



# **Peterborough Local Development Framework**

## **Peterborough Planning Policies Development Plan Document**

**Recommended to Cabinet - 5 November 2012**  
**Recommended to Council - 5 December 2012**

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## Preface

This is the adopted Peterborough Planning Policies Development Plan Document.

It was adopted by resolution of Peterborough City Council, in accordance with the provisions of section 23(5) of the Planning and Compulsory Purchase Act 2004, on XXXXX.

## Preface

## Planning Policies DPD

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## Introduction and Context

### 1.1 Introduction

- 1.1.1** The Peterborough Planning Policies Development Plan Document is one of the documents that make up Peterborough's Local Development Framework (LDF). It was adopted by the city council on XXXXXXXX.
- 1.1.2** The LDF is not a single plan, but an overall term for a package, or portfolio, of separate planning policy documents. The most important documents in the LDF are known as Development Plan Documents (DPDs). The separate documents in the LDF may be prepared at different times and each one must pass through a number of stages before it can be adopted by the city council as part of its LDF.
- 1.1.3** The determination of planning applications will be based on the collection of plans and policies in the LDF, together with national planning policy, such as the National Planning Policy Framework.
- 1.1.4** The Peterborough Core Strategy DPD was adopted on 23 February 2011. The Peterborough Site Allocations DPD was adopted on 18 April 2012. Once the Peterborough City Centre DPD is adopted, all of the DPDs will, collectively, have replaced and deleted the saved policies of the Peterborough Local Plan (First Replacement) (2005).

### 1.2 Peterborough Planning Policies DPD – Preparation Stages

- 1.2.1** There have been a number different stages involved in the production of this Planning Policies DPD and these are summarised below.

Main stages		Date
<b>Evidence gathering</b>	Meetings, workshops with internal and external stakeholders to identify main issues	July 2007 to October 2008
<b>Issues and Options</b>	Public consultation on Issues and Options	October to November 2008
<b>Consultation Draft</b>	Public consultation on the city council's draft policies	February to March 2011
<b>Proposed Submission</b>	Final opportunity for formal representations on the proposed planning policies	February to March 2012
<b>Submission and Examination</b>	Planning Policies DPD submitted to government along with all public comments received during the proposed submission consultation period	April 2012
	Independent examination by a planning inspector	July 2012
<b>Adoption</b>	Council adopts final DPD	December 2012
<b>Monitoring and Review</b>	Each year, identified targets are monitored	

- 1.2.2** In the early stages of preparation we consulted on an 'Issues and Options' document (October to November 2008). This identified possible issues to be addressed and alternative policy approaches for each one. All the comments made at that stage were analysed and taken into consideration in formulating policies for a Consultation Draft document.

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- 1.2.3** We included draft policies in the Consultation Draft version of the DPD (February 2011). This gave everyone an opportunity to comment on them before they were refined, in the light of those comments and new evidence, for the next, and more formal, proposed submission stage.
- 1.2.4** The Proposed Submission version was published for representations in February 2012, and the DPD was submitted to the Secretary of State in April 2012. Following a public examination, the Inspector found the DPD to be sound, subject to the inclusion of some main modifications. These have all been incorporated into this adopted version.

### 1.3 Sustainability Appraisal

- 1.3.1** The council is required to undertake a sustainability appraisal of this DPD. This process enables the social, economic and environmental implications of the council's policies to be fully considered. This is a continuous process from the first stage through to adoption of the DPD. The process began with the publication of a Sustainability Appraisal Scoping Report by consultants in June 2006.
- 1.3.2** Sustainability appraisal for each policy in the document has been carried out and a Sustainability Appraisal report was published along with this document. Each policy was assessed against a number of sustainability criteria to assess its impact. Where it was necessary, policies were modified to reduce their negative impact, before inclusion in the document.

### 1.4 Habitats Regulations Assessment

- 1.4.1** A Habitats Regulations Assessment (HRA) is required for any land-use plan which is considered likely to have a significant effect on any European (Natura 2000) site of nature conservation importance. The purpose is to assess the impact of the plan against the conservation policies of the protected site.
- 1.4.2** There are three designated sites of European importance in Peterborough and others nearby. The process of assessment of this DPD in relation to those sites has been carried out in parallel with the sustainability appraisal.
- 1.4.3** A Habitats Regulations Assessment Screening Report has been produced for this DPD and it concluded that its policies are not likely to give rise to any significant effect on any European site either alone or in combination. Of course, individual development proposals may have the potential to have a significant effect on a European site and they will need to be subject to project level HRA; nothing in this DPD over-rides that.

### 1.5 Planning Policies DPD and its relationship to other documents

#### Peterborough Sustainable Community Strategy

- 1.5.1** The Peterborough Sustainable Community Strategy (2008 to 2021) sets out a vision and overall strategy for the future of our city and the surrounding villages and rural areas. The vision for Peterborough is:
- **A bigger and better Peterborough that grows the right way - and through truly sustainable development and growth**



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- **Improves the quality of life of all its people and communities and ensures that all communities benefit from growth and the opportunities it brings**
- **Creates a truly sustainable Peterborough, the urban centre of a thriving sub-regional community of villages and market towns, a healthy, safe and exciting place to live, work and visit, famous as the environment capital of the UK**

**1.5.2** By establishing clear policies for the determination of planning applications, this Planning Policies DPD has an important part to play in delivering the Sustainable Community Strategy, in particular:

- Making Peterborough cleaner and greener
- Conserving natural resources
- Increasing use of sustainable transport
- Creating a safe, vibrant city centre and sustainable neighbourhood centres
- Building the sustainable infrastructure of the future
- Creating better places to live
- Making Peterborough safer
- Regenerating neighbourhoods

### Peterborough Core Strategy DPD (Adopted 2011)

**1.5.3** The Core Strategy is the overarching document for the Peterborough LDF. It is a strategic document which sets out the "core" principles for the future of Peterborough, establishing a strategic vision, objectives and policies that guide development and broad locations of where new development can go. However, it does not identify individual parcels of land for future development or set out detailed planning policies. This level of detail is provided through the Peterborough Site Allocations DPD, the Peterborough City Centre DPD and this Peterborough Planning Policies DPD, all of which must be in general conformity with the Core Strategy.

**1.5.4** The primary purpose of this DPD is to provide detailed policy statements to help in determining planning applications, and so it will contribute to delivering the overarching principles established in the Core Strategy. At the end of each policy we have made reference to the appropriate Core Strategy policy (or policies) and objectives which it supports.

**1.5.5** The table below shows which Core Strategy policies are supported by the detailed policies in this DPD.

Core Strategy Policy	Supported by policies in this Planning Policies DPD
CS1: The Settlement Hierarchy and the Countryside	PP6 – Conversion and Replacement Dwellings in the Countryside PP7 – Agricultural, Forestry and other Occupational Dwellings in the Countryside PP8 – The Rural Economy
CS2: Spatial Strategy for the Location of Residential Development	PP2 – Design Quality
CS3: Spatial Strategy for the Location of Employment Development	PP2 – Design Quality

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Core Strategy Policy	Supported by policies in this Planning Policies DPD
CS8: Meeting Housing Needs	PP2 – Design Quality PP5 – Prestigious Homes PP6 – Conversion and Replacement Dwellings in the Countryside
CS13: Developer Contributions to Infrastructure Provision	PP14 – Open Space Standards
CS14: Transport	PP12 – The Transport Implications of Development PP13 – Parking Standards
CS15: Retail	PP9 - Development for Retail and Leisure Uses PP10 – Primary Retail Frontages in District Centres PP11 – Shop Frontages, Security Shutters and Canopies
CS16: Urban Design and the Public Realm	PP2 – Design Quality PP3 – Impacts of New Development PP4 - Amenity Provision in New Residential Development PP11 – Shop Frontages, Security Shutters and Canopies PP20 - Development on Land affected by Contamination
CS17: The Historic Environment	PP17 – Heritage Assets
CS19: Open Space and Green Infrastructure	PP14 – Open Space Standards PP15 – Nene Valley PP16 – The Landscaping and Biodiversity Implications of Development
CS20: Landscape Character	PP15 – Nene Valley
CS21: Biodiversity and Geological Conservation	PP15 – Nene Valley PP16 – The Landscaping and Biodiversity Implications of Development PP18 – Ancient, Semi-Natural Woodland and Ancient and Veteran Trees PP19 – Habitats and Species of Principal Importance

**1.5.6** Core Strategy policy CS22 addresses the issue of development and flood risk. Detailed guidance on what a developer will need to do to manage the flood risk and drainage implications of their proposed development, in order to satisfy that policy, will be set out in a Flood and Water Management Supplementary Planning Document (see paragraph 3.0.1).

### Peterborough City Centre DPD

**1.5.7** Recognising the important role of the city centre, the city council is preparing a document that focuses specifically on this area, known as the Peterborough City Centre DPD. It will allocate sites that will enable the regeneration and enhancement of the centre of the city. It has to be generally in line with the Core Strategy's vision, objectives and policies. Although policies in this Planning Policies DPD apply throughout the local authority area of Peterborough (unless clearly stated otherwise in the policy), there will be additional specific policies for the city centre in the City Centre DPD.

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### Peterborough Site Allocations DPD

**1.5.8** The Site Allocations DPD, as the name suggests, allocates land for various uses such as housing, employment and retail throughout the local authority area, other than the city centre. It is not the role of that DPD to give permission to particular proposals – this will be completed through the planning application process. However, it establishes the principle that a suitable form of development can be located on a particular site. The intention is to provide developers, the local authority and residents with some certainty about what sites will be developed in the future and for what purpose. The allocation of a site does not necessarily mean that it will be developed straight away. One of the roles of this Planning Policies DPD is to ensure that high quality development takes place on the sites identified in the Site Allocations DPD.

### Supplementary Planning Documents (SPDs)

**1.5.9** SPDs are part of the LDF that might cover a range of issues, thematic or site specific, and provide further detail about policies and proposals in a related DPD. This Planning Policies DPD indicates where we will produce an SPD to provide further guidance to accompany a policy.

### Policies Map

**1.5.10** The Policies Map for Peterborough is a separate Local Development Document which shows, on an Ordnance Survey base, the boundaries of specific allocations and designations set by planning policies. This includes the identification of areas to which policies in this DPD apply. It will be updated each time that the council adopts a DPD which has policies for specific geographic areas.

**1.5.11** As a result of this DPD, the Policies Map has been amended in respect of primary shopping areas, primary retail frontages, local centres, village envelopes, conservation areas, buildings of local importance, protected green spaces, open spaces or gaps in frontages, treed or hedged frontages, walls or railings in villages, scheduled monuments and county wildlife sites.

# Introduction and Context

## 2.1 PP1 - Presumption in Favour of Sustainable Development

### Policy PP1

#### Presumption in Favour of Sustainable Development

When considering development proposals the city 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 applicants jointly 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.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the council will grant permission unless material considerations indicate otherwise - taking into account whether:

- (a) any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- (b) specific policies in that Framework indicate that development should be restricted.

- 2.1.1** This policy sets out the council's fundamental approach to development in the light of the National Planning Policy Framework. The city council's objective is to secure development that is sustainable and helps to meet the objectives of the Peterborough Local Development Framework, as expressed in the Peterborough Core Strategy.
- 2.1.2** The council will seek to work proactively with applicants except where a planning application is clearly contrary to the Plan and the National Planning Policy Framework, and there is little prospect of any amendment that would make it acceptable.

#### Relationship to Core Strategy policies and objectives

##### This policy supports:

Core Strategy policies: All

Core Strategy objectives: All

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### 2.2 PP2 - Design Quality

#### Policy PP2

#### Design Quality

**Planning permission will only be granted for development where the layout, design and appearance of the proposal:**

- (a) would make a positive contribution to the quality of the natural and built environment (in terms of its location, size, scale, massing, density, proportions, materials and design features); and**
- (b) would not have a detrimental effect on the character of any immediately adjoining properties or the surrounding area; and**
- (c) would be sufficiently robust to withstand and adapt to the predicted impacts of climate change; and**
- (d) would be designed and constructed with longevity as a key objective, especially if materials with a high embodied energy are to be used. In cases where a building needs to be designed for a shorter life span, additional environmental features should be included in line with Core Strategy policy CS10 to compensate for the relatively short life of the proposed building.**

- 2.2.1** Peterborough has a growth agenda and considerable development will take place over the period to 2026 and beyond. As built development lasts for many years, it is important that all new developments are not just designed to high standards but are built to meet the needs of end-users. New development also needs to be sufficiently flexible and adaptable to cater for any future needs.
- 2.2.2** All new development should relate well to its surroundings, resulting in a scheme that is coherent and interesting in character. For most proposals, this should be clearly outlined in the Design and Access Statement as to how the design was developed and what the scheme is trying to achieve. This policy establishes the basic principles as to the design elements that should be considered when proposals are developed. Considerable design advice is available from external bodies such as the Design Council which includes the Commission for Architecture and Built Environment's building for life criteria <http://www.designcouncil.org.uk/>. Where appropriate, the assessment of the development proposal against 'Building for Life' criteria is supported and could assist the council in deciding whether the requirements of policy PP2 have been met.
- 2.2.3** In association with the above policy, and policy CS10 'Environment Capital' in the Peterborough Core Strategy, developments are encouraged to use sustainable building materials and methods, including the use of locally sourced materials where possible. Designs should maximise the use of renewable energy and passive solar gain, and take advantage of opportunities for natural ventilation, cooling and shading. All new proposals will need to be designed to withstand and adapt to the predicted impacts of climate change such as high temperatures, increased risks of flash-flooding and changing ground conditions, to ensure that the building is practical and comfortable for all users during its lifespan. This could include the use of measures such as the installation of green roofs and grey water recycling, and materials which will reduce heat gain in summer and maximise natural ventilation.

- 2.2.4** Developments make a considerable impact on the environment through the use of natural resources and the energy used to extract, create and transport building materials. Some of these impacts are captured by the phrase 'embodied energy' of a building. It is important to avoid the use of materials with unnecessarily high embodied energy, especially in buildings with an anticipated short life. Two useful reference guides are the nationally recognised BRE Green Guide to Specification <http://www.bre.co.uk/greenguide/podpage.jsp?id=2126> and GreenSpec: <http://www.greenspec.co.uk/>.
- 2.2.5** For development in Ailsworth, Ashton, Bainton, Barnack, Castor, Glinton, Helpston, Pilsgate, Thorney, Ufford, Wansford and Wothorpe villages, further design advice is provided in the Peterborough Design and Development in Selected Villages Supplementary Planning Document (SPD). This SPD was adopted by the council in June 2011 with a view to supplementing the overarching design and other policies in the wider Peterborough LDF for these villages.

### Relationship to Core Strategy policies and objectives

#### This policy supports:

Core Strategy policy:	CS16 - Urban Design and the Public Realm
Core Strategy objectives:	OB3 - Urban and Rural Character and Distinctiveness OB9 - Housing Quality and Density OB25 - New Development OB26 - Urban Fabric and Public Realm

## 2.3 PP3 - Impacts of New Development

### Policy PP3

#### Impacts of New Development

Planning permission will not be granted for development which would result in unacceptable:

- (a) loss of privacy for the occupiers of any nearby property; or
- (b) loss of public green spaces and/or private amenity space; or
- (c) noise and/or disturbance for the occupiers or users of any nearby property or land;  
or
- (d) loss of light to and/or overshadowing of any nearby property; or
- (e) overbearing impact on any nearby property; or
- (f) odour and/or pollution (including light pollution); or
- (g) opportunities for crime and disorder.

