



## **Peterborough Local Development Framework**

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

**Recommended to Cabinet - 24 November 2014  
Recommended to Council - 17 December 2014**

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**This is the adopted version of the Peterborough City Centre 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 X**

## Preface

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## 1.1 Introduction

- 1.1.1** Peterborough city centre is set for widespread improvements, growth and regeneration. The Peterborough City Centre Development Plan Document (DPD), also referred to as the City Centre Plan, sets out the council's long-term vision and objectives for the city centre; it sets out the policies and proposals that will help direct how new development and regeneration will be achieved and how the council's vision for the city centre will be met.
- 1.1.2** This document forms part of the council's statutory development plan and sits alongside the adopted Peterborough Core Strategy (2011) and other adopted development plan documents. It will be used to promote and coordinate investment, and to help reach decisions on planning applications within the city centre.

### What area is the "City Centre"?

- 1.1.3** The area forming the city centre and covered by this plan is shown on Map A. The city centre extends from the former District Hospital site in the west to Fengate in the east. It includes the residential areas in the vicinity of Lincoln Road and Bright Street in the north and the Peterborough United football ground in the south, as well as the principal shopping, office and entertainment areas and Cathedral Precincts in the very centre.

### The City Centre Plan

- 1.1.4** The Plan starts by identifying issues and then presents the overall vision and objectives for the city centre. Chapter 4 then sets out an overall city centre strategy, with a focus on a number of issues such as shopping, housing, employment and the historic environment, which apply across the city centre.
- 1.1.5** The city centre area is then divided into eight "Policy Areas"; each one has its own policy setting out the vision, potential development opportunities and planning requirements for the area. They identify land available for new development and, in some cases, "Opportunity Areas" where there is real scope for transformation of the area through some form of comprehensive redevelopment. The eight Policy Areas are shown on Map B.



## Introduction

### City Centre Issues

- 1.1.6** Peterborough city centre is a successful, lively and diverse place with many positive attributes. It is a major focus in the region for shopping, leisure and employment opportunities, attracting visitors from an extensive catchment area. Peterborough has a strong historic environment and cultural heritage and at the heart of the city centre lie the cathedral, many other important listed buildings and heritage assets.
- 1.1.7** To ensure the continued success of the city centre, the following issues are addressed through this Plan.

#### City Centre Issues

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

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

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

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

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

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

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

**Issue 8: Drainage networks** - Capacity in some sections of the city centre's network is currently limited due to the use of combined (foul and surface water) sewers. There is a need to improve this situation and ensure long term resilience of the city centre against heavy rainfall and flood events.

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



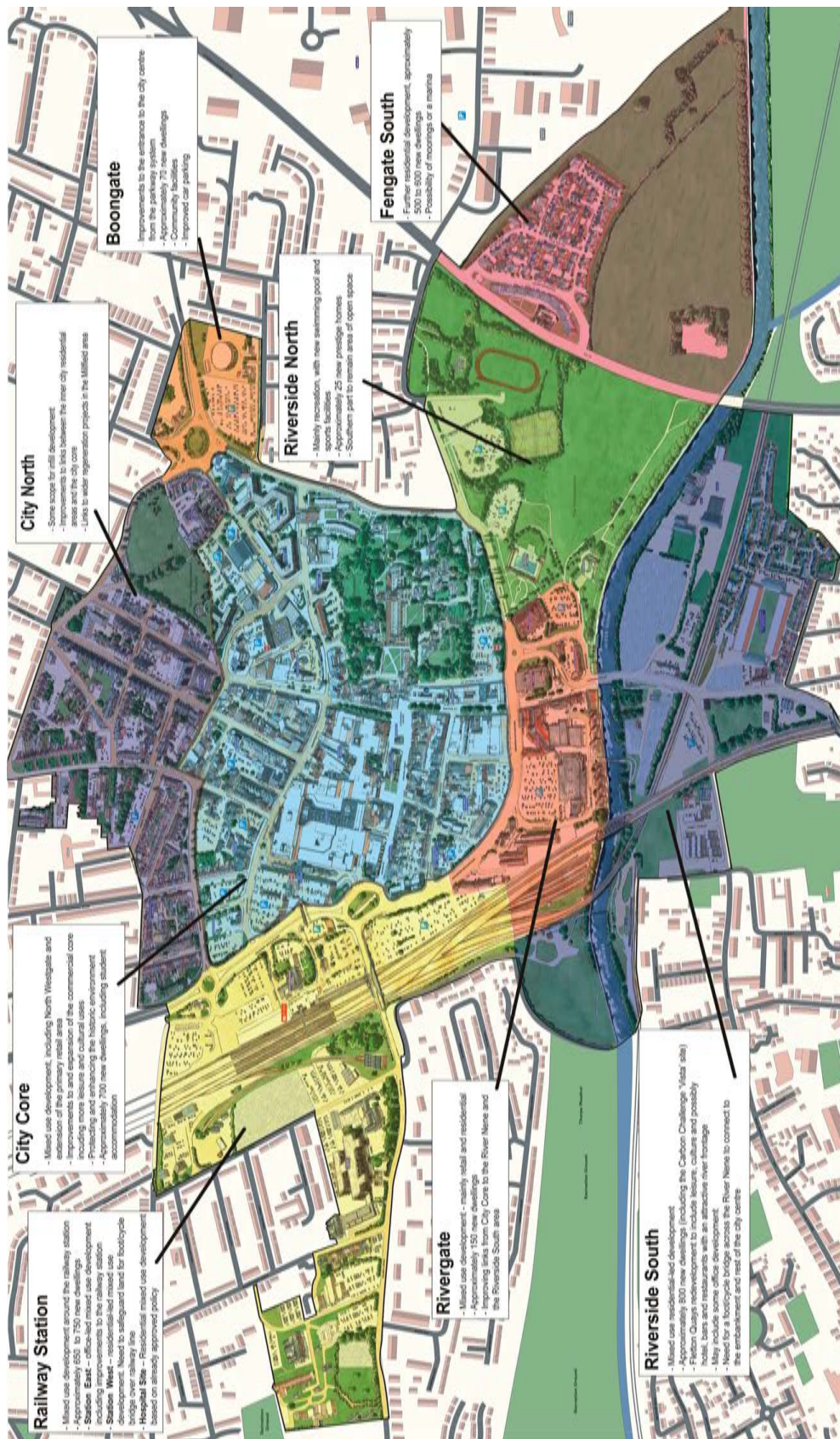
2.1 Summary Maps

Map A: City Centre Plan Area



# Summary Maps

Map B: Summary of Policy Areas



## City Centre Vision and Objectives

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

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



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

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

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

## City Centre Vision and Objectives

### Objectives

3.1.2 The following objectives will help to deliver the vision for the city centre. The table shows the fit with the objectives of the Peterborough Core Strategy, to demonstrate the consistency between the two documents.

Table 1: Objectives

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

## City Centre Vision and Objectives

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

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

## City Centre Vision and Objectives

## 4.1 City Centre Strategy

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

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

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

**4.1.3** As transport issues are of such critical importance to the future of the city centre, they are addressed through a separate chapter of the Plan (chapter 6).



## City Centre Strategy

### 4.2 Sustainable Development

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

#### Policy CC1

##### Presumption in Favour of Sustainable Development

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

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

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

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





## City Centre Strategy

- 4.2.2** The requirements of policy CC1 can also be met by taking into account Core Strategy policy CS16 (Urban Design and the Public Realm) and Policy PP2 (Design Quality) of the Planning Policies DPD, which set out the broad principles required to secure the highest design standards and quality in new development. This will ensure the delivery of attractive, lively, distinctive, safe, healthy and sustainable communities.
- 4.2.3** For the city centre, it is expected that urban design principles included in policies CS16 and PP2 could be supported by further documents such as design briefs or codes that will provide more detailed design guidance for Opportunity Areas or particular sites.

