design-led solution, taking the mix of uses, all national policies and local policies into account, in arriving at a total dwelling figure, and they need not be constrained by a figure that appears in any of the policies in chapter 4.

## Residential Development to meet Core Strategy Requirements

## Glossary

**Adoption** - the formal decision by the Council to approve the final version of a document, at the end of all the preparation stages, 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.

**Appropriate Assessment (AA)**- a requirement of the European Habitats Directive. Its purpose is to assess the impact of the plans and projects on internationally designated nature conservation sites.

**Biodiversity** - 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)** - land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. Development of such land is preferable to development of greenfield land under the sequential approach.

**Community Infrastructure Levy (CIL)** - infrastructure that is shared by large section of Peterboroughs populations, for example a country park, the parkway system or a community halls

**Compulsory Purchase Order (CPO)** - power given to a local authority to obtain land for redevelopment purposes. This may include development undertaken by the private sector.

**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** - see Statutory Development Plan.

**Development Plan Document (DPD)** - one of the types of LDD; they set out the spatial planning strategy, policies and/or allocations of land for types of development across the whole, or specific parts, of the LPA's area.

**Examination** - a form of independent public inquiry into the soundness of a submitted DPD, which is chaired by an inspector appointed by the Secretary of State. After the examination has ended the inspector produces a report with recommendations which are binding on the Council.

**Greater Peterborough Partnership (GPP)** - the group of public, private, community and voluntary bodies which form the local strategic partnership for the area and have responsibility for preparing the Sustainable Community Strategy.

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

**Local Development Framework (LDF)** - the collective term for the whole package of planning documents which are produced by a local planning authority to provide the planning framework for its area. The LDF includes LDDs, the LDS and the AMR.

**Local Development Scheme (LDS)** - a document which sets out the local planning authority's intentions and timetable for the preparation of new LDDs (including DPDs, SPDs and the SCI).

**Local Planning Authority (LPA)** - the local authority which has duties and powers under the planning legislation. For the Peterborough area, this is Peterborough City Council.

## Glossary

**Monitoring Report** - a document produced by the local planning authority and submitted to Government by 31 December each year to report on the progress in producing the local development framework and implementing its policies.

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

**Previously Developed Land (PDL)** - see Brownfield Land.

**Policies Map** - a map on an Ordnance Survey base map which shows where policies in DPDs apply. For an interim period it will also show where saved policies from Local Plans apply. It needs to be revised as each different DPD is adopted.

**Statutory Development Plan** - the overall term for a number of documents which, together, have a particular status under the planning legislation in decision-making. The Development Plan includes the Regional Spatial Strategy and all adopted DPDs for the area. For an interim period it may include all or part of certain structure plans and local plans.

**Submission stage** - the stage at which a DPD or SCI is sent to the Secretary of State as a prelude to its examination, having previously been published for public inspection and formal representations.

**Supplementary Planning Document (SPD)** - one of the types of LDD; they expand on policies or provide further detail to policies contained in a DPD.

**Sustainability Appraisal (SA)** - a formal, systematic process to assess the environmental, economic and social effects of strategies and policies in an LDD 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. It does not form part of the LDF.

**Sustainable Transport** - can be any form of transport other than the private car. Generally, the term most commonly relates to travel by bus, train or light rail, but walking and cycling are sustainable means of transport as well.

## Draft Policies Map

A Policies Map is a map for Local Planning Authority's areas (forming part of the statutory development plan) which shows the location and extent of sites allocated for development, and areas within which, or outside planning policies will apply. It may include Inset Maps for Specific areas, showing information in greater detail at a larger scale.

The Current Adopted Proposals Map for Peterborough

However, this has not replaced the Local Plan Proposals Map in it's entirety.

This document will replace Inset 2 of the Local Plan 2005.

Which will include:

- The City Centre Boundary
- The Central Retail Area with the Primary Shopping Area
- Opportunity Areas
- The Embankment

## Draft Policies Map