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- 2.3.1** This policy aims to ensure that all development takes into consideration the impact that it will have on the occupiers and/or users of properties nearby. It also aims to secure basic levels of amenity for all new developments. It will be particularly important in the case of residential development, including the construction of alterations and extensions to existing dwellings.
- 2.3.2** A development's impact on visual privacy, overlooking, overshadowing, outlook, access to daylight and sunlight and disturbance from artificial light can be influenced by its design and layout, the distance between properties, the vertical levels of onlookers or occupiers and the angle of views. These issues will also affect the amenity of the new occupiers. These elements will be considered at the design stage of a scheme to prevent any negative impacts of new development on occupiers and neighbours.
- 2.3.3** The layout of the proposed development, the aspect of individual dwellings, and the relationship of a dwelling with adjacent properties will all be factors to be taken into account in meeting the requirements of the policy.
- 2.3.4** We always encourage development to be designed in such a way to minimise opportunities for crime and disorder. Developers should seek advice from the police and other organisations, at the design stage, to help design out crime. Any crime prevention measures would have to be in place before any property is occupied.
- 2.3.5** All development which is likely to have a significant effect on a nature conservation site of European importance will need to be subject to project level assessment under the Habitats Regulations, and nothing in this DPD over-rides that.

### Relationship to Core Strategy policies and objectives

#### This policy supports:

Core Strategy policy: CS16 - Urban Design and the Public Realm

Core Strategy objectives: OB9 - Housing Quality and Density  
OB25 - New Development  
OB26 - Urban Fabric and Public Realm

## 2.4 PP4 - Amenity Provision in New Residential Development

### Policy PP4

#### Amenity Provision in New Residential Development

**Proposals for new residential development should be designed and located to ensure that the needs of future residents are provided for and should include:**

**(a) adequate internal space for the living and storage needs of prospective occupiers, capable of being adapted as those needs change over their lifetime; and**

**(b) adequate daylight and natural sunlight, privacy and noise attenuation for prospective occupiers, commensurate with the nature of the intended use; and**

**(c) well designed and located private amenity space commensurate with the development; and**

**(d) well designed and located bin storage and collection areas, including adequate provision for segregating waste.**



## Planning Policies

- 2.4.1** The policy aims to secure "livability" for all new residential development. This includes residential extensions as well as new dwellings. In the context of this policy, this involves the provision of adequate internal space to a consistent minimum standard irrespective of tenure in accordance with guidance to be set out in a forthcoming Supplementary Planning Document. The council's policy for Lifetime Homes appears in policy CS8 of the Peterborough Core Strategy.
- 2.4.2** "Livability" also involves adequate garden space in the case of individual dwellings, for sitting out, children's play, drying clothes and plant/vegetable cultivation, commensurate with the size of the dwelling and the nature of the built form of the locality. The livability area should not be compromised by high levels of shading or overlooking. In the case of flats, private amenity space might be achieved by the provision of ground floor patios and upper floor balconies.
- 2.4.3** The "Livability" concept covers a good level of amenity provision for prospective occupiers, in terms of daylight, sunlight and privacy. The council intends to prepare a separate Supplementary Planning Document, as referred to in paragraph 2.4.1 above, to help developers in satisfying (a), (b) and (c) of the policy.
- 2.4.4** With respect to part (d) of the policy, residential developments will be required to provide adequate space for internal and external segregation and storage of waste. The RECAP Waste Management Design Guide Supplementary Planning Document details the waste segregation, storage and collection requirements that designers and developers will need to satisfy. The Guide applies to new commercial developments too. The Guide offers a significant opportunity for innovation in waste management design and effective alternative waste management solutions are welcomed.

### Relationship to Core Strategy policies and objectives

#### This policy supports:

Core Strategy policy: CS16 - Urban Design and the Public Realm

Core Strategy objectives: OB9 - Housing Quality and Density  
OB25 - New Development  
OB26 - Urban Fabric and Public Realm

## 2.5 PP5 - Prestigious Homes

### Policy PP5

#### Prestigious Homes

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

- (a) the proposed development would itself create one or more prestigious dwellings; or**
- (b) there is clear evidence that the dwelling that would be lost has been marketed at a realistic price for an appropriate period of time without genuine interest in its purchase and occupation as a dwelling.**

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- 2.5.1** If Peterborough's economic development strategy of growth based on the attraction of new and expanding companies in the environmental and knowledge-based industries is to succeed, there will be a need for large, top-of-the range houses that will enable business leaders to live locally. Provision has been made for the development of new properties in this sector of the market in the Peterborough Core Strategy and the Peterborough Site Allocations DPDs. However, large existing houses in generous plots, including older properties and those in conservation areas, will also help to meet this particular need. The policy therefore seeks to prevent their loss.
- 2.5.2** Part (a) of the above policy does not apply if the development that is proposed would be harmful to the character or appearance of a conservation area or contrary to policy SA19 (Special Character Areas) of the Peterborough Site Allocations DPD.

### Relationship to Core Strategy policies and objectives

**This policy supports:**

Core Strategy policy: CS8 - Meeting Housing Needs

Core Strategy objective: OB7 - Balanced Mixed Housing

## 2.6 PP6 - Conversion and Replacement Dwellings in the Countryside

### Policy PP6

#### Conversion and Replacement Dwellings in the Countryside

##### Conversion of an agricultural building

In the countryside, planning permission for the conversion of an existing agricultural building to residential use will only be granted if:

- (a) the agricultural use of the building has ceased; and
- (b) the building is not in such a state of dereliction or disrepair that significant reconstruction would be required; and
- (c) the building is of traditional character and appearance, and conversion can be undertaken without extensive alteration and rebuilding.

##### Replacement of an existing dwelling in the countryside

Planning permission for the replacement of an existing dwelling in the countryside with a new dwelling will only be granted if:

- (d) the residential use of the original dwelling has not been abandoned; and
- (e) the original dwelling is not a temporary or mobile structure such as a caravan; and
- (f) the original dwelling is not worthy of retention because of its design or negative contribution to the landscape.

Provided that criteria (d) to (f) can all be met, any replacement dwelling should be:

- (g) of an appropriate scale to the plot and its setting in the landscape; and
- (h) of a design appropriate to its rural setting; and
- (i) located on the site of the original dwelling, unless an alternative suitable site exists within the existing residential curtilage, in which case the existing dwelling will be required to be completely removed immediately after the new dwelling is first occupied.

- 2.6.1** Areas outside the urban boundary and the village envelopes are considered as countryside for the purpose of policies in the LDF. National policy restricts residential development in the countryside in order to protect its character and to prevent the unnecessary development of rural greenfield sites. Policy and guidance for development within the village envelopes is discussed in the Core Strategy (policies CS1 and CS2) and Site Allocations DPD (policy SA4).
- 2.6.2** This policy recognises the potential for conversion of redundant rural buildings in the open countryside to dwellings. Given that new housing in the countryside is subject to strict control, applications for residential conversions will be examined with particular care and will only be acceptable where all the criteria of policy PP6 can be met and the development complies with all other relevant policies of the LDF.

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**2.6.3** The replacement of an original dwelling with a new dwelling on a one-for-one basis may be acceptable in certain circumstances and policy PP6 sets out the criteria to be applied. Where a building is of historic or traditional nature or is otherwise worthy of retention, redevelopment will be resisted and proposals for restoration and renovation will be encouraged.

### Relationship to Core Strategy policies and objectives

**This policy supports:**

Core Strategy policies: CS1 - The Settlement Hierarchy and the Countryside  
CS8 - Meeting Housing Needs

Core Strategy objectives: OB3 - Urban and Rural Character and Distinctiveness  
OB7 - Balanced Mixed Housing  
OB12 - Local Trade and Traditional Business

## 2.7 PP7 - Agricultural, Forestry and other Occupational Dwellings in the Countryside

### Policy PP7

#### Agricultural, Forestry and other Occupational Dwellings in the Countryside

Planning permission for a permanent dwelling in the countryside to enable an agricultural worker to live at, or in the immediate vicinity of, their place of work will only be granted to support existing agricultural activities on a well-established agricultural unit, providing that:

- (a) there is a clearly established existing functional need (i.e. it is essential for the proper functioning of the enterprise for one or more workers to be on the site for all or most of the time); and
- (b) the need relates to a full-time worker, or one who is primarily employed in agriculture and does not relate to a part-time requirement; and
- (c) the unit and the agricultural activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound, and have a clear prospect of remaining so; and
- (d) the functional need cannot be fulfilled by an existing dwelling or the conversion of an existing building on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the worker concerned; and
- (e) all other relevant planning policies in the statutory development plan are satisfied.

These criteria will be applied on a similar basis to proposals for new forestry dwellings and to dwellings which are claimed to be needed in association with other enterprises where a countryside location is an essential requirement. In the case of the latter, a pre-requisite for any dwelling is that the enterprise itself must have planning permission.

Planning permission will not be granted for a new permanent dwelling in association with a proposed or newly established enterprise in the countryside. In such cases, if a functional need is demonstrated, there is clear evidence of a firm intention and ability to develop the enterprise and there is clear evidence that the enterprise has been planned on a sound financial basis, permission may be granted on a temporary basis for no more than three years for a caravan, mobile home or wooden structure which can easily be dismantled.

- 2.7.1 Policy CS1 of the Peterborough Core Strategy DPD places a restriction on development in the countryside, although an exception may be made for development that is demonstrably essential to the effective operation of such activities as local agriculture, horticulture and forestry. Residential development in the countryside may be justified when required to enable agricultural, forestry and certain other full-time workers to live at, or in the immediate vicinity of, their place of work.
- 2.7.2 It will often be as convenient and more sustainable for such workers to live in the city of Peterborough, or nearby towns or villages, or suitable existing dwellings, so avoiding new and potentially intrusive development in the countryside. However, there will be some cases where the nature and demands of the work concerned make it essential for one or more

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people engaged in the enterprise to live at, or very close to, the site of their work. Whether this is essential in any particular case will depend on the needs of the enterprise concerned and not on the personal preferences or circumstances of any individuals involved.

**2.7.3** Where permission is being sought for a dwelling under this policy, the city council will require the applicant to supply sufficient information to demonstrate that both the functional and financial tests are satisfied. The functional test is necessary to establish whether it is essential for the proper functioning of the enterprise for one or more workers to be readily available at most times. In applying this test, the city council will consider matters such as:

- the scale and nature of the enterprise
- the potential for things to go wrong or need attention unexpectedly or at short notice
- the frequency of such events
- the ability for a person living off the site to deal with such events
- the period of time over which events occur.

**2.7.4** If a functional need is established, the city council will then consider the number of workers needed to meet it, and the dwelling should be of a size commensurate with the established functional requirement and economic viability of the enterprise. It is the requirements of the enterprise, rather than those of the owner or occupier, that are relevant in determining the size of the dwelling that is appropriate.

**2.7.5** Any temporary planning permission in association with a proposed or newly established enterprise will only be granted at a location which would be suitable for a permanent occupational dwelling, and will always be subject to a condition requiring the removal of the caravan, mobile home or structure and the reinstatement of the land to its original condition at the end of the temporary period. The city council will not normally grant successive extensions to a temporary permission over a period of more than three years.

**2.7.6** Whenever permission is granted under policy PP7, suitable conditions will be attached to restrict occupancy of the dwelling and, if necessary, to remove certain permitted development rights relating to residential extensions.

### Relationship to Core Strategy policies and objectives

#### This policy supports:

Core Strategy policies:

CS1 - The Settlement Hierarchy and the Countryside

CS8 - Meeting Housing Needs

Core Strategy objectives:

OB7 - Balanced Mixed Housing

## 2.8 PP8 - The Rural Economy

### Policy PP8

#### The Rural Economy

**In villages and the countryside, planning permission for development for tourism, leisure and cultural uses will be granted, provided that the development:**

- (a) would be consistent in scale with its rural location, without unacceptable environmental impacts; and**
- (b) would not adversely affect existing local community services and facilities; and**
- (c) would be compatible with, or would enhance, the character of the village or the landscape in which it would be situated; and**
- (d) would not cause undue harm to the open nature of the countryside or any site designated for its natural or heritage qualities; and**
- (e) would be easily accessible, preferably by public transport; and**
- (f) if it would involve the construction of a new building in the open countryside, is supported by a robust business plan that demonstrates (i) the demand for the development and (ii) that the facilities to be provided would constitute a viable business proposition on a long-term basis.**

**In the countryside, development involving the expansion of an existing employment use on its current site or the conversion of an existing agricultural building (particularly if it is adjacent to or closely related to a village) will be acceptable for employment uses within Use Classes B1 to B8 or tourism-related uses, provided that all of criteria (a) to (f) are met and, in the case of a conversion, the building is not in such a state of dereliction or disrepair that significant reconstruction would be required.**

- 2.8.1** In both urban and rural areas, tourism and related leisure and cultural facilities can provide jobs, bring visitors to the area and enhance the quality of life for local residents. However, tourism in rural areas would need to be limited to avoid undue harm to the open nature of the countryside. Where accessibility is poor, proposals would need to be limited to small-scale development such as conversion of existing rural building for tourism/leisure use.
- 2.8.2** In all cases where a tourism, leisure or cultural facility is proposed in the open countryside and requires the construction of a new building, the council will require a robust business plan, appropriate to the proposed scheme. The business plan must demonstrate the demand and viability of the scheme on an on-going basis. This requirement will help prevent development being permitted in the open countryside, which quickly fails as a business and leads to pressure on the council to permit the conversion of the failed development to another use (e.g. conversion to residential) which the council would not have permitted on that site in the first instant.
- 2.8.3** The main focus of development in rural areas will be within village envelopes. Guidance is provided in the Core Strategy (policy CS1) and Site Allocations DPD (policy SA4). However, the re-use of buildings outside villages for employment purposes can play an important role in meeting the need for employment in rural areas. It can provide jobs, give renewed use to

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vacant buildings and reduce the demand for new buildings in the countryside. The re-use of buildings for tourist accommodation and attractions is generally supported because of the contribution to rural diversification and the wider economic benefits for Peterborough.

- 2.8.4** Successful rural enterprises located in the open countryside, where new development is closely controlled, may need to expand on their current site. This can protect existing jobs and create additional employment in rural areas. However, such development needs to be highly sensitive to its surroundings. Policy PP8 allows such expansion but ensures that it will be carried out in a way which does not cause significant harm to the countryside or amenity.
- 2.8.5** In order to maximise opportunities for rural working it is also necessary to retain land which provides existing employment. This will be achieved by preventing use for other purposes unless continued employment use is not viable or would be unsuitable for other planning reasons.

### Relationship to Core Strategy policies and objectives

#### **This policy supports:**

Core Strategy policies:	CS1 - The Settlement Hierarchy and the Countryside CS18 - Culture, Leisure and Tourism
Core Strategy objectives:	OB3 - Urban and Rural Character and Distinctiveness OB4 - Local Services OB12 - Local Trade and Traditional Businesses



## 2.9 PP9 - Development for Retail and Leisure Uses

### Policy PP9

#### Development for Retail and Leisure Uses

The city council will apply a sequential approach to the consideration of applications for retail and leisure development, with the levels of the sequence being:

- **First Level** - within the Primary Shopping Area for retail development; within the District or Local Centre for leisure development (subject to policy PP10)
- **Second Level** - edge of the Primary Shopping Area for retail development; edge of the centre for leisure development
- **Third Level** - edge of the centre for retail development
- **Fourth Level** - out of centre

An integral part of the sequential approach, in the case of development proposed in a First Level or Second Level location, is whether the proposal is of an appropriate scale (in terms of gross floorspace) in relation to the role and function of the centre within the hierarchy of centres and the catchment that it serves.