## City Centre Strategy

### 4.3 Retail

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



- 4.3.4** Our strategy is to continue the focus of new investment into the heart of the centre, with the emphasis largely on consolidation within the existing shopping area. It is important that new retail developments complement and strengthen the main shopping area, which is defined as the Primary Shopping Area (PSA) in accordance with policies CS4 (The City Centre) and CS15 (Retail) of the Core Strategy.
- 4.3.5** The Primary Shopping Area, as shown on the Policies Map, includes the Queensgate Shopping Centre, the principal shopping streets around Westgate, Long Causeway, the Market and Bridge Street, extending south of Bourges Boulevard and into the Rivergate Shopping Centre

## City Centre Strategy

and adjoining supermarket. The defined Area offers scope for physical expansion into the North Westgate Opportunity Area, as well as scope for intensification where there are existing unused or underused premises.

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

### Policy CC2

#### Retail

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

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

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

- 4.3.7** The references to 'Primary Retail Frontage' in policy CC2 apply to the ground floor of the frontages defined on the Policies Map, except in the Queensgate Centre, where Primary Retail Frontages exist at ground and first floor level. Elsewhere, the use of upper floors above shops for a wide variety of uses, whether retail or other, is encouraged. In particular, the council would welcome proposals that make use of vacant property above shops for residential use, as part of the overall objective to increase the number of dwellings in the city centre.
- 4.3.8** Outside the Primary Shopping Area, the council may be prepared to permit additional small-scale convenience retail provision to meet the needs of residents in new residential areas, as well as ancillary retail uses in the Station East Opportunity Area. Details are contained in each of the relevant Policy Area statements in chapter 5.
- 4.3.9** Core Strategy policy CS15 (Retail) identifies five Local Centres which are located in the City Centre Plan area. The boundaries of these are defined on the Policies Map.

## City Centre Strategy

### 4.4 Economy and Employment

**4.4.1** Peterborough has a diverse economy, with a range of businesses and types of employment opportunities. It is an overall objective for Peterborough to enhance the city as a prime location for business investment and skills development. The city centre will be the focus of this and the Plan has an important part to play by ensuring the provision of modern office space in the right location to encourage inward investment and enable the expansion of existing businesses.

**4.4.2** The city centre already offers a wide range of office provision, including many large purpose-built offices, particularly located in the Northminster area, as well as small-scale offices such as those in converted premises in the Priestgate area.

**4.4.3** However, the city centre office stock is generally ageing and some is of poor quality, with increasing vacancy rates. Over the last 15 years there has been little investment in new office development in the centre and this has made it difficult to compete with out of town business parks.

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



**4.4.5** It is expected that the majority of new office development will take place through the comprehensive redevelopment of the Opportunity Areas, particularly the Station East Opportunity Area. The policies for each Policy Area (see chapter 5) identify suitable locations for new office and business development.

## 4.5 Housing

- 4.5.1** There are a number of existing residential areas in the city centre with a predominance of flats and apartments. However, when compared to other towns and cities of a similar size and scale, Peterborough has relatively few properties in the city centre, and particularly in the city core.
- 4.5.2** A key element of the strategy for the city centre, linked to the wider Core Strategy growth ambition, is to increase the number of homes in the city centre to help improve activity outside normal shopping and working hours.
- 4.5.3** There are already two new schemes under construction: the Carbon Challenge site, off London Road (295 dwellings), and at Potters Way, Fengate (272 dwellings); and there are further opportunities to significantly increase the number of dwellings. This will take place through the comprehensive regeneration of several large areas of vacant and underused land, such as land around the railway station and south of the River Nene, as well as through incremental change throughout the next fifteen years and beyond. Each Policy Area identifies suitable areas for new housing development, sometimes as part of a mix of other uses.
- 4.5.4** New housing development within the city centre will be encouraged to provide a mix of housing types and sizes, including affordable housing, in accordance with Core Strategy policy CS8 (Meeting Housing Needs), although care will be taken to ensure a balanced housing offer taking into account the existing tenure mix of a particular area.



## City Centre Strategy

### Student Accommodation

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

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

### The Scale of new Residential Development

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

**4.5.8** The following table presents the approximate number of dwellings that are planned from each Policy Area. Further details of the available sites and areas proposed for new housing development are included in the policies for each Policy Area (see chapter 5) and there is an explanation of the assumptions behind the table in Appendix C.

**Table 2: Scale of Residential Development**

Policy Area	Committed at 1 April 2013	New Allocations	Opportunity Areas	Total
City Core	84	120 - 125	500	704 - 709
Railway Station	0	0	650 - 750	650 - 750
Rivergate	0	100	0	100
Riverside South	251	175	400	826
Riverside North	0	25	0	25
Fengate South	210	300 - 400	0	510 - 610
Boongate	0	70	0	70
City North	19	0	0	19
<b>Total</b>	<b>564</b>	<b>790 - 895</b>	<b>1550 - 1650</b>	<b>2904 - 3109</b>

## 4.6 Leisure, Culture and Tourism

- 4.6.1** The overall vision for the City Centre Plan is to create an attractive, vibrant and distinctive place to visit, work and live with a greater range of attractions and facilities. The provision of cultural, leisure and tourism facilities can have a major part to play in delivering this vision, as successful cities usually have strong cultural and leisure offerings.
- 4.6.2** Peterborough city centre has a rich and diverse heritage and currently provides a wide range of cultural and leisure facilities which attract many visitors to the city centre and help to boost the wider economy. Some of the main attraction include: the Cathedral, Peterborough Museum, Key Theatre, Regional Pool, Lido and sports facilities, Peterborough United's football ground and a range of restaurants, bars and night clubs.
- 4.6.3** In recent years there has been investment in the Museum and Art Gallery as well an extension and improvements to the Key Theatre. The enhancement of the public realm around Cathedral Square has also helped to improve the overall image of the city for visitors and the increased range of restaurants in this area have helped to make the city centre more vibrant and inviting.
- 4.6.4** However, despite the existing range, the recent improvements and investment, there is still a need for the city centre to expand its cultural offer. Firstly, more needs to be made of the existing assets such as the river and the embankment and the range of festivals and open air concerts held there. Secondly, there is a need to attract new facilities such as new built leisure uses, particularly a centrally located cinema and more bars and restaurants.
- 4.6.5** The city centre also provides an ideal location to establish a new Bronze Age museum to display the internationally significant collection of boats found at Must Farm, along with other items relating to Peterborough's Bronze Age history. The council will work with Vivacity (the organisation responsible for managing many of Peterborough's cultural and leisure facilities on behalf of the council) to identify a suitable location.
- 4.6.6** The provision of new cultural, leisure and tourism facilities will be delivered in accordance with Core Strategy policies CS4 (The City Centre) and CS18 (Culture, Leisure and Tourism) and relevant policies within this plan. Policy CS18 specifically states that new cultural and leisure facilities in the city centre should:
- Make the most of existing facilities
  - Aim to promote a flexible multi-use arena which is suitable for hosting a range of events
  - Improve the evening economy.
- 4.6.7** Peterborough's Cultural Strategy sets out how culture and leisure activities will be promoted and delivered in the city. It also includes the vision "To ensure that culture is at the heart of the city's growth so that those who live here now and in the future will enjoy a great place to live, work and play".
- 4.6.8** Culture and leisure uses are defined as main town centre uses through the NPPF and therefore the city centre should be the first choice and focus for such uses. The Plan identifies suitable areas for future culture and leisure uses as part of wider mixed-use developments. Chapter 5 includes policies for the eight Policy Areas and, where relevant, these include requirements for cultural and leisure uses to help deliver the overall vision for the city centre. In summary, the main areas for these uses are:
- **The City Core Policy Area** is seen as the heart of the city. Cathedral Square and surrounding streets will be a focus for bars and restaurants, and the square will be used for events and performances throughout the year. The North Westgate Opportunity Area has been identified for a mixed-used development, including retail and leisure uses.