Planning applications for retail development outside any Primary Shopping Area or leisure development outside any centre will be refused planning permission unless:

- (a) the requirements of policy CS15 of the Peterborough Core Strategy have been satisfied; and
- (b) the applicant has demonstrated compliance with the requirements of the sequential approach.

All applications for retail or leisure development which would result in an increase of over 2,500 sq metres gross floorspace, and which would not be located in a centre, will be required to be accompanied by an impact assessment. Planning permission will be refused if the proposed development is likely to lead to a significant adverse impact on any matter specified in national planning policy (or any accompanying guidance).

The boundaries of the District Centres of Bretton, Hampton, Millfield, Orton and Werrington, and the extent of their Primary Shopping Areas, are shown on the Policies Map.

The boundaries of Local Centres are shown on the Policies Map. For each Local Centre, the boundary of the Primary Shopping Area is identical to that of the centre.

- 2.9.1** The overarching retail policy for Peterborough can be found in the Peterborough Core Strategy (policies CS4 and CS15). The Core Strategy policies should be used as the starting point when considering retail and leisure use proposals.
- 2.9.2** The boundaries of District Centres, Local Centres and Primary Shopping Areas are defined on the Policies Map in accordance with the Core Strategy policy CS15. In addition, there will be a District Centre in the new urban extension at Great Haddon and Local Centres at Great Haddon and the new urban extension at Norwood. For the avoidance of doubt, policy PP9 will apply to these new centres.

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- 2.9.3** The meaning of 'edge-of-centre' for the purpose of retail development is a location that is well connected to and within easy walking distance (i.e. up to 300 metres) of the boundary of a Primary Shopping Area. For leisure development, the term means a location within 300 metres easy walking distance of the boundary of a District or Local Centre. In determining 'easy walking distance', the council will take into account barriers to pedestrian movement, such as the need to cross major roads or car parks, the attractiveness and perceived safety of the route and the strength of attraction and size of the centre.
- 2.9.4** Other uses such as libraries, medical centres and community facilities should be located in or on the edge of centres where possible, but will not be restricted to those locations if they would be unsuitable or inappropriate in relation to the community that they would serve.
- 2.9.5** The City Centre DPD will establish the boundary of the Primary Shopping Area for the city centre and any specific policies applying to it.

### Relationship to Core Strategy policies and objectives

#### This policy supports:

Core Strategy policies:	CS4 - The City Centre CS15 - Retail
Core Strategy objectives:	OB4 - Local Services OB14 - District Centres

## 2.10 PP10 - Primary Retail Frontages in District Centres

### Policy PP10

#### Primary Retail Frontages in District Centres

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

- 2.10.1** The main retail areas within District Centres are designated as Primary Shopping Areas and primary retail frontages as shown on the Policies Map. Government policy requires that the city council define the extent of the primary shopping area where A1 use would be the predominant use. In line with Core Strategy policy CS15, the primary shopping areas in the District Centres are defined in order to direct retail developments to these locations in accordance with the retail hierarchy.
- 2.10.2** The designation of primary retail frontages apply only to the ground floor level. Although predominantly in retail use, primary frontages within District Centres can contain a variety of other uses. It is essential that some retail uses within primary frontages are retained to maintain the attractiveness and convenience of District Centres as shopping destinations and to preserve their character and vitality. In particular, without a reasonable proportion of class A1 retail units, the pedestrian flow in the daytime could fall below a level that would maintain the viability of the centre.

**2.10.3** The primary shopping frontages in some District Centres (Orton and Werrington in particular) are likely to change due to regeneration of these with further development. When the regeneration of a District Centre is completed, the primary shopping frontages will then be revised to reflect the new layout. Any changes to the primary shopping frontage will be finalised after it has been through the statutory process.

**2.10.4** Detailed retail policy for frontages in the city centre will be set out in the City Centre DPD.

#### **Relationship to Core Strategy policies and objectives**

##### **This policy supports:**

Core Strategy policy:	CS15 - Retail
Core Strategy objectives:	OB4 - Local Services OB14 - District Centres

## **2.11 PP11 - Shop Frontages, Security Shutters and Canopies**

### **Policy PP11**

#### **Shop Frontages, Security Shutters and Canopies**

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

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

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

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

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

**2.11.1** Shop fronts can make a substantial and positive contribution to the visual interest of an area if sympathetically designed, but a degree of control is required if the character of buildings or the overall appearance of a street is not to be destroyed by poor design. Open shop fronts

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can create visually unacceptable voids and proposals for their development will generally be resisted. Particular care is necessary in the design of shop fronts in conservation areas, and on listed buildings, or where the shop front would straddle buildings of different designs.

- 2.11.2** The experience and fear of crime in some areas has led to a general desire for improved shop front security and owners are increasingly considering the installation of security shutters. However, many such shutters (especially if solid) can be visually unattractive and create a 'dead', hostile appearance, which can reduce natural surveillance and thereby encourage other crime. This can also affect the commercial viability of an area. There are other means of improving the security of shop fronts, such as the use of laminated glass, improved lighting, internal security grilles or natural surveillance, that have a less detrimental impact. The city council will strive to achieve a balance between the security requirements of individual shops and the impact on the wider area.
- 2.11.3** Canopies are not traditional on most buildings in this country and are frequently not compatible with their style or character. Because of their shape, design, materials and colours, they can be visually very dominant and discordant. It is important, therefore, that they should be used sensitively.
- 2.11.4** Subject to resources, the council may prepare an SPD to offer further guidance on how policy PP11 can be met.

### Relationship to Core Strategy policies and objectives

#### This policy supports:

Core Strategy policies:	CS15 - Retail CS16 - Urban Design and the Public Realm
Core Strategy objectives:	OB3 - Urban and Rural Character and Distinctiveness OB25 - New Development OB26 - Urban Fabric and Public realm

## 2.12 PP12 - The Transport Implications of Development

### Policy PP12

#### The Transport Implications of Development

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

**(a) appropriate provision has been made for safe, convenient and sustainable access to, from and within the site by all user groups, taking account of the priorities set out in the Peterborough Local Transport Plan; and**

**(b) the development would not result in an unacceptable impact on any element of the transportation network including highway safety.**

- 2.12.1** The Core Strategy (policy CS14) sets out the overall policy approach to transport issues and will need to be taken into account when considering a development proposal. This DPD addresses transport issues such as the effect of development on road safety, traffic congestion,

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access and circulation, parking, and the design of new infrastructure, which are all material considerations in determining a planning application. Advice should be sought from the local highway authority to establish the current guidance used.

- 2.12.2** When assessing development proposals the city council will give consideration to the needs of transport user groups in the order of priority as set out in the Transport User Hierarchy (see Glossary). It will also liaise with the adjoining highway authority, where appropriate, to ensure that strategic developments with cross-boundary transportation implications would not result in an unacceptable impact on any element of the transportation network.
- 2.12.3** Accessibility for user groups and the transport impact of a development proposal can be addressed through the design of a scheme, the imposition of planning conditions, or the developer agreeing to enter into a planning obligation - or all three, depending on the circumstances. Where appropriate, the city council will negotiate with developers to secure on and/or off-site transport infrastructure improvements that are necessary to enable the development to proceed, as part of its overall approach to developer contributions, as set out in policy CS13 of the Core Strategy.
- 2.12.4** The city council will require a Transport Statement or Transport Assessment to be submitted for all development that meets the criteria as set out in current guidance at that time. Contact should be made with the local highway authority to establish the criteria levels. The purpose of a Transport Statement or Transport Assessment is to identify the traffic impact of a proposal and, where necessary, propose measures to improve accessibility for the relevant user groups, reduce parking and mitigate transport impacts. The nature of the proposed measures will depend on the outcome of the Transport Statement or Transport Assessment. In addition, a Travel Plan should form an integral part of any Transport Assessment, promoting sustainable transport choices and thus reducing the impact of a proposal.

### Relationship to Core Strategy policies and objectives

#### This policy supports:

Core Strategy policy:	CS14 - Transport
Core Strategy objectives:	OB15 - Bus Services and Congestion OB16 - Walking and Cycling

## 2.13 PP13 - Parking Standards

### Policy PP13

#### Parking Standards

**Planning permission will only be granted for development if the proposal makes appropriate and deliverable parking provision for all modes of transport in accordance with the standards in Appendix A 'Parking Standards'.**

**Developers are encouraged to share parking spaces with other developments where the location and pattern of use of the spaces makes this possible. If there is a realistic prospect of sharing spaces, the council will be prepared to relax the requirement for provision accordingly.**

**All residential development should be designed, where practical, to incorporate facilities for electric plug-in and other ultra-low emission vehicles.**

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- 2.13.1** The parking strategy of the Peterborough Local Transport Plan (LTP) aims to encourage modal shift away from single occupancy private cars for commuter travel and to reduce the growth of private non-residential parking throughout the city. Maximum car/van parking standards have therefore been devised (except for C3 - dwelling houses and C4 – houses in multiple occupation, where minimum parking standards apply) . Minimum parking provision for cycle, powered two wheelers and spaces for disabled users are also included in the parking standards. Further guidance on the approach to applying parking provision, especially in the city centre, can be found in the LTP.
- 2.13.2** Transport Assessments (which are required for all development with significant transport implications – see Core Strategy policy CS14 for details) should always seek to minimise parking provision, below the maximum standards in Appendix A. Provision below the maximum standards is likely to be feasible in locations highly accessible by public transport and where there are opportunities for shared or on-street parking. Applications for development that will result in a level of parking in excess of any maximum set by the standards in Appendix A will be refused, unless an overriding need for additional spaces can be demonstrated.
- 2.13.3** In applying the parking standards in Appendix A, and determining the precise amount of parking appropriate for a development, account will be taken of the scale and nature of the proposals; the accessibility of the site, particularly by public transport; and the proximity of services and facilities. In determining the amount of parking appropriate for a particular housing scheme, account will be taken of the need to produce a well-designed and safe residential environment.
- 2.13.4** The council will normally require parking facilities to be hard surfaced with permeable or porous materials (except where there is a risk of groundwater contamination) and/or appropriately drained (which may include the use of SuDS), with individual parking spaces marked out. Car parks should be well lit and their location/design should minimise the opportunity for crime, for example, through the use of natural surveillance.
- 2.13.5** As an environment city, Peterborough is part of the ‘Plugged-in Places’ programme, which supports the early development of an electric car charging point infrastructure. Many charging points via this programme would need to be accessible to the public, based with businesses. However, if electric vehicles are to become mainstream, it is essential that the infrastructure is available at a domestic level. This infrastructure is far cheaper and easier to implement at the construction stage of a new home, rather than being retro-fitted to an existing dwelling. As such, the policy encourages the provision of a plug-in point on all new-build dwellings, where practical.

### Relationship to Core Strategy policies and objectives

#### This policy supports:

Core Strategy policy:	CS14 - Transport
Core Strategy objectives:	OB15 - Bus Services and Congestion OB16 - Walking and Cycling OB18 - Mixed use development

## 2.14 PP14 - Open Space Standards

### Policy PP14

#### Open Space Standards

All residential development within Use Classes C3 and C4 will be required to provide open space. The starting point for calculating the requirement will be the standards set out in Appendix B. The precise type of on-site provision that is required will depend on the nature and location of the proposal and the quantity/type of open space needed in the area. This should be the subject of discussion/negotiation at the pre-application stage. If there are deficiencies in certain types of open space provision in the surrounding area, the city council will seek variations in the component elements to be provided by the developer in order to overcome them.

Proposals will be acceptable in the following circumstances, if the developer has first entered into a planning obligation to make a financial or in-kind contribution towards meeting the identified open space needs of the proposed residential development off-site:

(a) if the proposed residential development would be of insufficient size in itself to make the appropriate provision (in accordance with Appendix B) feasible within the site; or

(b) if, taking into account the accessibility/capacity of existing open space facilities and the circumstances of the surrounding area, the open space needs of the proposed residential development can be met more appropriately by providing either new or enhanced provision off-site.

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

- 2.14.1** The primary purpose of the open space standards is to secure adequate provision of open space for all new residential development. The city council will apply the standards to all proposals including housing sites within the city centre boundary as shown on the Policies Map (although here, a financial contribution to provision is more likely to be the best solution, rather than on-site provision). Proposals that will result in loss of existing open space will be assessed against policy CS19 in the Core Strategy.
- 2.14.2** The open space standards set out in Appendix B provide the basis for assessing the notional open space requirements of any proposed residential development. They set out a hierarchy of open space which is based on the Peterborough Open Space Study Update (2011) and which will be applied to all relevant development proposals.
- 2.14.3** The open space requirements for a specific development proposal will be based on the application of the standards, taking into account the current average household size for Peterborough, the type and size of dwellings proposed in the development and any particular needs identified in neighbourhood or community plans for the area in which the development would take place.
- 2.14.4** The standards for the different types of open space will not necessarily be applied in a cumulative way, as one type of open space may be capable of performing more than one function. For example, a developer may be able to meet the neighbourhood park and children's play standards by incorporating a children's play area within a neighbourhood park. The council will generally encourage the creation of a consolidated open space structure for major

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new housing developments with open space provided on-site and accessible to all residents. The council may seek variations in the composition of the open space in order to secure the best outcome for the development and the surrounding area.

- 2.14.5** In assessing whether any open space that is provided in accordance with policy PP14 will be acceptable, the city council will take into account the need to ensure that the proposed site will keep potential nuisance to a minimum and that there is sufficient supervision and surveillance from homes for doorstep and junior play areas.
- 2.14.6** Provided that the size, location and site characteristics of open spaces are acceptable, they have been fully laid out in accordance with the city council's requirements and are in a satisfactory condition, the council will normally be prepared to adopt and maintain them. For adoption purposes, developers will be required to enter into an agreement with the council which will include payment by the developer of a commuted sum to cover the costs of future maintenance of the open space.
- 2.14.7** In addition to the open space standards, the council will work towards the provision of accessible woodland. The national Woodland Access Standard aspires to an accessible woodland of at least 2 hectares within 500 metres of every home, and a woodland of at least 20 hectares within 4km. Provision of new woodland will not be a requirement of new residential development, but the council will work with partners, including developers, to improve the levels of provision that currently exist in Peterborough. This can be achieved by new woodland planting and by access agreements to existing private woodland.