## City Centre Strategy

The Northminster Opportunity Area currently includes a number of bars, clubs and leisure buildings. It is seen as a main area for the night time economy; this will be enhanced through incremental development proposed within this area, and by making more of the links with Stanley Recreation Ground.

- **The Riverside South Policy Area** includes existing cultural and leisure facilities such as the Peterborough United football ground which attracts many visitors to the city centre on match days. There are plans to redevelop the stadium to an all-seater venue. The Policy Area also includes the Railworld visitor attraction.

Policy CC6 identifies the Fletton Quays Opportunity Area, which is proposed as a mixed-use area, including cultural and leisure uses. It will include a riverside walk with bars and cafes. A bridge linking to the Riverside North Policy Area offers the opportunity to create a cultural quarter. This Policy Area could be a suitable location for premises to display the Must Farm boats. This Opportunity Area may also include a hotel.
- **The Riverside North Policy Area** is currently a prominent area for leisure and culture, with the Key Theatre, Lido and other sports facilities (including the athletics track). The embankment also provides an important area of open space which is used to host festivals, concerts and the fair.

The River Nene is an important asset for the city centre which must be enhanced. The council will support improved access and facilities for angling and boating including the provision of new moorings to help boost tourism; this is discussed in more detail in section 4.8.

Policy CC7 sets out proposals for the expansion of the leisure, cultural and sports facilities for this area.

**4.6.9** Over the next 15 years there are a number of projects that will help to improve and enhance the city's cultural and leisure offer, with the potential to attract more visitors to the city. These could include the following:

- A new sports village and the redevelopment of the Regional Pool and sports facilities to possibly include a new 50 metre swimming pool.
- Creating a Cultural Quarter which straddles the Riverside North and Riverside South Policy Areas, incorporating the Key Theatre.
- The creation of a museum or exhibition centre for the Must Farm boats.
- Improved access to the river.
- A city centre cinema, helping to improve the evening economy.
- More pieces of public art, linked to wider plans for improving main streets and routes through the City Core.



## 4.7 Townscape and Heritage

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



- 4.7.3** There are two conservation areas in the city centre, identified on the Policies Map. The City Centre Conservation Area covers the heart of the city centre and the vast majority falls within the City Core Policy Area. The Park Conservation Area falls partly within the City North Policy Area and extends northwards beyond the city centre boundary.
- 4.7.4** There are many buildings of heritage value, including over 100 listed buildings and 100 buildings of local importance. Again, the majority are located in the City Core Policy Area, with almost 50 protected buildings within the Cathedral Precincts alone.
- 4.7.5** Investigations carried out within the city centre, particularly excavations and recording prompted by the Public Realm works in Cathedral Square in 2008, has identified a series of archaeological remains dating from the creation of the market square in the 12th century through to the 19th century. The archaeological deposits and remains, where present, survive in good conditions of preservation. Therefore, development proposals in the city centre have to be carefully assessed in order to protect the buried heritage assets.
- 4.7.6** Policies CS16 and CS17 of the Core Strategy DPD and policy PP17 of the Planning Policies DPD set out the council's policy for urban design, the public realm, the historic environment and heritage assets. They apply throughout Peterborough and require high quality and inclusive design and the protection and enhancement of the city's historic assets, including listed buildings, conservation areas, scheduled monuments, historic parks and gardens, and locally designated assets. CS17 establishes a presumption against development that would unacceptably detract from critical views of Peterborough Cathedral by virtue of its height, location, bulk or design.
- 4.7.7** Policy PP11 of the Planning Policies DPD protects historic shop fronts and ensures replacement shop fronts are appropriate to the character of the historic building. Further guidance is available in the Peterborough Shop Front Design Guidance SPD (2013).

## City Centre Strategy

**4.7.8** These policies, along with the policies of this plan, form the basis for delivering the townscape and heritage strategy for the City Centre.



**4.7.9** The strategy is to preserve and enhance the centre's heritage assets and their setting in a manner commensurate with their significance. There will be an emphasis on a high quality of design in all new development. The overall character and quality of the built environment of the city centre will continue to be improved through the implementation of the proposals set out in the council's Public Realm Strategy. Good quality, well designed new shop fronts and refurbishment of historic shop fronts, together with attractive street furniture, public art and green spaces all help to create a strong sense of place and a safe, welcoming environment.

**4.7.10** Opportunities should be taken through the wider regeneration of the city centre to restore any heritage assets identified on the Heritage at Risk Register.

**4.7.11** The plan proposes development on a significant scale over the next 15 years, with the potential for considerable changes to the townscape, including buildings with a 'city' scale and mass. Therefore, it will be important to ensure that the design of new developments responds with care and attention to the historic context and the setting of heritage assets, particularly the Cathedral.

**4.7.12** In this respect, when considering development proposals within the city centre, careful consideration will be given to the impact that their height, scale and massing would have on strategically important views of the cathedral, particularly those from key transport corridors and key open spaces such as the Embankment and Stanley Recreation Ground. Where specific requirements are necessary to protect views of the Cathedral these are included in the relevant policy for that area. Applicants are encouraged to discuss their proposals with the Council at the earliest opportunity if there is any potential that the proposal may impact on, or give rise to opportunities for improved, Cathedral views.

## 4.8 Green Spaces and the River Nene

**4.8.1** A key part of the strategy for the future of the city centre is the maintenance and improvement of green spaces and the River Nene for public enjoyment and the enhancement of the natural environment.

**4.8.2** The city centre has a number of public green spaces which serve a variety of functions, ranging from places for relaxation and play to places for festivals and events. Of particular importance are:

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



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

**4.8.4** The council has taken steps to improve the availability of public open and green spaces through the recent creation of St John's Square, but our strategy is to secure further areas of green space as an integral part of new developments to meet the needs of future residents and other users of the city centre. These may include 'pocket' parks, gardens, terraces, squares, courtyards and green roofs, all in accordance with the open space standards set out in policy PP14 of the Planning Policies DPD. Wherever appropriate, the council will encourage new tree planting in accordance with the Peterborough Trees and Woodland Strategy.

## City Centre Strategy

- 4.8.5** An improved natural habitat area, known as Embankment End Marsh, is being delivered as part of the Potters Way development within the Fengate South Policy Area.
- 4.8.6** Wherever possible, new and existing green spaces in the city centre should help to improve connectivity for pedestrians and function as part of the wider green grid network, providing access to, and linking habitats across, the Nene Valley and the open countryside.
- 4.8.7** Reconnecting the River Nene with the City Core, by improving the links for pedestrians and cyclists, and making the most of this important asset are also key elements of the strategy for the city centre. Riverside locations have the potential to create highly attractive settings for new development, but it is generally acknowledged that the potential of the river and surrounding area has not been fully exploited. Much of the development during the course of the 20th Century served to isolate the river front from the remainder of the city centre and, with the notable exception of the Key Theatre, there are few leisure uses that take advantage of the riverside.



- 4.8.8** The council's overall approach to the River Nene is presented in policy PP15 of the Planning Policies DPD. This addresses the Nene Valley as a whole, seeking to balance the competing pressures on the waterspace itself, the banks of the river and its townscape and landscape settings. Amongst other things, it supports development which would enhance recreation or bring landscape, nature conservation, heritage, cultural or amenity benefits. There is a significant opportunity for the river corridor to become a much improved environment that residents and visitors will enjoy and that provides higher quality habitats for wildlife in line with the Nene Valley Nature Improvement Area designation and the principles of the Peterborough Flood and Water Management SPD. Improved access and facilities for angling and boating, such as new and improved moorings, will also be sought in conjunction with environmental improvements as part of an integrated approach to the Nene. PP15 also seeks greater public access and the achievement of continuous publicly accessible paths and cycle routes alongside the river.
- 4.8.9** These matters are addressed in more detail in the relevant Policy Areas in chapter 5, particularly the Riverside South, Riverside North and Fengate South Policy Areas.

## 4.9 Drainage and Flood Risk

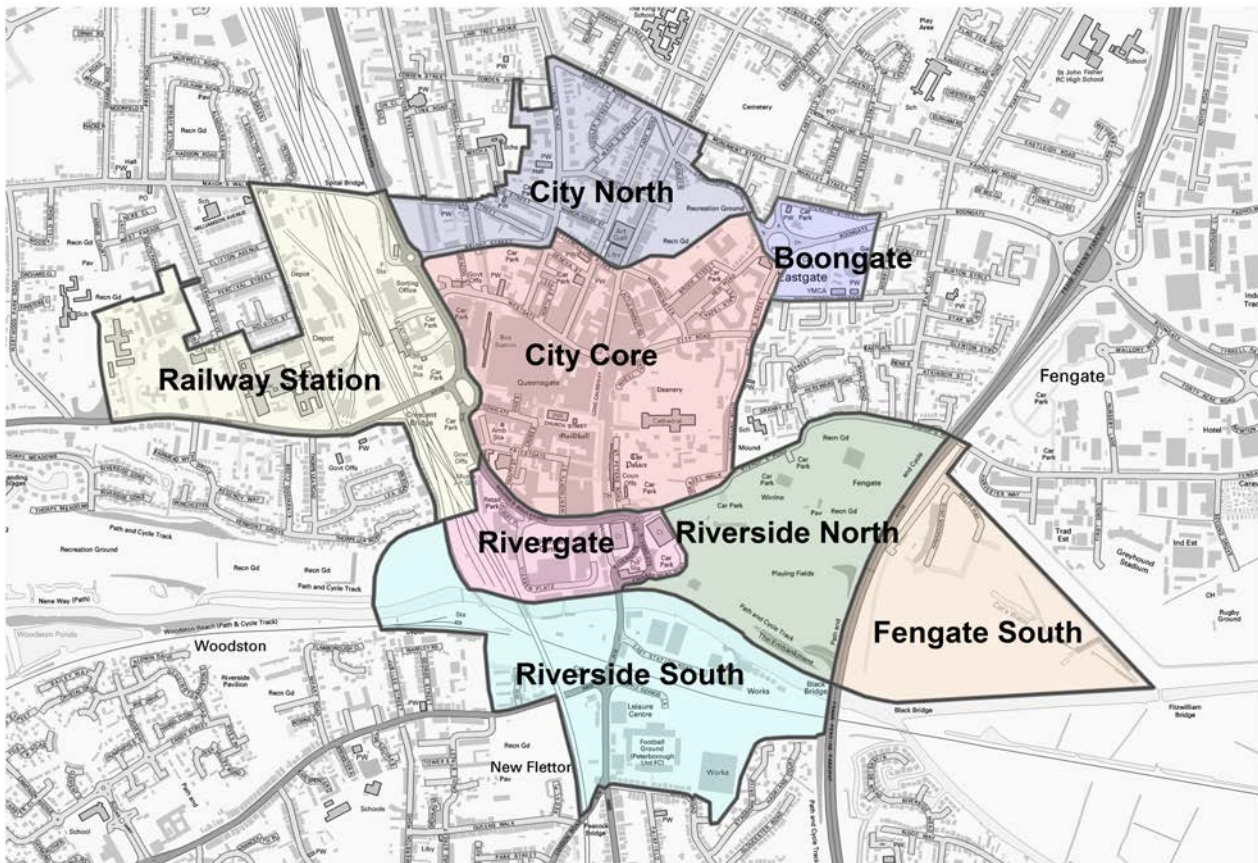
- 4.9.1** In the city centre, there are two main flood risk issues which the planned regeneration of a number of large brownfield sites offer an ideal opportunity to help address.
- 4.9.2** The first relates to the location of new development, as a number of development sites and Opportunity Areas are located along the banks of the River Nene and have site-specific flood risk issues. The second issue relates to increased surface water runoff in areas where there are drainage capacity issues, particularly in areas with combined foul and surface water sewers.
- 4.9.3** Core Strategy policy CS22 (Flood Risk) sets the overall policy approach for flood risk, which will also apply to development in the city centre. This policy is further supplemented by the Peterborough Flood and Water Management SPD, which provides advice and guidance to help reduce flood risk either through the location of development or through on-site drainage and management.
- 4.9.4** A sequential test has been carried out for all development sites and Opportunity Areas within the city centre, which has taken into account the outcomes of the Strategic Flood Risk Assessment (level 1 and 2) as required by policy CS22. However, a site-specific flood risk assessment will still be required for any sites located in flood zones 2 or 3 or in areas of special drainage interest, to demonstrate that development will be safe without increasing flood risk elsewhere. Any requirements for a site-specific flood risk assessment are set out in section 5, within the relevant policy, and chapter 4 of the Flood and Water Management SPD.
- 4.9.5** The design and layout of a site is also important and therefore a sequential approach should also be used to ensure that development with the highest vulnerability from flooding, such as housing, is located within areas of the site that are at lowest risk of flooding.
- 4.9.6** To ensure effective surface water management on site, open spaces and sustainable drainage systems must be built into designs at an early stage. Measures to control run off quality and quantity at source must be used. Management of surface water should produce multiple benefits for a site, by reducing flood risk and improving water quality as well as providing for amenity and biodiversity. Chapter 6 of the Flood and Water Management SPD provides further information.
- 4.9.7** The drainage network capacity in some areas of the city centre is currently limited due to the use of combined foul and surface water sewers. The Flood and Water Management SPD states that no new surface water connections to the combined sewer system will be permitted. On such sites, re-connection of surface water to the combined sewer system will only be permitted if it is demonstrably the only practical solution. This particularly applies to redevelopment sites such as the Hospital and Station Opportunity Areas, where surface water has historically drained into combined sewers. Section 6.9 of the SPD provides further information and explains how the priority should be for rainwater to discharge into the ground through soakaways and other infiltration systems, rather than into the sewer.
- 4.9.8** Management of water is important not only from a flood risk point of view but because of the need to improve the status of Peterborough's water bodies under the Water Framework Directive (WFD). Where new activities or schemes have the potential to cause deterioration and lead to failures in achieving ecological objectives, sites will require a WFD assessment. Chapter 8 of the SPD provides further detail on the local impacts of the WFD, the assessment and reasons for which it might be required.
- 4.9.9** By incorporating the flood and water mitigation and management measures into the development of Opportunity Areas or development sites within the city centre, the future impact of flood risk can be reduced for the benefit of all.

## City Centre Strategy

## 5.1 Policy Areas

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

**Map C: City Centre Policy Areas**



**5.1.2** Each area has its own policy with specific planning requirements for that particular area. Where appropriate, the policies identify Opportunity Areas, which are large areas of underused or vacant land that have the potential for comprehensive redevelopment.

**5.1.3** Although each area has its own policy, any development should not take place in isolation, but as an element which contributes towards the wider success of the city centre. It is also important to improve the links between areas so that pedestrians, in particular, can make their way between different destinations safely and conveniently.