### Relationship to Core Strategy policies and objectives

#### This policy supports:

Core Strategy policies:	CS13 - Developer Contributions to Infrastructure Provision CS19 - Open Space and Green Infrastructure
Core Strategy objectives:	OB2 - Environment Capital OB4 - Local Services OB22 - Open Space and Sport



## 2.15 PP15 - Nene Valley

### Policy PP15

#### Nene Valley

**Within the area of the Nene Valley as identified on the Policies Map, the city council will support development that would safeguard and enhance recreation or bring landscape, nature conservation, heritage, cultural or amenity benefits. The proposal would need to be appropriate in terms of use, scale and character with its urban or countryside location and the townscape or landscape character of the area in which it would be situated.**

**Development will be particularly supported if:**

**(a) it would enhance navigation along the river for a wide range of recreational, cultural or transport purposes, or create new links with other waterways within and/or surrounding the local authority area; or**

**(b) it would create a more natural water's edge and contribute to enhancing biodiversity; or**

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

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

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

**2.15.1** The Nene Valley runs west-east across the district. It is identified as an area of high amenity, landscape, ecological and heritage value and forms part of the Nene Valley Nature Improvement Area, announced by the Secretary of State for the Environment in 2012.

**2.15.2** The city council works in partnership with a number of organisations to manage the river environment, both within the boundary defined on the Policies Map and the wider River Nene catchment area. Facilities such as the Ferry Meadows Country Park have been provided within the Nene Valley. However, the council considers that there is still scope for further action to enhance the Nene Valley's role for recreation whilst having due regard to other aspects of the river's environment. It is envisaged that there will be a gradual transition from informal, dispersed activities in the rural area to more organised, formal activities in the urban area. The City Centre DPD will consider proposals for the use of the River Nene within its boundary.

**2.15.3** To the west of the urban area of Peterborough, the Nene Valley has high value landscape features, and, from a nature conservation perspective, parts are also designated as a Site of Special Scientific Interest and County Wildlife Site. East of the city lie the Nene Washes SSSI and other wetland sites. The Nene Washes are of international importance for nature conservation. They are a Special Protection Area under the terms of Article 4 of the European Council (EC) Directive 79/409/EEC on the Conservation of Wild Birds; and a 'Ramsar' site under the terms of the 1971 Ramsar Convention on Wetlands of International Importance (as amended). Part of the Nene Washes (Mortons Leam) is designated as a Special Area of Conservation for spined loach.

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**2.15.4** Where these designations apply, the duty to further the conservation and enhancement of the features for which the site is of special interest will carry considerable weight in decision-making. In other parts of the Nene Valley recreation development will be encouraged, subject to there not being any unacceptable impact on these considerations.

### Relationship to Core Strategy policies and objectives

#### This policy supports:

Core Strategy policies:

CS19 - Open Space and Green Infrastructure  
CS20 - Landscape Character  
CS21 - Biodiversity and Geological Conservation

Core Strategy objectives:

OB2 - Environment Capital  
OB3 - Urban and Rural Character and Distinctiveness  
OB20 - Sites of Environmental Importance  
OB22 - Open Space and Sport  
OB24 - River Nene

## 2.16 PP16 - The Landscaping and Biodiversity Implications of Development

### Policy PP16

#### The Landscaping and Biodiversity Implications of Development

For any proposed development with potential landscaping and/or biodiversity implications, the city council will require the submission of a site survey report with the planning application, identifying the landscape and biodiversity features of value on and adjoining the site. The layout and design of the development should be informed by and respond to the results of the survey.

Planning permission for the development will only be granted if the proposal makes provision for:

(a) the retention and protection of trees and other natural features that make a significant contribution to the landscape or biodiversity value of the local environment, provided that this can be done without unduly compromising the achievement of a good design solution for the site; and

(b) new landscaping for the site as an integral part of the development, with new tree, shrub and hedgerow planting suitable for the location, including wildlife habitat creation; and

(c) the protection and management of existing and new landscape, ecological and geological features during and after construction, including the replacement of any trees or plants introduced as part of the development scheme which die, are removed or become seriously damaged or diseased; and

(d) where necessary and feasible, the protection and enhancement of water quality and habitat of any aquatic environment within the site, and any aquatic environments adjoining the site which are linked to the site via watercourses or drainage infrastructure or groundwater. For riverside development, this includes the need to consider options for riverbank naturalisation (see Flood and Water Management SPD for further guidance).

The city council will require all major developments which involve building facades incorporating in excess of 60 per cent reflective glass to include measures which reduce the probability of bird strike.

For significant landscaping proposals, the council will require submission of management and maintenance specifications to accompany the landscaping scheme.

**2.16.1** The city council is committed to the promotion and enhancement of biodiversity. This can be achieved in part by the conservation and enhancement of key habitats as identified in the UK, Cambridgeshire and Peterborough Biodiversity Action Plans. New development will be expected, where possible, to provide for the planned retention of existing habitats and wildlife features. Where appropriate, the creation or restoration of habitats will be encouraged as a part of new development in accordance with biodiversity principles.

**2.16.2** Outside the formally designated statutory and non-statutory sites of nature conservation interest, the need to protect and promote biodiversity will be a material consideration in the determination of planning applications. This will be particularly important where a particular habitat or species is subject to a Biodiversity Action Plan or where the site of the proposed

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development falls within the Nene Valley Nature Improvement Area. In seeking appropriate mitigation and compensatory measures, the city council will seek to ensure that development proposals do not lead to a net loss of biodiversity.

- 2.16.3** Under this policy the city council will seek to protect features of the landscape which have been identified in the site summary as being of major importance for wild flora and fauna because of the way they act as 'corridors' or 'stepping stones' for migration, dispersal and genetic exchange of species. Examples are hedgerows, rivers, ditches and banks, stone walls, tree belts and shelter belts, woodlands, parklands, green lanes and drove roads, reservoirs and ponds.
- 2.16.4** For most development proposals involving construction or engineering works, applicants will be expected to provide a comprehensive site survey as part of the planning application, identifying the trees and other natural and landscape features. The information submitted should clearly distinguish trees or other features to be removed from those to be retained.
- 2.16.5** In considering the likely impact of a development proposal on trees and other natural features, the city council will take into account those on adjoining land as well as those on the application site itself. Whilst development proposals will usually be expected to retain and protect trees and other natural features that make a positive contribution to the quality of the local environment, careful consideration will need to be given to ensure that the retention and protection of such features does not unduly compromise design quality.
- 2.16.6** Further advice on the way in which we will assess the relationship between the development proposals, existing site features and the landscaping of the site are contained in the city council's Trees and Woodland Strategy.
- 2.16.7** Most development near a river or watercourse will have the potential to impact on the water quality and, in turn, on the biodiversity of the water body. The Water Framework Directive (WFD), which was enacted into UK law in 2003, requires Member States to achieve 'good ecological status' in all surface freshwater bodies by 2015. Another requirement of the Directive is that there shall be no deterioration in the current water body class. The council is keen to embed the actions needed to meet the Directive into local policy to ensure that development does not compromise achievement of WFD requirements. Water quality is not the only contributor to ecological status; the landscaping of the river is also crucial. Naturalisation of river banks, where hard surfaces currently exist, can make a significant contribution to biodiversity, creating and improving habitats for native species.
- 2.16.8** There is a recognised need to consider the effects of large areas of reflective glass on local and transient bird populations. Certain prominent buildings in the city centre have been shown to have an impact in terms of bird fatalities and it is a significant enough issue to prompt action to try and prevent it from happening in the future. All applications involving the installation of large areas of reflective glass should include as part of their Design Statement a description of how this issue has been considered as part of the design of the building and the measures which have been incorporated into the design to reduce incidences of bird strike.

### Relationship to Core Strategy policies and objectives

#### This policy supports:

Core Strategy policy:	CS16 - Urban Design and the Public Realm CS21 – Biodiversity and Geological Conservation
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Core Strategy objectives:	OB2 - Environment Capital
	OB19 - Climate Change
	OB20 - Sites of Environmental Importance
	OB22 - Open Space and Sport
	OB25 - New Development
	OB26 - Urban Fabric and Public Realm

## 2.17 PP17 - Heritage Assets

### Policy PP17

#### Heritage Assets

All development proposals that would affect any heritage asset will be required to:

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

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

Designated heritage assets in Peterborough comprise Scheduled Monuments, Listed Buildings, Conservation Areas and Registered Parks and Gardens. Non-designated (Local) heritage assets are those included in the Peterborough Historic Environment Record; Buildings of Local Importance identified in Appendix C; and, in villages, those green spaces, open spaces and gaps in frontages, treed and hedged frontages, and substantial walls and railings, all as identified on the Policies Map.

The work required under (a) to (c) should reference the Historic Environment Record (HER) and other information such as historic maps; the Peterborough Landscape Character Assessment (2007); Conservation Area Appraisals and Management Plans; Peterborough's List of Buildings of Local Importance; the Design and Development in Selected Villages SPD; and the Peterborough Special Character Areas.

All development proposals that would affect a heritage asset will be determined in accordance with national policy in the National Planning Policy Framework.

- 2.17.1** The historic environment of Peterborough is extremely rich and varied and is a key part of the identity of the district, with 29 conservation areas, over 1,000 listed buildings, 67 scheduled monuments, historic parks and gardens and a distinctive landscape character. These and other heritage assets are an important record of the area's social and economic history as well as being an amenity for local residents. The conservation and enhancement of the historic environment is a key objective of the Peterborough LDF (in particular, the Core Strategy and this Planning Policies DPD). The council will balance the need for development with its duty to protect its heritage assets.

## Planning Policies

- 2.17.2** Peterborough's conservation areas make a very important contribution to promoting and protecting the attractiveness of the district. The council has a programme of review and preparation of conservation area appraisals and design guidance.
- 2.17.3** Listed buildings are a heritage asset of national importance and are designated by English Heritage in recognition of their special architectural or historic interest. For historic buildings to retain their value as living historic records and their contribution to the identity and character of the area, the guiding principle is to preserve the fabric, special features and setting of the building.
- 2.17.4** Peterborough has many buildings and structures which, although not meeting the national criteria for listing, contribute significantly to the historical, architectural and social character of our city and villages, and have value to local communities.
- 2.17.5** A 'local list' has been prepared using adopted selection criteria, and all of the buildings and structures on the list appear in Appendix C. More detailed information about each building and structure, including the reasons for selection, appear in the council's publication "Buildings of Local Importance in Peterborough" (2012). Locally listed buildings do not have additional statutory protection. However, the city council has the ability to remove 'permitted development rights' via Article 4 of the Town and Country Planning (General Permitted Development) Order 1995 to preserve the character and appearance of any such building.
- 2.17.6** Archaeological remains are an important part of Peterborough's historic environment. They constitute an important resource for understanding our past, and often survive as significant landscape features. Archaeological remains are a finite and non-renewable resource and, in many cases, they are highly fragile and vulnerable to damage and destruction. There is a presumption in favour of physical preservation of remains *in situ* wherever possible. In the case of application sites which include, or could potentially include, heritage assets with archaeological interest, the council will require the developer to carry out a preliminary desk-based assessment and/or a field evaluation. The results of these will inform the plan and decision-making processes at pre-determination stage. In advance of the loss of a potential heritage asset at a post-determination stage, further archaeological mitigations may be attained through the implementation of a programme of suitable archaeological investigations.
- 2.17.7** The district takes in a remarkably diverse landscape from deep fen and fen edge to clay and limestone 'uplands'. The Peterborough Landscape Character Assessment (2007) identifies this unique landscape character and its features. It sets out six landscape character areas which have shaped the built environment. Development proposals should respect the fundamental character of these areas in order to contribute to the conservation and enhancement of the historic environment, in accordance with Core Strategy policy CS20.
- 2.17.8** Peterborough contains eight historic parks and gardens, which are of national and/or local importance. The Cathedral Precincts, Milton Park, Burghley Park and Thorpe Park are formally registered by English Heritage. Other areas of significant parkland are the grounds and surroundings of Walcot Hall, and the parklands west of Ufford, west of Bainton and south-west of Thorney.
- 2.17.9** There are a number of areas within the district which do not satisfy conservation area designation but have a distinctive mature character and local identity worthy of protection. Three Special Character Areas (Wothorpe, Ashton and the environs of Thorpe Road, Thorpe Avenue and Westwood Park Road) each have a strong landscape character and low density development patterns that together provide high environmental quality.
- 2.17.10** In the villages, there are many open areas, substantial walls, hedges, and treed frontages that are an essential and valued feature of village character. As heritage assets, these features are identified on the Policies Map. Green space often provides an important visual or amenity

function. An open space or a gap in a built-up frontage allows key views into and out of a village. Substantial treed or hedged frontages, traditional walls or railings are invariably positive features in the street scene.

### Relationship to Core Strategy policies and objectives

#### This policy supports:

Core Strategy policy:	CS17 - The Historic Environment CS20 - Landscape Character
Core Strategy objectives:	OB3 - Urban and Rural Character and Distinctiveness OB26 - Urban Fabric and Public Realm

## 2.18 PP18 - Ancient, Semi-Natural Woodland and Ancient and Veteran Trees

### Policy PP18

#### Ancient, Semi-Natural Woodland and Ancient and Veteran Trees

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

- 2.18.1** Ancient, semi-natural woods are those areas of woodland which have had a continuous cover of native trees and plants since at least 1600AD, and have not been cleared and/or extensively replanted since then. These ancient woodlands are vitally important for biodiversity and as part of the historic landscape of the district. As a habitat, ancient semi-natural woodland is home to many of the UK's most threatened species. Peterborough is one of the least wooded areas of the UK. The main pockets of ancient, semi-natural woodland within the district lie to the west of Peterborough. Such woodland is rare in the Fens due to its historic wetland origins.
- 2.18.2** An ancient tree is one that is old relative to the longevity of other trees of the same species, that is in the ancient stage of its life or that has biological, aesthetic or cultural interest because of its age. A veteran tree is usually in the mature stage of its life and has important wildlife and habitat features.
- 2.18.3** Any proposal that would result in loss of a tree covered by policy PP18 will be resisted unless it can be clearly demonstrated by evidence, the need for development and that public benefit would clearly outweigh the loss.
- 2.18.4** The council's Trees and Woodland Strategy sets out its strategy for the management of trees and woodland in Peterborough and gives some guidance on management practices.

### Relationship to Core Strategy policies and objectives

#### This policy supports:

Core Strategy policy:	CS21 - Biodiversity and Geological Conservation
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## Planning Policies

Core Strategy objectives:	OB2 - Environment Capital
	OB19 - Climate Change
	OB20 - Sites of Environmental Importance

### 2.19 PP19 - Habitats and Species of Principal Importance

#### Policy PP19

#### Habitats and Species of Principal Importance

**Any development that is likely to have an impact on a habitat or species of principal importance for the conservation of nature (listed under S41 of the Natural Environment and Rural Communities Act 2006) should include measures to maintain and, where possible, enhance the status of the habitat or species.**

**Planning permission will not be granted for development that would cause demonstrable harm to such a habitat or species unless the need for, and benefits of, the development clearly outweigh the harm. In these circumstances permission will only be granted where the degree of harm has been or will be minimised as far as reasonably possible commensurate with the development, through the use of avoidance, mitigation and/or compensation measures (either as part of the development or through conditions or a planning obligation).**

- 2.19.1** The Natural Environment and Rural Communities Act came into force on 1 October 2006. Section 41 (S41) of the Act requires the Secretary of State to publish a list of habitats and species which are of principal importance for the conservation of biodiversity in England.
- 2.19.2** The S41 list is used to guide decision-makers such as public bodies, including local and regional authorities, in implementing their duty under section 40 of the Act, to have regard to the conservation of biodiversity in England, when carrying out their normal functions.
- 2.19.3** Fifty-six habitats of principal importance are currently included on the S41 list. These are all the habitats in England that have been identified as requiring action in the UK Biodiversity Action Plan (UK BAP). They include terrestrial habitats such as upland hay meadows to lowland mixed deciduous woodland, and freshwater and marine habitats such as ponds and sub-tidal sands and gravels.
- 2.19.4** There are currently 943 species of principal importance included on the S41 list. These are the species found in England which have been identified as requiring action under the UK BAP. In addition, the hen harrier has also been included on the list because without continued conservation action it is unlikely that the hen harrier population will increase from its current very low levels in England. In accordance with S41(4) the Secretary of State will, in consultation with Natural England, keep this list under review and will publish a revised list if necessary.
- 2.19.5** Developers are advised to contact the city council at an early stage to determine if their proposal would affect any habitat or species of principal importance.
- 2.19.6** In implementing policy PP19, the assessment of harm relates to the proposed development as a whole, taking into account any mitigation and compensation measures that are proposed.