## Policy Areas

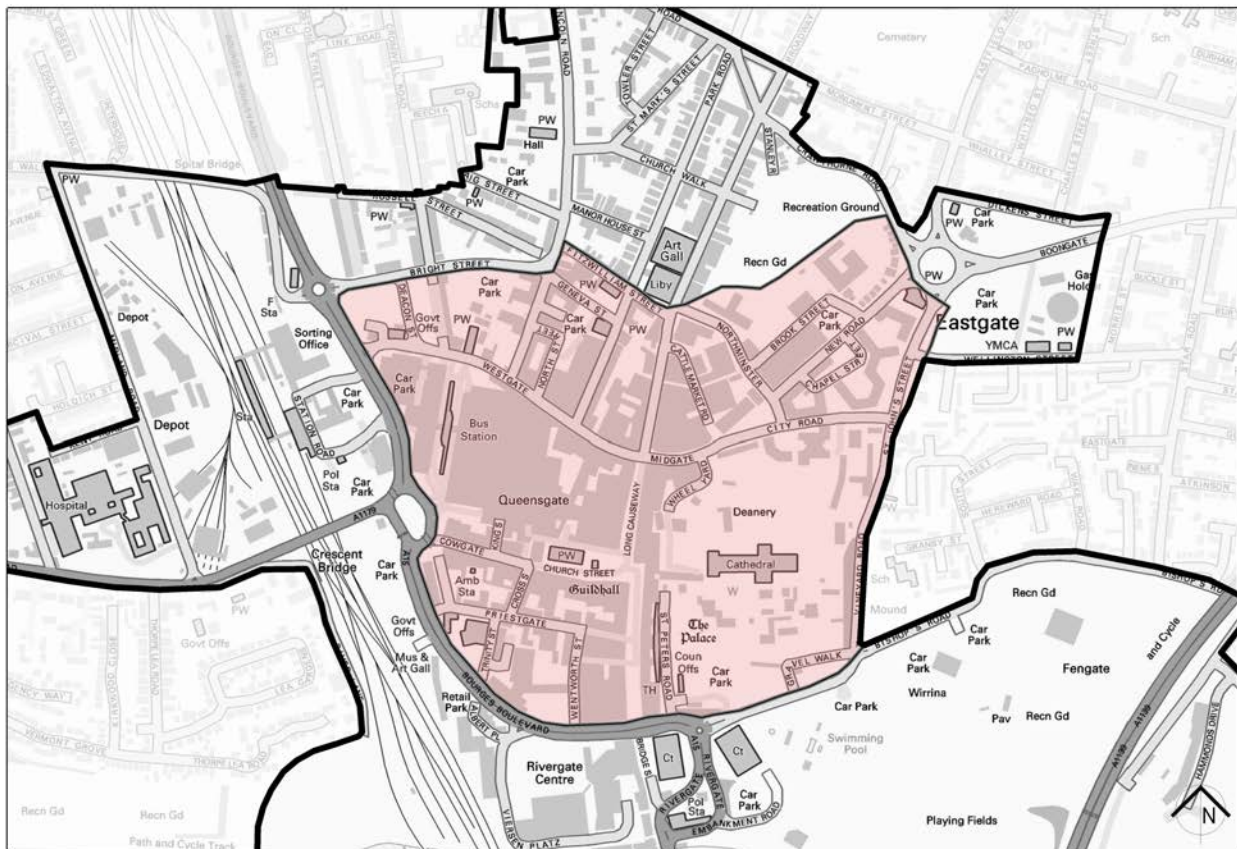
### 5.2 City Core Policy Area

#### Description of the Area

- 5.2.1** This Policy Area is the heart of the city. It forms the established retail, commercial and civic focus, as well as the historic centre. It is the area most likely to attract visitors to the city. It is a special area which we should be very proud of, but there is always room for improvement.
- 5.2.2** The area forms the main shopping area. It includes the Queensgate shopping centre, and other shopping streets such as Bridge Street, Westgate, Long Causeway and Cowgate, as well as the Market. It will continue to be the primary focus for new retail development.
- 5.2.3** The City Core area has a street pattern which originates from medieval times, with many streets forming part of the City Centre or Park Conservation Areas. The Cathedral, Guildhall, St John's Church and the new public realm around the transformed Cathedral Square form the central focus point for the whole city.
- 5.2.4** To the north of the Cathedral is an area known as Northminster. This area includes offices, retail, a hotel, nightclubs and bars as well as the Market, with some temporary surface car parks. There are opportunities for redevelopment of individual sites to achieve more efficient use of land, and improve the setting of the Cathedral.
- 5.2.5** There may be opportunities to better reveal and connect the Cathedral with the City Core. This could include residential use adjoining the Cathedral Precincts, along City Road and Midgate. This will be explored through a future development brief or SPD for the Northminster Opportunity Area.
- 5.2.6** Towards the south-west is Priestgate, which contains many historic buildings. This area has a predominance of office use but also includes the Peterborough Museum and housing.
- 5.2.7** To the north, the area between Queensgate and Bright Street is currently an underused part of the city and it has been identified as the North Westgate Opportunity Area. There have been proposals in the past for substantial new retail-led developments, but changes in the nature of retailing and the wider economic context have meant that a more modest and mixed-use development solution is now more likely. It is proposed for redevelopment for a mix of uses, including retail, leisure, community and residential.
- 5.2.8** This Policy Area, and particularly the proposed North Westgate Opportunity Area, provides an important transition between the central commercial core and the inner city residential area to the north, which is characterised by comparatively high levels of deprivation and inequality. Development proposals here will have to be very carefully designed to better link these two areas, provide local commercial opportunities and avoid the scheme 'turning its back' on that adjacent residential community. It is anticipated that existing street patterns will be retained to maintain continuity. The council will use its compulsory purchase powers where necessary for land assembly to ensure the optimum redevelopment solution.
- 5.2.9** The area is bounded to the west and south by Bourges Boulevard, which currently acts as a physical barrier for pedestrians, so that connections with the station (Railway Station Policy Area) and to the River Nene (Riverside South Policy Area) are very poor.
- 5.2.10** This City Core Policy Area matches the City Core area identified in the council's Local Transport Plan 3.



Map D: City Core Policy Area



## Vision for the Area

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

## Policy Areas

### Policy CC3

#### City Core Policy Area

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

New development must, where appropriate:

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

Due to the sensitivities in this area, particular scrutiny will be given to the sustainability of the area with regard to drainage and surface water flood risk (see section 4.9 for further details).

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

Site Reference	Site Name	Status*	Indicative number of dwellings
Sites of less than 10 dwellings with planning permission at 31 March 2013			11
CC3.1	37 - 39 Brook Street	NS	10
CC3.2	Unex Group car park, Brook Street	NS	39
CC3.3	49 - 55 Priestgate	NS	24
CC3.4	Wheel Yard (to be delivered in accordance with an agreed development brief that covers, amongst other matters, the height and scale of any development and the setting of the Cathedral and Precincts)	NA	20 - 25
Other locations within Policy Area	Including flats above shops		100
Sub Total			204 - 209

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

Site Reference	Site Name	Status*	Indicative number of dwellings
CC3.5	North Westgate	NA	200
CC3.6**	Northminster (to be delivered in accordance with a development brief or SPD for the area)	NA	300
Sub Total			500
Total			704 - 709

\* Status at 1 April 2013. O = Outline. NS = Not started, with full planning permission. UC = under construction. NA = New Allocation. \*\* the indicative number of dwellings does not include committed sites CC3.1 and CC3.2.