**2.19.7** Many wildlife species benefit from statutory protection under a range of legislative provisions. These species do not require a policy in this DPD to protect them. Where a species receives statutory protection but is also included in the S41 list, the protection afforded by legislation and national policy will take precedence over policy PP19.

### Relationship to Core Strategy policies and objectives

#### This policy supports:

Core Strategy policy:	CS21 - Biodiversity and Geological Conservation
Core Strategy objectives:	OB2 - Environment Capital OB19 - Climate Change OB20 - Sites of Environmental Importance

## 2.20 PP20 - Development on Land affected by Contamination

### Policy PP20

#### Development on Land affected by Contamination

**All new development must take into account the potential environmental impacts on people, buildings, land, air and water arising from the development itself and any former use of the site, including, in particular, adverse effects arising from pollution.**

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

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

- 2.20.1** A number of recognised secondary aquifers lie beneath Peterborough that contribute to river flow and are used locally for small-scale water supply. Land affected by contamination can pose a risk to surface waters and groundwater contained within these aquifers. Peterborough's industrial legacy therefore presents a heightened potential risk in this context which should be managed accordingly.
- 2.20.2** In addition, land affected by contamination may pose an unacceptable risk to human health, the environment, the built environment and economic activities, through its impacts on the users of the land, and on neighbouring users. Land contamination, or the possibility of it, is therefore a material planning consideration in taking decisions on individual planning applications.
- 2.20.3** Where pollution issues are likely to arise, intending developers should hold pre-application discussions with the city council, the relevant pollution control authority and stakeholders with a legitimate interest. In these circumstances, the submission of a preliminary risk assessment is a requirement for validating relevant planning applications.

## Planning Policies

- 2.20.4** Preliminary assessments and any subsequent additional information should be carried out in accordance with the Environment Agency's Contaminated Land Report 11 (CLR 11) 'Model Procedures for the Management of Land Contamination', which is available at:  
<http://www.environment-agency.gov.uk/research/planning/33740.aspx>
- 2.20.5** There is additional advice in the Environment Agency's 'Guiding Principles for Land Contamination' documents at:  
<http://www.environment-agency.gov.uk/research/planning/121619.aspx>
- 2.20.6** If additional technical guidance is produced by the Government or any recognised independent body with the relevant expertise, the council will take that into account in making decisions in accordance with the above policy.
- 2.20.7** In cases where planning permission is granted for development of a site on which the presence of contamination is known or suspected, the responsibility for safe development and secure occupancy of the site rests with the developer and/or landowner.
- 2.20.8** The city council will determine planning applications on the basis of the information available to it, but cannot be held liable if that information is subsequently proved to be inaccurate or inadequate.

### Relationship to Core Strategy policies and objectives

#### This policy supports:

Core Strategy policy:	CS16 - Urban Design and the Public Realm
Core Strategy objectives:	OB20 - Sites of Environmental Importance OB24 - River Nene OB26 - Urban Fabric and Public Realm

## Implementation and Monitoring

### Implementation

- 3.0.1** To assist in implementation of this Planning Policies DPD and the Core Strategy, the council intends to prepare Supplementary Planning Documents (SPDs) on the following:
1. **Amenity Provision in Residential Development** - this SPD will outline the level of amenity provision that will be expected in new residential development. Internal and external areas will be discussed and the level of provision provided may include minimum room sizes, circulation space, future adaptation and garden space.
  2. **Shop Fronts** - well designed shop fronts can make a substantial and positive contribution to visual interest of an area if they are sympathetically designed. The SPD will provide guidance on shop frontages in all areas of the city but particular attention will be paid to design of shop fronts in conservation areas, on listed buildings and where the shop front would straddle buildings of different design.
  3. **Flood and Water Management** - this SPD will provide further guidance on implementation of Core Strategy policy CS22 and policy PP16 of this Planning Policies DPD.
  4. **Possible future SPDs** - a Developer Contributions SPD could be produced in parallel with the council's Community Infrastructure Levy Charging Schedule, to provide guidance on the way in which the council will seek planning obligations from developments or for site-specific mitigation measures which are outside the scope of the levy. Other SPDs may be prepared if a particular need is identified.
- 3.0.2** All of the policies in this DPD will be implemented through the council's development management activities. This includes pre-application advice and discussions, the making of decisions on planning applications and the operation of its compliance functions to ensure planning control is properly enforced.
- 3.0.3** All of those parties who are consulted by the council on individual planning applications will also be able to use the policies in formulating their own comments.
- 3.0.4** It is important to note that all planning applications received by the council are determined in the light of policies contained in the various documents that make up the Peterborough Local Development Framework, and other factors that are considered to be material, including statements of national planning policy. Merely satisfying the requirements of one specific policy in this DPD, even if it expresses a presumption in favour of a development which complies with that policy, is not in itself sufficient to secure planning permission. Development proposals will be assessed against all relevant policies in the DPD. Furthermore, nothing in this DPD, however expressed, fetters the discretion of the council to make a decision which may appear to be contrary to the DPD, having taken into account other material considerations.

### Monitoring

- 3.0.5** Preparation of a plan is not a 'one-off' activity; it is part of a process that involves keeping a check on how successful the plan is in delivering what it sets out to do, and making adjustments to that plan if the checking process reveals that changes are needed. An important aspect of the planning system is the ability to produce various local development documents at different times. This allows the council to respond quickly to changing circumstances and priorities in Peterborough.
- 3.0.6** The purposes of monitoring are:
- to assess the extent to which policies in the Planning Policies DPD are being implemented

## Implementation and Monitoring

- to identify policies that may need to be amended or replaced
- to establish whether policies have had unintended consequences
- to establish whether targets are being achieved

**3.0.7** It is important to ensure that the scale of intended monitoring work is commensurate with the resources available to undertake it. It is neither necessary nor possible to monitor every aspect of every policy. The council has identified a number of monitoring indicators which have been selected in the light of the indicators for the Peterborough Core Strategy; and to ensure that there is no duplication of effort in respect of indicators that are more appropriately monitored elsewhere (for example, for the council's Local Transport Plan).

**3.0.8** Monitoring outcomes will normally be reported on an annual basis for a year which begins on 1 April and ends on 31 March, unless data is not available for such a time period or the Secretary of State prescribes a different period. The key delivery vehicle for reporting the outcome of monitoring the Planning Policies DPD will be the Peterborough Monitoring Report, which will usually be published by the end of each year.

**3.0.9** The table below shows our monitoring framework.

Policy	Indicator	Target	Trigger
PP1 - Presumption in Favour of Sustainable Development	Number of planning permissions refused on the basis of this policy which were allowed on appeal	No more than 20 per cent of the refused planning applications are allowed on appeal over a five year period	Review this policy if more than 20 per cent of the refused planning applications are allowed on appeal over five years
PP2 – Design Quality	Number of planning permissions refused on the basis of this policy which were allowed on appeal	No more than 20 per cent of the refused planning applications are allowed on appeal over a five year period	Review this policy if more than 20 per cent of the refused planning applications are allowed on appeal over five years
PP3 - Impacts of New Development	Number of planning permissions refused on the basis of this policy which were allowed on appeal	No more than 20 per cent of the refused planning applications are allowed on appeal over a five year period	Review this policy if more than 20 per cent of the refused planning applications are allowed on appeal over five years
PP4 - Amenity Provision in New Residential Development	Number of planning permissions refused on the basis of this policy which were allowed on appeal	No more than 20 per cent of the refused planning applications are allowed on appeal over a five year period	Review this policy if more than 20 per cent of the refused planning applications are allowed on appeal over five years
PP5 – Prestigious Homes	Number of planning permissions granted or refused on the basis of this policy	None granted, unless exceptions in the policy are met	Review this policy if more than two planning applications are granted permission contrary to this policy over five years

## Implementation and Monitoring

Policy	Indicator	Target	Trigger
PP6 – Conversion and Replacement Dwellings in the Countryside	Number of planning permissions refused on the basis of this policy which were allowed on appeal	No more than 20 per cent of the refused planning applications are allowed on appeal over a five year period	Review this policy if more than 20 per cent of the refused planning applications are allowed on appeal over five years
PP7 - Agricultural, Forestry and other Occupational Dwellings in the Countryside	Number of planning permissions refused on the basis of this policy which were allowed on appeal	No more than 20 per cent of the refused planning applications are allowed on appeal over a five year period	Review this policy if more than 20 per cent of the refused planning applications are allowed on appeal over five years
PP8 – The Rural Economy	Net change in floorspace and/or land for employment uses in the rural area	Net increase in floorspace and/or land for employment uses in the rural area over a five year period	Review this policy if there is no net increase in employment uses in the rural area over five years
PP9 - Development for Retail and Leisure Uses	Net change in retail and leisure floorspace (gross and net) by location	Net increase in retail and leisure floorspace (gross and net) in accordance with PP9 locational hierarchy	Review this policy if more than 25 per cent of additional floorspace is granted permission in out of centre locations over five years
PP10 – Primary Retail Frontages in District Centres	Amount of completed A1 floorspace (gross and net) by location	Maintain or increase by 2026	Review this policy if there is significant loss of A1 uses in Primary Retail Frontages in District Centres over five years
PP11 – Shop Frontages, Security Shutters and Canopies	Number of planning permissions refused on the basis of this policy which were allowed on appeal	No more than 20 per cent of the refused planning applications are allowed on appeal over a five year period	Review this policy if more than 20 per cent of the refused planning applications are allowed on appeal over five years
PP12– The Transport Implications of Development	Number of planning permissions refused on the basis of this policy which were allowed on appeal	No more than 20 per cent of the refused planning applications are allowed on appeal over a five year period	Review this policy if more than 20 per cent of the refused planning applications are allowed on appeal over five years
PP13 – Parking Standards	Number of planning permissions refused on the basis of this policy which were allowed on appeal	No more than 20 per cent of the refused planning applications are allowed on appeal over a five year period	Review this policy if more than 20 per cent of the refused planning applications are allowed on appeal over five years

## Implementation and Monitoring

Policy	Indicator	Target	Trigger
PP14 – Open Space Standards	Area of new accessible open space provided as a result of new residential developments	Secure provision in line with Appendix B standards	Review this policy if open space standards are not met on a regular basis over five years
	Number and area of land designated as Local Nature Reserves	Increase by 2019	Review this policy if none come forward by 2019
PP15 – Nene Valley	Number of planning permissions refused on the basis of this policy which were allowed on appeal	No more than 20 per cent of the refused planning applications are allowed on appeal over a five year period	Review this policy if more than 20 per cent of the refused planning applications are allowed on appeal over five years
PP16 – The Landscaping and Biodiversity Implications of Development	Number and area of county wildlife sites	Maintain or increase by 2019	Review this policy if the number and/or area of county wildlife sites has decreased by 2019
	Improved local biodiversity - active management of local sites	Improve	Review this policy if the local biodiversity - active management of local sites has not improved within five years
PP17– Heritage Assets	Number of entries for Peterborough on English Heritage's Heritage at Risk (HAR) Register	Reduce	Review this policy if the number of entries for Peterborough on English Heritage's Heritage at Risk (HAR) Register has not reduced within five years
	Number of entries on Peterborough's Heritage at Risk Register	Reduce	Review this policy if the number of entries for Peterborough's Heritage at Risk Register has not reduced within five years
	Number of planning permissions refused on the basis of this policy which were allowed on appeal	No more than 20 per cent of the refused planning applications are allowed on appeal over a five year period	Review this policy if more than 20 per cent of the refused planning applications are allowed on appeal over five years

## Implementation and Monitoring

Policy	Indicator	Target	Trigger
PP18– Ancient, Semi-Natural Woodland and Ancient and Veteran Trees	Number of planning permissions refused on the basis of this policy which were allowed on appeal	No more than 20 per cent of the refused planning applications are allowed on appeal over a five year period	Review this policy if more than 20 per cent of the refused planning applications are allowed on appeal over five years
PP19 – Habitats and Species of Principal Importance	Number of planning permissions refused on the basis of this policy which were allowed on appeal	No more than 20 per cent of the refused planning applications are allowed on appeal over a five year period	Review this policy if more than 20 per cent of the refused planning applications are allowed on appeal over five years
PP20 - Development on Land affected by Contamination	Number of planning permissions refused on the basis of this policy which were allowed on appeal	No more than 20 per cent of the refused planning applications are allowed on appeal over a five year period	Review this policy if more than 20 per cent of the refused planning applications are allowed on appeal over five years

## Implementation and Monitoring



## Appendix A - Parking Standards (Policy PP13)

### Parking Standards (Policy PP13)

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

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

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

The disabled parking standards in the tables below range from two per cent to six per cent of all spaces, depending on the type of development proposed. Disabled parking provision in large mixed development schemes should be distributed so that disabled people can access all of the site and not just the entrance to a single building.

Use	Car/van	Cycle	Powered two wheeler	Disabled
<b>A uses</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Minimum</b>	<b>Minimum</b>
<b>A1</b> – excluding food stores	One space per 20 sqm gross floorspace	One stand per 150 sqm gross floorspace for staff and one stand per 400 sqm gross floorspace for customers	One space, + one per 20 car spaces (for first 100 car spaces), then one space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = three bays or six per cent of total capacity, whichever is greater
<b>A1</b> – Food stores	One space per 14 sqm gross floorspace			<b>Over 200 bays</b> = four bays plus four per cent of total capacity
<b>Informative notes</b>				
Parking standards for large, stand alone developments, such as large department stores and shopping centres will be considered on a case by case basis and should be agreed with the council.				