**Within the North Westgate Opportunity Area (CC3.5) planning permission will be granted for comprehensive mixed-use redevelopment including retail, housing, office and leisure uses, which is well integrated with the existing retail area. This must also include improvements to pedestrian connectivity between the site and the railway station. The design, layout and access arrangements must enhance the transition between the residential area to the north and the city centre.**

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

**Development proposals within the Northminster Opportunity Area (CC3.6) should deliver a range of uses that provide high quality office development and approximately 300 dwellings including student accommodation. Development in this area should protect and enhance any historic assets, including in particular the Cathedral Precincts and Peterscourt.**

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

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

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

## Policy Areas

### 5.3 Railway Station Policy Area

#### Description of the Area

- 5.3.1** This Policy Area is located to the west of the city centre and primarily comprises the former hospital site (which relocated to a new site in 2011), the railway station and associated operational railway land.
- 5.3.2** The Policy Area is bounded by Bourges Boulevard to the east, which creates a physical barrier between the railway station and the City Core Policy Area. Current access to the City Core for pedestrians is either via an underpass or a footbridge, neither of which are attractive, clear or easy options.
- 5.3.3** The area comprises large areas of under-utilised railway land, together with low density and derelict industrial land. This offers a significant opportunity for major mixed-use development and regeneration of a prominent part of the city.
- 5.3.4** Within this Policy Area there are three distinct Opportunity Areas: the site of the former hospital and the two station areas either side of the railway.
- 5.3.5** The railway station is undergoing significant investment and enhancement. Peterborough station is on the East Coast Main Line, approximately 45 minutes from London and 1 hour 30 minutes from Leeds and York. The Railway Station Policy Area is an excellent strategic location for new investment.

#### Hospital Site

- 5.3.6** A Supplementary Planning Document (SPD) was adopted for this site in 2010; it sets out the main requirements and land uses for the redevelopment of this area. This City Centre Plan does not seek amendments to that SPD (although some elements have been superseded by the Planning Policies DPD, which was adopted in December 2012).
- 5.3.7** The majority of the site is now vacant and forms a large area of underused brownfield land. The site is bounded to the south by Thorpe Road, which is a main arterial road to the city centre. The site is surrounded by existing residential areas with some low value employment sites on Midland Road; the surrounding properties are of varying age, style and density. There is an established local community.
- 5.3.8** The site is an irregular shape and not all of the land is available for development. The land is in several different ownerships, with the Primary Care Centre building to remain on-site. The land available for development comprises pockets of land which are not fully connected. This makes it essential that there is a clear, co-ordinated redevelopment scheme put in place, and why an SPD for this site has been produced.

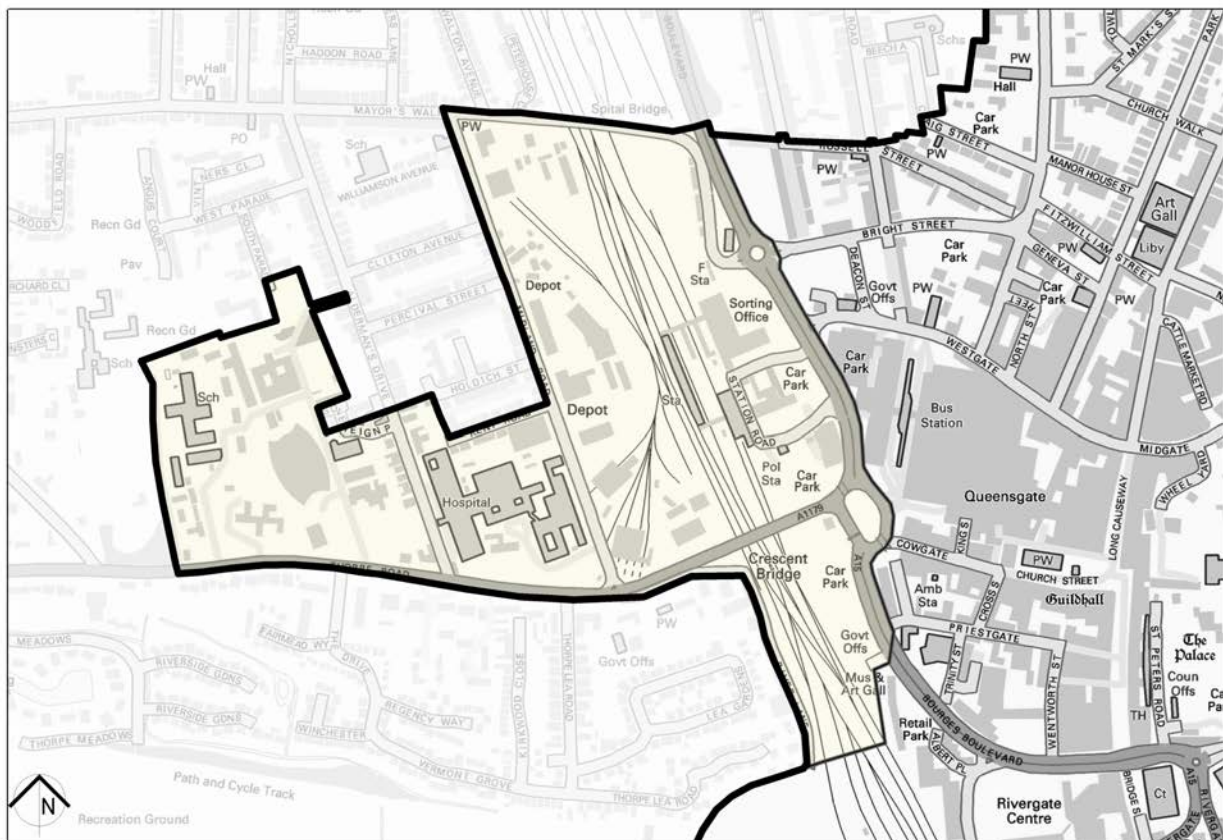
#### Railway Station

- 5.3.9** The two Station Opportunity Areas are bisected by the main railway line and are not well connected. This is why this area has been split into two Opportunity Areas, to enable the delivery of the sites as separate parcels. The council will encourage extension of the station footbridge to provide passengers access to the station from Midland Road.
- 5.3.10** Many of the redundant industrial buildings detract from the overall quality of the area, as well as presenting a negative visual impression of the city for passengers who are either passing through or arriving at the station.

## Policy Areas

- 5.3.11** The Station East Opportunity Area includes a large area of open surface car parking for approximately 900 vehicles to the south as well as a multi-storey car park with 600 spaces linked to the station and Queensgate shopping area.
- 5.3.12** Directly opposite the station entrance is the Great Northern Hotel, which is identified as a building of local importance. Outline planning permission has been granted for an extension of the hotel and significant new office development. Outline planning permission has also been granted for office development and a supermarket on the adjoining, former Royal Mail site.
- 5.3.13** Within the Station West Opportunity Area, the southern part of the site was used as marshalling and goods yards and includes the Grade II\* crescent wagon repair shop and associated Grade II lathe house.

Map E: Railway Station Policy Area



## Vision for the Area

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

## Policy Areas

### Policy CC4

#### Railway Station Policy Area

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

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

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

\* Status at 1 April 2013. O = Outline. NS = Not started, with full planning permission. UC = under construction. NA = New Allocation. \*\* This area includes 14 dwellings at Vawser Lodge (planning permission granted after 1 April 2013). \*\*\* This area includes 90 dwellings at Midland Road (planning permission granted after 1 April 2013).

Due to the sensitivities in this area, particular scrutiny will be given to the sustainability of the area with regard to drainage and surface water flood risk (see section 4.9 for further details).