## Appendix A - Parking Standards (Policy PP13)

Use	Car/van	Cycle	Powered two wheeler	Disabled
<b>A2</b> - Financial and professional services	One space per 20 sqm gross floorspace	One stand per 150 sqm gross floorspace for staff plus one stand per 400 sqm gross floorspace for customers	One space, + One per 20 car spaces (for first 100 car spaces), then one space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = two bays or five per cent of total capacity, whichever is greater <b>Over 200 bays</b> = six bays plus two per cent of total capacity
<b>A3</b> – Restaurants and cafes (excluding transport cafes)	One space per 15 sqm gross floorspace	One stand per 100 sqm for staff plus one stand per 100 sqm for customers	One space, + one per 20 car spaces (for first 100 car spaces), then one space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = three bays or six per cent of total capacity, whichever is greater <b>Over 200 bays</b> = four bays plus four per cent of total capacity
<b>A3</b> (Transport cafes/truck stops)	One space per 15 sqm gross floorspace One lorry space per two sqm gross floorspace	One stand per 100 sqm gross floorspace for staff plus one stand per 200 sqm gross floorspace for customers		
<b>A4</b> – Drinking establishments	One space per 15 sqm gross floorspace	One stand per 100 sqm gross floorspace for staff plus one stand per 100 sqm gross floorspace for customers	One space, + one per 20 car spaces (for first 100 car spaces), then one space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = three bays or six per cent of total capacity, whichever is greater <b>Over 200 bays</b> = four bays plus four per cent of total capacity
<b>A5</b> – Hot food takeaways	One space per 20 sqm gross floorspace	One stand per 100 sqm gross floorspace for staff plus one stand per 100 sqm gross floorspace for customers	One space, + one per 20 car spaces (for first 100 car spaces), then one space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = three bays or six per cent of total capacity, whichever is greater

## Appendix A - Parking Standards (Policy PP13)

Use	Car/van	Cycle	Powered two wheeler	Disabled
				Over 200 bays = four bays plus four per cent of total capacity
<p><b>Informative notes</b></p> <p>A higher provision of cycle parking may be required in locations situated in close proximity to key cycle routes and where a high volume of cyclists is expected to occur. This will be negotiated on a case-by-case basis.</p>				

## Appendix A - Parking Standards (Policy PP13)

Use	Car/van		Cycle		Powered two wheeler		Disabled	
	Maximum	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum	Minimum
<b>B uses</b>								
<b>B1 – Business</b>	One space per 30 sqm gross floorspace	One stand per 90 sqm gross floorspace for staff plus one stand per 200 sqm gross floorspace for visitors	One space, + one per 20 car spaces (for first 100 car spaces), then one space per 30 car spaces (over 100 car spaces)				<b>200 bays or less</b> = two bays or five per cent of total capacity, whichever is greater <b>Over 200 bays</b> = six bays plus two per cent of total capacity	
<b>Informative notes</b>								
Consideration should also be given to the requirement for any overnight parking and facilities.								
<b>B2 – General industrial</b>	One space per 50 sqm gross floorspace	One stand per 150 sqm gross floorspace for staff plus one stand per 500 sqm gross floorspace for visitors	One space, + one per 20 car spaces (for first 100 car spaces), then onespace per 30 car spaces (over 100 car spaces)				<b>200 bays or less</b> = two bays or five per cent of total capacity, whichever is greater <b>Over 200 bays</b> = six bays plus two per cent of total capacity	
<b>Informative notes</b>								
If a site office is included in the development then a B1 parking standard should be applied for that area.								
<b>B8 – Storage and distribution (including open air storage areas)</b>	Three parking spaces per unit plus one space per 300 sqm gross floorspace	One stand per 500 sqm gross floorspace for staff plus one stand per 1000 sqm gross floorspace for visitors	One space, + one per 20 car spaces (for first 100 car spaces), then one space per 30 car spaces (over 100 car spaces)				<b>200 bays or less</b> = two bays or five per cent of total capacity, whichever is greater <b>Over 200 bays</b> = six bays plus two per cent of total capacity	

## Appendix A - Parking Standards (Policy PP13)

Use	Car/van	Cycle	Powered two wheeler	Disabled
B8 with retail element	Three parking spaces per unit plus one space per 300 sqm gross floorspace + one space per 20 sqm gross floorspace for customer parking			
<p><b>Informative notes</b></p> <p>Consideration should also be given to the requirement for any overnight parking and facilities.</p> <p>It is acknowledged that there is an increasing trend for B8 developments with a retail element where there is the option for customers to visit a counter at the premises and make purchases. For developments such as this, additional customer parking should be allocated, equivalent to the A1 standard for the floorspace that has public access.</p> <p>If a site office is included in the development then a B1 parking standard should be applied for that area.</p>				

## Appendix A - Parking Standards (Policy PP13)

Use	Car/van	Cycle	Powered two wheeler	Disabled
C uses	Maximum	Minimum	Minimum	Minimum
C1 - Hotels	One space per bedroom plus one space per ten sqm of dining area for hotels with restaurants open to the public	One stand per four staff plus one stand per ten bedrooms	One space, + one per 20 car spaces (for first 100 car spaces), then one space per 30 car spaces (over 100 car spaces)	<p><b>200 bays or less</b> = three bays or six per cent of total capacity, whichever is greater</p> <p><b>Over 200 bays</b> = four bays plus four per cent of total capacity</p>
<p><b>Informative notes</b></p> <p>The modern day hotel is seldom used solely as a hotel and often offers multifunctional amenities such as conference facilities, restaurants and gyms. These multifunctional uses must be considered per individual use class and adequate parking allocated to encompass all uses when considering the potential for cross-visitation.</p>				
C2 - Residential care home	One space per full time equivalent staff + One visitor space per three beds	One stand per five staff + resident parking on a case-by-case basis	One space, + one per 20 car spaces (for first 100 car spaces), then one space per 30 car spaces (over 100 car spaces)	Dependent on actual development, on individual merit, although expected to be significantly higher than business or recreational development requirements
Hospitals – Note: at hospitals there are a number of people who are temporarily disabled and do not have Blue Badges.	To be considered on a case by case basis	One stand per four staff Visitors - to be considered on a case by case basis		
Treatment centres (e.g. ISTC* with over night facilities)	To be considered on a case by case basis	One stand per four staff Visitors - to be considered on a case by case basis		

## Appendix A - Parking Standards (Policy PP13)

Use	Car/van	Cycle	Powered two wheeler	Disabled
Residential education establishments – primary/secondary	One space per full time equivalent staff	One stand per eight staff + one stand per six students		One bay or five per cent of total capacity, whichever is greater
Residential education establishments – further/higher	One space per full time equivalent staff + one space per five students	One stand per eight staff + one stand per six students		
<p><b>Informative notes</b></p> <p>Parking standards for retirement developments that are warden assisted yet provide independent living should fall under Class C3.</p> <p>Hospital parking: It should be acknowledged that particular needs of hospitals arising from their 24 hour service (which impacts on accessibility for patients and visitors and on staff working patterns) should be taken into account and parking provision provided accordingly. The impact of parking on the surrounding area should be considered and if necessary provision should be made for appropriate traffic management measures (e.g. resident parking scheme) to prevent illegitimate parking on neighbouring streets by people travelling to the hospital site. Travel plans for staff, patients and visitors play an important role in traffic reduction and especially encourage modal shift for staff.</p> <p>* Independent Sector Treatment Centre</p>				
<b>C2A</b> - Secure residential institution	One space per full time equivalent staff Visitor – on a case-by-case basis	One stand per eight full time equivalent staff Visitor – on a case-by-case basis	One space, + One per 20 car spaces (for first 100 car spaces), then one space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = two bays or five per cent of total capacity, whichever is greater <b>Over 200 bays</b> = six bays plus two per cent of total capacity
<p><b>Informative notes</b></p>				

## Appendix A - Parking Standards (Policy PP13)

Use	Car/van	Cycle	Powered two wheeler	Disabled
Class C2A includes a variety of uses which will demand a varying need for parking. Standards should be used as a guide but there must be flexibility and applications should be looked at on a case-by-case basis. Visitor parking requirements will vary between institutions and should be dealt with on an individual application basis.				
	<b>Minimum*</b>	<b>Minimum*</b>	<b>Minimum*</b>	<b>Minimum*</b>
<b>C3 – Dwelling houses</b> One bedroom	One space per dwelling (plus spaces for visitors at the rate of one space for every four dwellings (unallocated))	One secure covered space per bedroom. None if garage or secure area is provided within curtilage of dwelling	N/A	N/A if parking is in curtilage of dwelling, otherwise as per visitors
Two+ bedroom	Two spaces per dwelling (plus spaces for visitors at the rate of one space for every six - eight dwellings (unallocated))			
Four+ bedroom	Two spaces per dwelling (plus spaces for visitors at the rate of one space for every four dwellings (unallocated))			
Retirement developments (e.g. warden assisted independent living accommodation)	One space per dwelling	One stand per eight units (residents)	One space, + one per 20 car spaces (for first 100 car spaces), then one space per 30 car spaces (over 100 car spaces)	
<b>C4 – Houses in multiple occupation</b>	One space per bedroom	One secure covered space per bedroom.	N/A	



## Appendix A - Parking Standards (Policy PP13)

Use	Car/van	Cycle	Powered two wheeler	Disabled
<p><b>Informative notes</b></p> <p>*For C3 or C4 development, the standards are listed as 'minimum' and will be applied in most instances, especially for major development (10 or more dwellings). However, in some instances the standards will be inappropriate, for example where this would harm the established character of the area. In such instances applicants should discuss with the council what an appropriate provision of parking should be.</p> <p>For C3 and C4 developments, car parking spaces for occupants should normally be provided on-plot, except in the case of flats or for specific urban design reasons where the most appropriate design solution would require a communal car park or garage court.</p> <p>Where a garage is proposed to count as one of the required parking spaces, the garage would need to be of at least 20 sq m of internal floorspace. Alternatively, garage size can be reduced to 18 sq m of internal floorspace and still qualify as a parking space provided a shed or other covered area of 1m by 3m space is available for parking a cycle(s).</p> <p>Annexes which create extra bedrooms will require additional parking unless existing provision is demonstrated to be adequate.</p> <p>Visitor/unallocated vehicle parking can, subject to appropriate design, be located on or near the road frontage.</p> <p>Unallocated cycle parking for residents should be secure and covered, located in easily accessible locations throughout the development.</p>				

## Appendix A - Parking Standards (Policy PP13)

Use	Car/van	Cycle	Powered two wheeler	Disabled
<b>D uses</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Minimum</b>	<b>Minimum</b>
D1 - Medical centres	One space per full time equivalent staff + two per consulting room + drop off/pick up facilities	One stand per eight staff plus one stand per two consulting rooms for visitors	One space, + one per 20 car spaces (for first 100 car spaces), then one space per 30 car spaces (over 100 car spaces)	Dependent on actual development, on individual merit, although expected to be significantly higher than business or recreational development requirements
Crèche, child care	One space per full time equivalent staff + drop off/pick up facilities	One stand per eight staff plus One stand per 15 child places		One bay or five per cent of total capacity, whichever is greater
Day care centre	One space per full time equivalent staff + drop off/pick up facilities	One stand per eight staff plus one stand per 20 clients		One bay or five per cent of total capacity, whichever is greater
Education – primary/secondary	One space per full-time member of staff + drop off/pick up facilities	One stand per eight staff plus one stand per six pupils		One bay or five per cent of total capacity, whichever is greater
<b>Informative notes</b>				
A lower provision may be appropriate for educational establishments in an urban location where there is good access to alternative forms of transport to allow sustainable travel.				
Parking/drop off arrangements for special schools must be taken into consideration as generally extra staff are required and most pupils/students arrive by taxi or car.				
Coach parking and facilities must be considered for all D1 uses.				

## Appendix A - Parking Standards (Policy PP13)

Use	Car/van	Cycle	Powered two wheeler	Disabled
D2- Cinema	One space per five seats + drop off/pick up facilities + space for parking of two coaches or buses	One stand per eight staff plus visitor parking on a case-by-case basis	One space, + one per 20 car spaces (for first 100 car spaces), then one space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = three bays or six per cent of total capacity, whichever is greater  <b>Over 200 bays</b> = four bays plus four per cent of total capacity
D2 – other uses	One space per 22 sqm gross floorspace + drop off/pick up facilities + space for parking of two coaches or buses	One stand per eight staff plus visitor parking on a case-by-case basis		
Team sports (outdoor sports pitches)	20 spaces per pitch plus one space per ten spectator seats + drop off/pick up facilities + space for parking of two coaches or buses	One stand per eight staff plus visitor parking on a case-by-case basis		
Swimming pools, gyms, sports halls	One space per 22 sqm of public area + drop off/pick up facilities + space for parking of two coaches or buses	One stand per eight staff plus visitor parking on a case-by-case basis		
Golf clubs	Three spaces per hole + drop off/pick up facilities	On a case-by-case basis		
Other sports facilities	Individual merit + drop off/pick up facilities + space for parking of two coaches or buses	On a case-by-case basis		
<b>Informative notes</b>				
Coach parking and facilities must be considered for all D2 uses. Multifunctional uses must be considered per individual use class and adequate parking allocated to encompass all uses, when assessing the parking requirements of a development, taking into account cross-visitation.				

## Appendix A - Parking Standards (Policy PP13)

Use	Car/van	Cycle	Powered two wheeler	Disabled
<b>Sui Generis uses</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Minimum</b>	<b>Minimum</b>
Bus stations	None unless justified	Five stands per bus bay	One space, + one per 20 car spaces (for first 100 car spaces), then one space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = three bays or six per cent of total capacity, whichever is greater <b>Over 200 bays</b> = four bays plus four per cent of total capacity
Bus stops (Key)	N/A	On a case-by-case basis	Individual merit	N/A
Caravan parks	One space per pitch + one space per full time staff equivalent	One stand per ten pitches	One space, + one per 20 car spaces (for first 100 car spaces), then one space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = three bays or six per cent of total capacity, whichever is greater <b>Over 200 bays</b> = four bays plus four per cent of total capacity
Car park (inc. Park and Ride sites)	Individual merit	One stand per ten parking spaces		<b>200 bays or less</b> = three bays or six per cent of total capacity, whichever is greater <b>Over 200 bays</b> = four bays plus four per cent of total capacity
Cash and carry/retail warehouse clubs	One space per 30 sqm gross floorspace	One stand per eight staff; on a case-by-case basis for visitors		<b>200 bays or less</b> = three bays or six per cent of total capacity, whichever is greater <b>Over 200 bays</b> = four bays plus four per cent of total capacity
Conference facilities (see Informative notes)	One space per five seats (sustainable locations)	One stand per eight staff plus visitor parking on a case-by-case basis		<b>200 bays or less</b> = two bays or five per cent of total capacity, whichever is greater <b>Over 200 bays</b> = six bays plus two per cent of total capacity

## Appendix A - Parking Standards (Policy PP13)

Use	Car/van	Cycle	Powered two wheeler	Disabled
Garden centres (see Informative notes)	One space per 40 sqm (retail area covered and uncovered)	One stand per eight staff plus customer parking on a case-by-case basis		<b>200 bays or less</b> = three bays or six per cent of total capacity, whichever is greater,  <b>Over 200 bays</b> = four bays plus four per cent of total capacity
Hostel	One space per full time staff equivalent	on a case-by-case basis		
Marina	One space per two mooring berths	on a case-by-case basis		
Motor vehicle service centres	One space per full time staff equivalent + One space per 35 sqm gross floorspace	One stand per four staff; on a case-by-case basis for visitors		<b>200 bays or less</b> = two bays or five per cent of total capacity, whichever is greater  <b>Over 200 bays</b> = six bays plus two per cent of total capacity
Motor vehicle showrooms (see Informative notes)	One space per 45 sqm show area	One stand per eight staff plus customer parking; on a case-by-case basis for visitors		
Nightclubs	One space per 50 sqm gross floorspace	One stand per eight staff		<b>200 bays or less</b> = three bays or six per cent of total capacity, whichever is greater  <b>Over 200 bays</b> = four bays plus four per cent of total capacity
Petrol filling stations (see Informative notes)	One space per 20 sqm gross floorspace	One stand per eight staff plus customer parking on a case-by-case basis		
Rail stations	Individual merit	One stand per eight staff plus 20 stands per peak period service (main stations) or 20 stands per peak period service (minor stations)		