Development proposals for the Hospital Opportunity Area should be informed by, and be in general conformity with, the adopted Peterborough District Hospital Site SPD, unless a requirement within it has been superseded by a subsequent Local Plan Policy or national policy. Any significant deviations away from the SPD should be justified with any planning application

Development proposals for the Station West Opportunity Area should:

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

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

## Policy Areas

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

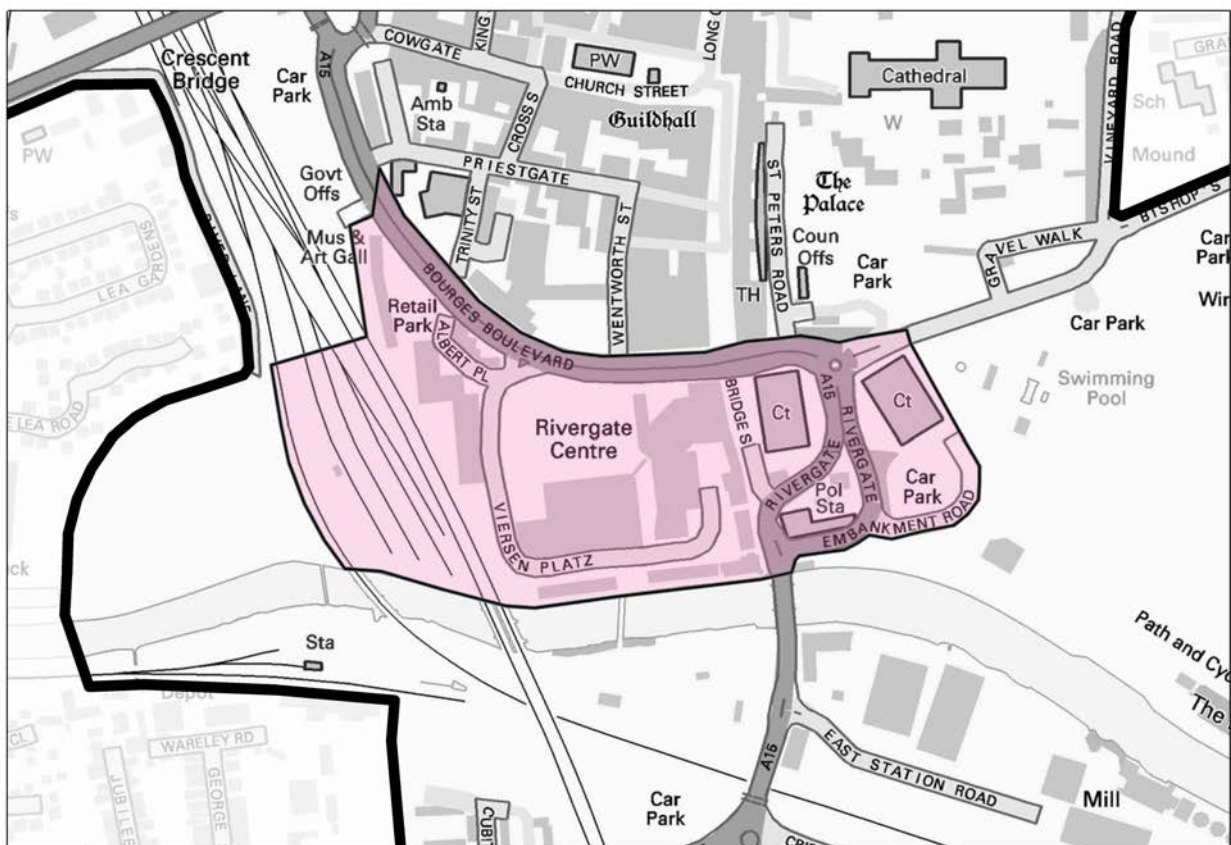
## Policy Areas

### 5.4 Rivergate Policy Area

#### Description of the Area

- 5.4.1** The Rivergate Policy Area is an area of land between the City Core and the River Nene (Riverside South Policy Area). It is located south of Bourges Boulevard, with a supermarket, surface car park and the Rivergate shopping arcade at its centre. It also includes the Magistrates Courts and Crown Courts buildings and Bridge Street police station which appear as “islands” due to the Rivergate gyratory system. The mix of uses is completed with offices and shops in former railway warehouses to the west and flats overlooking the River Nene to the south.
- 5.4.2** Part of the Rivergate area along Lower Bridge Street is included within the City Centre Conservation Area.
- 5.4.3** This area provides an important link from the City Core to the River Nene and parts of the city centre further south, but Bourges Boulevard acts as a physical barrier to the ease of movement for pedestrians in both directions. Although Lower Bridge Street and the Rivergate Centre form part of the Primary Shopping Area they are seen as secondary retail areas by many visitors due to this physical separation.

Map F: Rivergate Policy Area



#### 5.4.4 Vision for the Area

- 5.4.5** The vision for this area is to create a more prominent retail location that is better integrated with the City Core and that provides a well connected, attractive and active route to the River Nene, helping to draw people to the river and the Riverside South Policy Area.



- 5.4.6** This will be achieved through public realm improvements along the historic route of Bridge Street, as set out in the Public Realm Strategy, including a significant change to the function and character of Bourges Boulevard, as set out in chapter 6. There will be more active uses along Lower Bridge Street throughout the day and evening, with the possibility of some remodelling of the Rivergate Shopping Centre for retail and residential purposes.