## Appendix A - Parking Standards (Policy PP13)

Use	Car/van	Cycle	Powered two wheeler	Disabled
Recycling centre/civic amenity site (see Informative notes)	One space per full time staff equivalent + drop off/waiting facilities for the users of the site	One stand per eight staff plus customer parking on a case-by-case basis		<p><b>200 bays or less</b> = two bays or five per cent of total capacity, whichever is greater</p> <p><b>Over 200 bays</b> = six bays plus two per cent of total capacity</p>
Stadia (see informative notes)	One space per 15 spectators	One stand per eight staff plus ten per cent of vehicle parking provision for visitors		<p><b>200 bays or less</b> = three bays or six per cent of total capacity, whichever is greater</p> <p><b>Over 200 bays</b> = four bays plus four per cent of total capacity</p>
Taxi/minicab hire	One space per full time equivalent staff member permanently deployed at registered base site + one space per five registered vehicles	One a case-by-case basis		<p><b>200 bays or less</b> = two bays or five per cent of total capacity, whichever is greater</p> <p><b>Over 200 bays</b> = six bays plus two per cent of total capacity</p>
Theatres (see Informative notes)	One space per five seats	One stand per eight staff plus one stand per 40 seats		<p><b>200 bays or less</b> = three bays or six per cent of total capacity, whichever is greater</p> <p><b>Over 200 bays</b> = four bays plus four per cent of total capacity</p>

## Appendix A - Parking Standards (Policy PP13)

Use	Car/van	Cycle	Powered two wheeler	Disabled
Vehicle rental/hire (see Informative notes)	One space per full time equivalent staff member permanently deployed at registered base site + an allowance of visitor parking	One stand per eight staff plus customer parking on a case-by-case basis		<p><b>200 bays or less</b> = two bays or five per cent of total capacity, whichever is greater</p> <p><b>Over 200 bays</b> = six bays plus two per cent of total capacity</p>
<p><b>Informative notes</b></p> <p>Shared use facilities: When a use forms part of a shared use facility, parking standards must be looked at for all uses and the appropriate amounts supplied. For example when conference facilities are included in a hotel facility, appropriate parking standards must be applied for each use, however cross-visitation must be taken into account.</p> <p>Conference facilities: If in rural/semi rural location, standards to be considered on individual merits, subject to a Transport Assessment (TA).</p> <p>Garden centres: Garden centres attached to DIY stores should be considered under A1 use.</p> <p>Motor vehicle showrooms: Show area to include space inside and outside, used for the display of cars. Layout must be considered for car transporters to load/unload off the highway.</p> <p>Petrol filling stations: Consider layout of forecourt to include allowance for loading, unloading and turning of delivery vehicles and ATM (if present) users.</p> <p>Recycling centre/civic amenity site: Parking is required as close to end destinations as possible for short periods of time (drop-off), naturally queues will form. Stack back facilities should be provided to minimise queueing onto a major route. A TA will be required to look at predicted queue lengths and other factors.</p> <p>Stadia: Consider adequate coach parking. A TA will be required.</p> <p>Theatres: Shared parking for evening events should be considered on daytime parking sites. Consider adequate coach parking.</p> <p>Vehicle rental/hire: Sufficient allocation of visitor parking is required. Provision for 'hired' car parking must be considered, although not included in the parking space allocation.</p>				

## Appendix A - Parking Standards (Policy PP13)



## Appendix B - Open Space Standards (Policy PP14)

Open space type	Quantity standard	Accessibility guidelines <sup>(1)</sup>	Quality standard
<p><b>Neighbourhood parks</b> (A landscaped area with formal and informal planting, typically between one and six hectares in size, providing for a range of activities that may include outdoor sports facilities and playing fields, children's play for different age groups and informal recreational pursuits including sitting out and walking)</p>	1.49ha per 1,000 population	560m straight line distance	All spaces should meet Green Flag standard wherever possible
<p><b>Country parks</b> (A large landscaped setting which may include a variety of natural features, or formal planted areas, typically over ten hectares in size. Country parks should provide for a wide range of recreational activities, including outdoor sports facilities and playing fields, children's play for different age groups and informal recreational pursuits including sitting out and walking. Nature trails, cycle routes, formal picnic areas, interpretation facilities, refreshments and toilets are likely to be included)</p>	No standard – provision should be opportunity led and requested on a case by case basis	5.25km straight line distance	All spaces should meet Green Flag standard wherever possible
<p><b>Children's play</b> (Equipped areas specifically for play, including such facilities as toddler's play spaces, adventure play grounds, ball games areas and skate parks, providing for a range of age groups)</p>	<p>Doorstep outdoor play space – no quantity standard</p> <p>Junior outdoor play space – one facility per 2,000 population</p> <p>Youth outdoor play space – one facility per 8,000 population</p> <p>Family outdoor play space – one facility per 35,000 population</p>	<p>Doorstep outdoor play space – no accessibility standard</p> <p>Junior outdoor play space – 450m straight line distance</p> <p>Youth outdoor play space – 800m straight line distance</p> <p>Family outdoor play space – 1,750m straight line distance</p>	Children's play provision should provide a range of facilities associated with the type of facility and be located to avoid disturbance to residents. Children's Play Strategy provides further details

<sup>1</sup> Accessibility guidelines are included as a guide and these could be used in identifying the overall level of new open space provision to be provided in new development

## Appendix B - Open Space Standards (Policy PP14)

Open space type	Quantity standard	Accessibility guidelines <sup>(1)</sup>	Quality standard
<b>Natural greenspace</b> (An area of woodland, shrubs, grassland, heath or moor, wetland or open water, where the public have a legal or permissive access)	1ha of Local nature reserve (or equivalent) per 1,000 population	300m to natural greenspace of at least 2ha 2km to natural greenspace of at least 20ha 5km to natural greenspace of at least 100ha 10km to natural greenspace of at least 500ha	Areas of natural and semi-natural greenspace should be of adequate quality and support local biodiversity
<b>Allotments</b> (open spaces where the primary uses is allotment gardening or community farming)	0.28ha per 1,000 population	560m straight line distance	Allotment sites should be of adequate quality and support the needs of the local community. Allotment sites which under perform in terms of their value to the local community should be improved
<b>Playing pitches/outdoor sports</b> (open spaces formally laid out for specific outdoor sports, including football, cricket, rugby and hockey pitches, synthetic turf pitches, tennis courts, basketball courts and bowling greens)	1ha of outdoor sports provision per 1,000 population, including grass pitches, tennis courts, bowling greens, but not golf courses. (This 1ha is split into 0.7ha for formal sports provision and 0.3ha for informal sports provision.)	480m straight line distance to formal outdoor sports provision 260m straight line distance to informal outdoor sports provision	Formal sports facilities should meet the minimum standard based on 'Good' as defined by Sport England assessment methods, but also taking into account basic requirements as appropriate as specified by

<sup>1</sup> Accessibility guidelines are included as a guide and these could be used in identifying the overall level of new open space provision to be provided in new development

## Appendix B - Open Space Standards (Policy PP14)

Open space type	Quantity standard	Accessibility guidelines <sup>(1)</sup>	Quality standard
	PLUS 279sq.m of Synthetic Turf Pitch (STP) per 1,000 population	15 minutes walk time in urban areas, or 15 minutes drive time in rural areas, to STP	Governing Body and Sport England Technical Factsheets.  Synthetic Turf Pitches should be developed to an agreed performance specification complying with relevant governing body of sport requirements
<b>Amenity greenspace</b> (small pockets of grass, trees or landscaped areas which are an integral part of the design and layout of the development)	No standard – should be design-led	No standard – should be design-led	Amenity greenspace should be of appropriate quality to enhance the appearance of the development, whilst being capable of easy maintenance

1 Accessibility guidelines are included as a guide and these could be used in identifying the overall level of new open space provision to be provided in new development

## Appendix B - Open Space Standards (Policy PP14)

## Appendix C - Buildings of Local Importance (Policy PP17)

This Appendix lists all of the Buildings of Local Importance in Peterborough. Full details of each of the buildings and structures are contained in the separate publication 'Buildings of Local Importance in Peterborough' (2012).

<b>Urban</b>
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<b>Central</b>	
1	Ball Memorial Fountain, The Triangle, Lincoln Road, New England
2	St Pauls Parish Church, The Triangle, Lincoln Road, New England, PE1 2PA
3	St Pauls Church Hall, The Triangle, Lincoln Road, New England, PE1 2PA
4	New England Club and Institute, Occupation Road, New England, PE1 2LJ
5	Clock Tower Shelter, The Triangle, Lincoln Road, New England
6	Former St Pauls Secondary Modern School, Lincoln Road, New England
7	Ghousia Mosque, 406 Gladstone Street, Millfield, PE1 2BY
8	Faizan E Medina Mosque, 169 Gladstone Street, Millfield, PE1 2BN
9	New England House, 555 Lincoln Road, New England, PE1 2PB
10	48 Taverners Road, New England, PE1 2JW
11	'Leighton House' 13 Norfolk Street, Millfield, PE1 2NP
12	St Barnabas Centre, Taverners Road, Millfield, PE1 2JR
13	57 Cobden Avenue, Millfield, PE1 2NX
14	148 Cobden Avenue, Millfield, PE1 2NU
15	149 -157 (odd) Lincoln Road, Millfield, PE1 2PW
16	101 Lincoln Road (Dryden House), PE1 2SH
17	97 and 99 Lincoln Road, PE1 2SH
18	91 and 93 Lincoln Road, PE1 2SH
19	87 and 89 Lincoln Road, PE1 2SH
20	The Lindens, Lincoln Road, PE1 2SN
21	79 Lincoln Road (St Mark's Villa) and 81 Lincoln Road (Raffles House) PE1 2SH
22	84 Lincoln Road Former vicarage to St Mark's Church, PE1 2SN
23	St Mark's Church, Lincoln Road, PE1 2SN
24	80 Lincoln Road, PE1 2SN
25	63, 65 Lincoln Road (PE1 2SF), 67, 69, 71 Lincoln Road (PE1 2SQ) (Rothsay Villas)

## Appendix C - Buildings of Local Importance (Policy PP17)

Central	
26	61 Lincoln Road, PE1 2SE
27	57 Lincoln Road, PE1 2RR
28	Walling, SE corner 57 Lincoln Road, PE1 2RR
29	16 Lincoln Road, PE1 2RL
30	Former Masonic Hall, Lincoln Road, PE1 2RJ
31	St Theresa's House, Manor House Street, PE1 2TL
32	19 Manor House Street, PE1 2TL
33	10 Burghley Road, PE1 2QB
34	44 Burghley Road, PE1 2QB
35	2-10 Towler Street, PE1 2TX
36	68 Monument Street, PE1 4AG
37	City College, Brook Street, PE1 1TU
38	1-15 odd Crowthorne Street, PE1 4AD
39	79 Broadway, PE1 4DA
40	77 Broadway (Conservative club), PE1 4DA
41	75 Broadway, PE1 1SY
42	72 and 74 Broadway, PE1 1SU
43	Former Central Library, Broadway (currently Imperial Bento) PE1 1RS
44	Former Technical College, Broadway (currently College Arms) PE1 1RS
45	16-22 Broadway, PE1 1RS
46	123 Park Road (The Gables), PE1 2UD
47	124 Park Road,
48	107 and 109 Park Road,
49	89 Park Road, PE1 2TR
50	85 Park Road, PE1 2TN
51	63 Park Road, PE1 2TN
52	40 Park Road, PE1 2TG
53	Park Road Baptist Church, Park Road, PE1 2TF
54	4-16 (even) Park Road, PE1 2TD

## Appendix C - Buildings of Local Importance (Policy PP17)

Central	
55	2 Park Road, PE1 2TD
56	24 and 26 (Fleet Villas) and 32 and 34 (Ashley Villas) Fitzwilliam Street, PE1 2RX
57	16 Fitzwilliam Street, PE1 2RX
58	Alma House, Park Road, Fitzwilliam Road junction PE1 2UQ
59	28-34 North Street, PE1 2RA
60	26 North Street, PE1 2RA
61	The Ostrich Public House, North Street, PE1 2RA
62	1 North Street, PE1 2RA
63	Great Northern Hotel, Station Road, PE1 1QL
64	Westgate Methodist Church, Westgate, PE1 1RG
65	44-48 (even) Westgate and 5-7 (odd) Lincoln Road, PE1 1RE
66	Westgate House Buildings, Westgate.
67	33 Westgate, PE1 1PZ
68	The Westgate Arcade, Westgate, PE1 1PY
69	10-14 Westgate (Mansion House Chambers), PE1 1RA
70	15 Westgate, PE1 1PY
71	7 Westgate, PE1 1PX
72	5 Westgate, PE1 1PX
73	3 Westgate, PE1 1PX
74	1 Westgate, PE1 1PX
75	36 Long Causeway, PE1 1YJ
76	34 and 35 Long Causeway, PE1 1YJ
77	27 Long Causeway, PE1 1YJ
78	26 Long Causeway, PE1 1YJ
79	24 and 25 Long Causeway, PE1 1YJ
80	21 Long Causeway, PE1 1YQ
81	Market Chambers, Long Causeway Chambers, Long Causeway, PE1 1YD
82	96-100 (even) Bridge Street, PE1 1DY
83	92 Bridge Street, PE1 1DY

## Appendix C - Buildings of Local Importance (Policy PP17)

Central	
84	102 Bridge Street, PE1 1DY
85	40 and 42 Bridge Street, PE1 1DT
86	20-24 (even) Bridge Street, PE1 1DW
87	4-6 Bridge Street, PE1 1DW
88	Peterborough Town Hall, Bridge Street, PE1 1HG
89	41 Priestgate, PE1 1FR
90	31 Priestgate, PE1 1JP
91	25 Priestgate, PE1 1JL
92	21 Priestgate (The City Club) PE1 1JL
93	18 Priestgate, PE1 1JA
94	38 Cowgate (Milton House), PE1 1NA
95	32 Cowgate, PE1 1NA
96	29 and 31 Cowgate (The Draper's Arms), PE1 1LZ
97	14-30 (even) Cowgate, PE1 1NA
98	4-6 Cowgate, PE1 1NA
99	2 Cowgate, PE1 1NA
100	Former warehouse / granary to rear of 2 Cowgate, PE1 1NA
101	2 Queen Street (Queen Street Chambers), PE1 1PA
102	4 Church Street, PE1 1XB
103	6 Cathedral Square, PE1 1XH
104	10 Exchange Street (Charles Bright Jewellers), PE1 1PW
105	Building above part McDonalds, Cathedral Square, PE1 1XH
106	Building above Queensgate entrance and flanking shops, Cathedral Square, PE1 1XH
107	Gate to Minster Precinct, Wheel Yard (south and east sides)
108	Former Courthouse, Laxton Square,
109	70 Albert Place, PE1 1DD
110	62 Albert Place (The Beehive Public House), PE1 1DD
111	Former GNR railway warehouses, Bourges Boulevard (Pets at Home etc) PE1 1NG
112	Old walling to former GNR warehouses facing Albert Place



## Appendix C - Buildings of Local Importance (Policy PP17)

Central	
113	Memorial fountain to Henry Pearson Gates, Bishops Road Gardens
114	Soldiers memorial, Bishops Road Gardens
115	St Peters House, Gravel Walk, PE1 1YU
116	150 Park Road, PE1 2UB

Dogsthorpe	
1	Our Lady of Lourdes Catholic Church, Welland Road, PE1 3SP

East	
1	60 St Johns Street, PE1 5DD
2	27 Star Road, PE1 5HR
3	Granby Street, Eastgate (old walling)

Fletton	
1	Phorpres House, 189 London Road, Fletton. PE2 9DS
2	Old Fletton Primary School, London Road, Fletton PE2 9DR
3	120-126 (even) London Road, Fletton, PE2 9BY
4	112-118 (even) London Road, Fletton, PE2 9BY
5	108 and 110 London Road, Fletton, PE2 9BY
6	St, Michael's House, 185 London Road, Fletton, PE2 9DS
7	84, 86, 88 London Road, Fletton, PE2 9BT
8	16-22 (even) London Road, Fletton, PE2 8AR
9	The Peacock Public House, 26 London Road, Fletton, PE2 8AR
10	Relief on side wall of Bridge House, Town Bridge, Fletton, PE1 1HB
11	Main Range, Whitworths Mill, East Station Road, Fletton, PE2 8AD
12	Cemetery Chapel, Fletton Cemetery, Fletton Avenue, Fletton, PE2 8DF
13	107-113 (odd) Fletton Avenue, Fletton, PE2 8BA
14	50 and 52 Fletton Avenue, Fletton, PE2 8AU
15	48 Fletton Avenue, Fletton, PE2 8AU
16	33 Fletton Avenue, Fletton, PE2 8AX
17	29 Fletton Avenue, Fletton, PE2 8AX

## Appendix C - Buildings of Local Importance (Policy PP17)

Fletton	
18	21 and 23 Fletton Avenue, Fletton, PE2 8AX

  

North	
1	7a Francis Gardens, Dogsthorpe, PE1 3XX
2	St Pauls Road Gospel Hall, St Pauls Road, New England, PE1 3RL

  

Orton Waterville	
1	40a Cherry Orton Road (corrugated roofed barn to front garden), PE2 5EQ

  

Park	
1	Lincoln Road Centre, Lincoln Road, New England, PE1 2PE
2	18 St Martins Street, Millfield, PE1 3BB
3	Victoria Square, Alma Road, Millfield, PE1 3A
4	Congregational Church, St Martins Street, Millfield, PE1 3BD
5	'The Hand and Heart' Highbury Street, Millfield, PE1 3BE
6	'Rutlands' 241 Lincoln Road, Millfield, PE1 2PL
7	220 Dogsthorpe Road, Millfield, PE1 3PB
8	'Gablecote' 2 Garton End Road, Millfield, PE1 4EW
9	21 Princes Street (Palm Villa), PE1 2QP
10	Broadway Cemetery gates, piers, ironwork, Broadway and Eastfield Road entrances
11	Broadway Cemetery, memorial to Smith / Walker families (south west quarter)
12	Broadway Cemetery, monuments to the Thompson family (south east quarter)
13	Broadway Cemetery, gravestone to Robert Base (south east quarter)
14	Broadway Cemetery, memorial to SerGt. G. T. Hunter (south west quarter)
15	Broadway Cemetery, Cross of Sacrifice, Commonwealth War Graves Commission
16	Entrance gates to Central Park (south east)
17	Kings School, Park Road
18	200 Broadway, PE1 4DT
19	Electrical sub-station, Broadway (adjacent. no. 195)

## Appendix C - Buildings of Local Importance (Policy PP17)

Ravensthorpe	
1	Former Baker Perkins Apprentice School, Westfield Road, PE3 9TJ
2	Former RAF Junior Officers Quarters and Mess, Cottessmore Close, PE3 9TP
3	Former RAF Westwood Station Office, (No. 5) Saville Road, Westwood, PE3 7PZ
4	Former RAF Westwood Sergeants Mess, Saville Road, Westwood, PE3 7PR

Stanground South	
1	118 High Street, Stanground South, PE2 8DT

Walton	
1	Former Sages Factory Water Tower, Windsor Avenue, Walton, PE4 6AN
2	Discovery School, (former Walton Junior and Infant) Mountsteven Avenue, PE4 6HX
3	1073 Lincoln Road, Walton, PE4 6AR
4	Voyager School, Mountsteven Avenue, Walton, PE4 6HX

West	
1	St Judes Church of England, Atherstone Avenue, Netherpton, PE3 9TZ
2	42 and 44 Williamson Avenue, West Town, PE3 6BA
3	125 and 127 Mayors Walk, West Town, PE3 6EZ
4	Memorial Wing, Peterborough District Hospital, Midland Road, PE3 6DA
5	1 Aldermans Drive, West Town, PE3 6AR
6	3 and 5 Aldermans Drive, West Town, PE3 6AR
7	53 and 55 Thorpe Road, PE3 6AN
8	60 and 62 Thorpe Road, PE3 6AP
9	64 Thorpe Road, PE3 6AP
10	61/63 Thorpe Road, PE3 6AW
11	83 Thorpe Road (Thorpe Lodge Hotel), PE3 6JQ
12	87 and 87a Thorpe Road, PE3 6JQ
13	91 Thorpe Road, PE3 6JQ
14	93 Thorpe Road, PE3 6JQ
15	95 Thorpe Road PE3 6JQ
16	111 Thorpe Road, PE3 6JQ

## Appendix C - Buildings of Local Importance (Policy PP17)

West	
17	113 and 115 Thorpe Road, PE3 6JQ
18	4 Thorpe Avenue, PE3 6LA
19	5 Thorpe Avenue, PE3 6LA
20	15 Westwood Park Road, PE3 6JL
21	17 Westwood Park Road, PE3 6JL
22	19 Westwood Park Road, PE3 6JL

  

Woodston	
1	145 Oundle Road, Woodston PE2 9BW
2	Guild House (85-129) Oundle Road, Woodston, PE2 9PW
3	Cemetery Chapel, New Road, Woodston, PE2 9HE
4	16 and 18 Oundle Road, Woodston, PE2 9PA
5	The Cherry Tree Public House, 9 Oundle Road, Woodston PE2 9PB
6	Boys Head Public House, Oundle Road Fletton, PE2 9PJ

  

Rural	

  

Ailsworth	
1	Memorial bus shelter, Peterborough Road

  

Ashton	
1	Barn Lodge, Bainton Green Road, PE9 3BA
2	Hawthorn Farm, Bainton Green Road, PE9 3BA
3	First House, Bainton Green Road, PE9 3BA

  

Eye	
1	Old Fire Station building, Back Lane
2	Former mortuary building, Eye Cemetery, Crowland Road, PE6 7TN

  

Glinton	
1	Village water pump, Junction of High Street and North Fen Road
2	Street lighting, The Green, Glinton

  

Helpston	
1	Railway signal and level crossing box, Helpston Road

## Appendix C - Buildings of Local Importance (Policy PP17)

2	Former Station Masters House, 97 Glinton Road, PE6 7DG
3	Old Schoolhouse, Glinton Road, PE6 7DG
4	John Clare's Gravestone, Helpston Church Yard, Church Lane, PE6 7DT
<b>Newborough</b>	
1	Decoy Public House, Thorney Road, Newborough
<b>Peakirk</b>	
1	St Pegas Granary, St Pegas Road, PE6 7NF
2	Water trough commemorating the reign of Queen Victoria, 3a St Pegas Road, PE6 7NF
3	Village water pumps, near village cross and junction of Thorney Road / St Pegas Road
<b>Sutton</b>	
1	Heath House, Sutton Heath Road (former Station Masters House), PE5 7XH
2	Wansford Road Station, (off A47)
3	Bridge No. 6 (group value)
<b>Thorney</b>	
1	Canary Cottage, Knarr Farm, Thorney Toll, PE6
2	"Paddy Kips" South Farm, Dairy Drove, Old Knarr Fen Road and Old Hall Farm, French Drove)
3	Duke of Bedford Junior School, Wisbech Road
4	Second World War 'pill box', east of nr Powder Blue Farm, Bukehorn Road
5	Former Duke of Bedford Smithy (John Downing's forge) Gas Lane, PE6 0SG
6	Post box to wall of Post Office, Abbey Place, PE6 0QA
7	Rose and Crown Public House, 2 Wisbech Road
8	The Tap Room, Rose and Crown Public House, Wisbech Road
9	Thorney Bridge, The Causeway
<b>Wansford</b>	
1	Gate piers, 23 Old North Road, PE8 6LB
2	Swanhill House, 41 Old North Road, PE8 6LB
<b>Wothorpe</b>	
1	1, 2, 3, 4, Primrose Villas, Second Drift, PE9 3JQ
2	Karnack House, and 1, 2, 3, 4, 5, 6 Wothorpe Villas, Second Drift, PE9 3JH

## Appendix C - Buildings of Local Importance (Policy PP17)

### Wothorpe

3	Terra Cotta House, First Drift, PE9 3JL
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## Appendix D - Local Plan Policies Replaced or Deleted

The Peterborough Local Plan (First Replacement), which was adopted by the council on 20 July 2005, forms part of the current Development Plan for the area covered by this DPD. 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 20 July 2008. Some of those saved policies were replaced by policies in the Peterborough Core Strategy DPD and some were replaced by policies in the Peterborough Site Allocations DPD. This appendix explains which of the remaining saved policies in the Local Plan are replaced by the policies in this Planning Policies DPD. There are also a number of policies that are deleted either as they are no longer necessary or as they are superseded by national policy. Accordingly, policies in the right hand column ceased to have effect from the date of adoption of this Planning Policies DPD.

### Local Plan Policies replaced or deleted by the Planning Policies DPD

Planning Policies DPD Policy	Policies in the Peterborough Local Plan (First Replacement) which are Replaced
PP1 - Presumption in Favour of Sustainable Development	
PP2 - Design Quality	H7, H15, DA6, OIW7, CF7, CF8, CF9, CF10
PP3 - Impacts of New Development	DA12
PP4 - Amenity Provision in New Residential Development	H16
PP5 - Prestigious Homes	H24
PP6 - Conversion and Replacement Dwellings in the Countryside	H14, H19
PP7 - Agricultural, Forestry and other Occupational Dwellings in the Countryside	
PP8 – The Rural Economy	OIW10, OIW11, OIW12, OIW13
PP9 - Development for Retail and Leisure Uses	
PP10 – Primary Retail Frontages in District Centres	R7, R8, R9, R13
PP11 – Shop Frontages, Security Shutters and Canopies	DA19, DA20, DA21
PP12 – The Transport Implications of Development	T2, T4, T6, T8
PP13 – Parking Standards	T9, T10, T11
PP14 – Open Space Standards	LT1, LT3
PP15 – Nene Valley	LNE8, LT11
PP16 – The Landscaping and Biodiversity Implications of Development	LNE9, LNE10
PP17 – Heritage Assets	DA9, CBE11

## Appendix D - Local Plan Policies Replaced or Deleted

Planning Policies DPD Policy	Policies in the Peterborough Local Plan (First Replacement) which are Replaced
PP18 – Ancient, Semi-Natural Woodland and Ancient and Veteran Trees	
PP19 – Habitats and Species of Principal Importance	
PP20 - Development on Land affected by Contamination	
These policies in the Local Plan (First Replacement) 2005 are deleted as they are no longer necessary or are superseded by national policy.	H25, H26, H28, OIW5, OIW6, OIW8, OIW14, OIW15, T19, T20, R5, R6, R11, R12, R14, LT4, LT5, LT7, LT12, CF1, CF2, CF3, CF4, CF11, DA10, DA15, DA16, DA17, DA18, DA22, DA23, LNE3, LNE12, LNE13, U1, U3, U7, U8, U9, U10, U11, U12

Over the past years, the council has approved or adopted various documents as guidance of one form or another, including Supplementary Planning Guidance (SPG) to the 1996 Peterborough Local Plan. All of these have lost most of the status that they may have once had. For the avoidance of doubt, all of those listed below are now also deleted.

Title	Date adopted
The Peterborough Natural Environment Audit	6 February 1996
Security Shutters on Shopfronts	6 February 1996
South Bank Planning and Development Brief	22 October 1996
Trees on Development Sites	14 September 1999
Geological Conservation and Development	12 September 2000
Peterborough Residential Design Guide	28 March 2002
Barnack and Pilsgate Village Design Statement	16 January 2001
Helpston Village Design Statement	13 March 2001
Ufford Village Design Statement	5 December 2002
Wansford Village Design Statement	22 August 2003
Castor and Ailsworth Village Design Statement	28 May 2004
Thorney Village Design Statement	7 September 2005 (approved but not as SPG)
Wothorpe Village Design Statement	30 March 2006 (approved but not as SPG)



## Appendix E - Glossary

**Adoption** - the formal decision by the city 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.

**Authority's Monitoring Report (AMR)** - a report which must be produced by the local planning authority (often on an annual basis) to explain how the local development scheme is being implemented and the extent to which policies in the LDF are being achieved.

**Biodiversity** - all species of life on earth including plants and animals and the ecosystem of which we are all part.

**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.

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

**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 which, if necessary, may include main modifications to make the document sound.

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

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

**Local Development Document (LDD)** - any document, prepared in accordance with the statutory requirements, which sets out the LPA's policies, including supplementary policies and guidance, relating to the development and use of land in their area. All LDDs are part of the LDF. There are different types of LDD.

**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 DPDs.

## Appendix E - Glossary

**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.

**Mitigation measures** - actions necessary to restrict or remedy the negative impacts of a particular development.

**National Planning Policy Framework (NPPF)** - a document published by the Department for Communities and Local Government which sets out the Government's planning policies for England. First published in March 2012, it replaced a large number of separate Planning Policy Statements, Planning Policy Guidance Notes, Minerals Policy Statements, Minerals Planning Guidance Notes and certain other circulars and letters containing Government policy.

**Natura 2000 Site** - a site of international importance for nature conservation established under the EC Birds and Habitats Directives, comprising (in the UK) designated Special Protection Areas and Special Areas of Conservation.

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

**Planning Inspectorate (PINS)** - an agency of the DCLG which provides independent adjudication on planning issues, typically through an Inspector with responsibility for "examination".

**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.

**Primary Shopping Area** - an area, defined on the Policies Map, where retail development is concentrated (generally comprising the primary and those secondary frontages which are contiguous and closely related to the primary shopping frontage).

**Ramsar Site** - a wetland site of international importance especially as waterfowl habitat, listed under the provisions of the Ramsar Convention on Wetlands of International Importance (Ramsar Convention, 1971).

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

**Statement of Community Involvement (SCI)** - one of the types of LDD; it sets out the council's approach to how and when it will consult with the community in the preparation of planning documents, and making decisions on planning applications.

**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 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 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 from the start of preparation onwards. The process includes the production of reports to explain the outcomes of the appraisal.

## Appendix E - Glossary

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

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

**The Act** - the Planning and Compulsory Purchase Act 2004, which put in place the statutory framework for preparing the LDF.

**The Regulations** - the Town and Country Planning (Local Planning) (England) Regulations 2012.

**Transport User Hierarchy** - a hierarchy for Peterborough which says that in all matters of land-use and transportation planning, consideration will be given to the needs of user groups in the following priority order:

- pedestrians and those with mobility difficulties
- cyclists
- public transport including coaches and taxis/private hire vehicles
- motorcycles
- rail freight
- commercial and business users including road haulage
- car borne shoppers and visitors
- car borne commuters

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

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

## Appendix E - Glossary