## Policy CC5

### Rivergate Policy Area

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

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

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

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

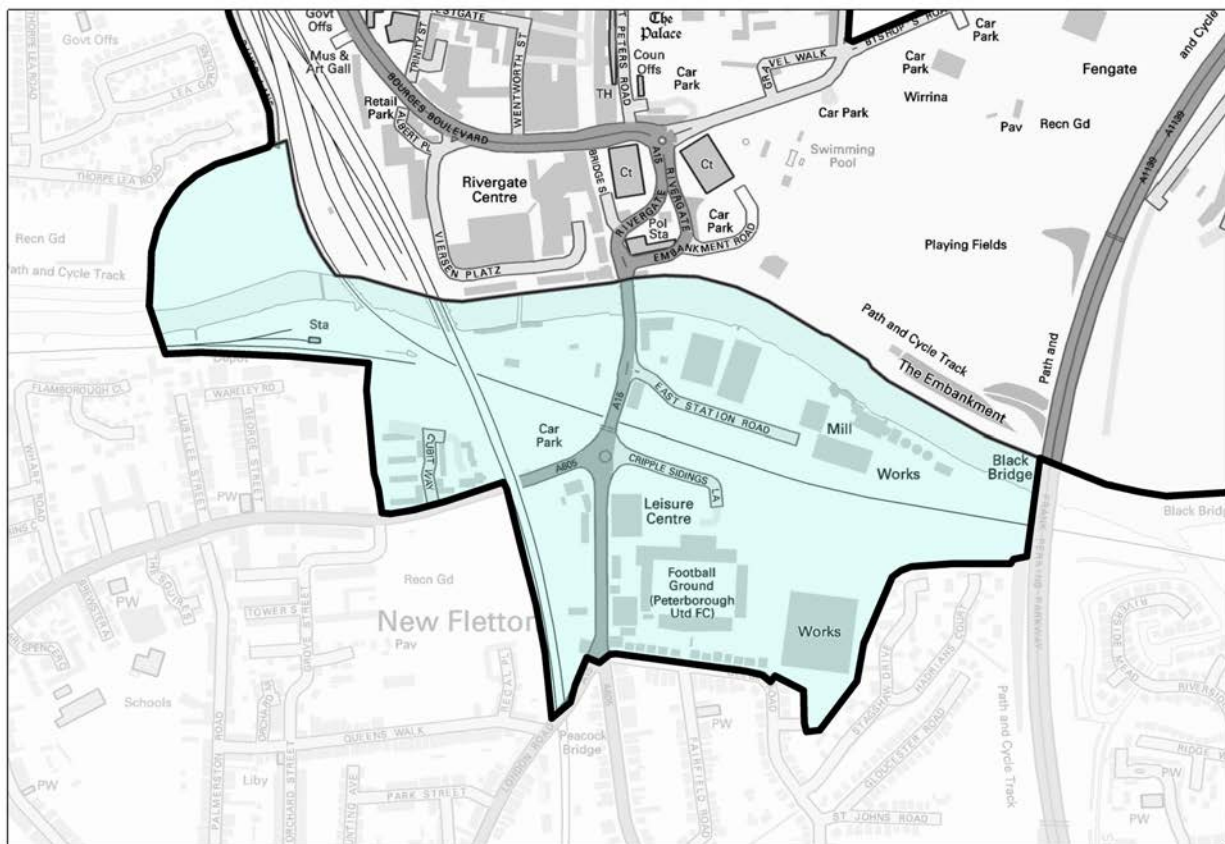
## Policy Areas

### 5.5 Riverside South Policy Area

#### Description of the Area

- 5.5.1** This Policy Area is located to the south of the city centre and mainly south of the River Nene. The area includes former industrial land and contains a number of vacant and derelict sites in a prime central location.
- 5.5.2** The Fletton Quays Opportunity Area is located within this Policy Area, between the River Nene and the Peterborough to March railway line, and consists of approximately 6.8ha of derelict land which presents an excellent opportunity for high profile redevelopment of a major brownfield site.
- 5.5.3** The Carbon Challenge Site (Vista) is located south of the railway line; this site commenced construction in 2012 and will deliver 295 new zero carbon homes.
- 5.5.4** This area also contains a variety of uses including the Peterborough United Football Ground, Pleasure Fair Meadow car park, an area registered as a community asset and Railworld land either side of the river.
- 5.5.5** Currently this Policy Area is poorly connected to the City Core and other surrounding residential areas, and the railway lines act as barriers to movement. Part of the area is located in flood zones 2 and 3, particularly the areas to the west.

**Map G: Riverside South Policy Area**



## Vision for the Area

- 5.5.6** This Policy Area will see substantial change over the plan period. There will be a number of major new mixed-use developments which will enhance the southern gateway into the city centre and make the most of the attractive riverside setting.
- 5.5.7** The Fletton Quays Opportunity Area will be transformed from an underused and derelict part of the city into a vibrant and attractive residential, leisure and cultural area, providing active uses such as bars and cafes along the river frontage. These will help attract visitors to this part of the city and to establish the river as a prominent feature of the city. Development will incorporate a pedestrian route alongside the river and an iconic pedestrian/cycle bridge over the river, connecting to other parts of the city centre.
- 5.5.8** The football ground will see transformation into a community stadium and there will be an enhanced visitor attraction at Railworld, on the south side of the river. Residential development will take place on the opposite north side of the river, off Thorpe Lea Road.
- 5.5.9** A consistent theme running through all of the changes in this area will be measures to make the river and its banks more accessible and more attractive for all users. There are excellent opportunities on these sites to combine the management of flood risk, the enhancement of wildlife and improved opportunities for boating as part of a holistic approach.

### Policy CC6

#### Riverside South Policy Area

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

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

**Collectively, the development of sites within the Policy Area should provide approximately 820 dwellings, in accordance with the number of dwellings indicated for each site, or area, below:**

Site Reference	Site Name	Status*	Indicative number of dwellings
CC 6.1	Carbon Challenge Site	UC	251**
CC 6.2	Fletton Quays Opportunity Area	NA	400
CC 6.3	Railworld North (prestige homes)	NA	50
	Other locations within the Policy Area		125
<b>Total</b>			<b>826</b>

## Policy Areas

\* Status at 1 April 2013. O = Outline. NS = Not started, with full planning permission. UC = under construction. NA = New Allocation

\*\* Dwellings still be completed on this site at 1 April 2013.

**Within the Fletton Quays Opportunity Area, planning permission will be granted for a mixed-use development which delivers approximately 400 new dwellings. Offices, culture and leisure uses (excluding a cinema, unless it can be demonstrated that this cannot be provided within the City Core), with restaurants and bars along the river frontage will also be acceptable. Development should:**

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

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

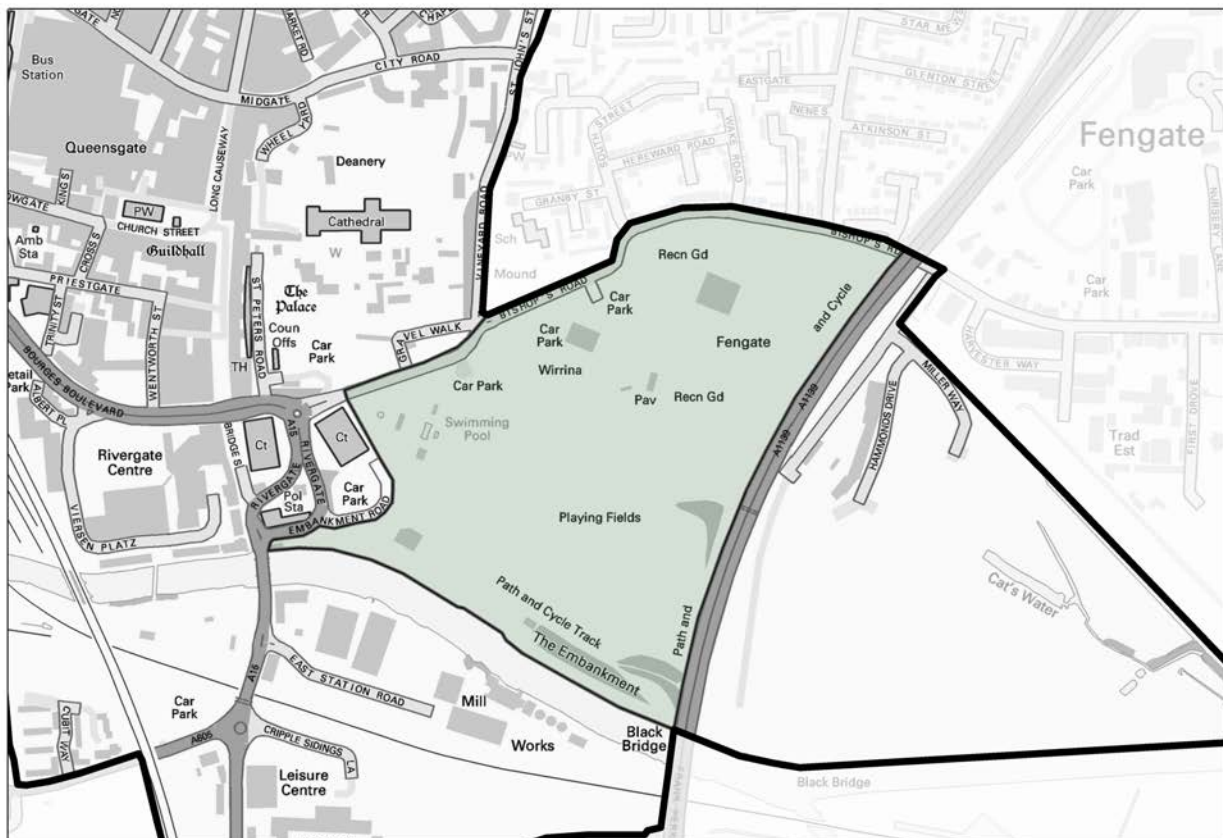
**Individual proposals for development which would prejudice the comprehensive redevelopment of this Opportunity Area will not be permitted.**

## 5.6 Riverside North Policy Area

### Description of the Area

- 5.6.1** This area is located to the south and east of the Cathedral and to the west of the Frank Perkins Parkway. It includes the Embankment which will remain a protected area of open space, and the regional pool and athletics track to the north of the Policy Area.
- 5.6.2** The Policy Area also includes the Key Theatre and Lido, which is a Grade II listed building, and large areas of surface car parks along Bishops Road.
- 5.6.3** To some extent, the area is seen as a secondary part of the city centre due to the poor links and connectivity with the City Core and Riverside South Policy Areas. This means that this area of open space with a river setting in the city centre is relatively underused and not of the quality that it could be. The use of this space for large formal events is very positive and more needs to be done to encourage wider improvements to the use of this space.

**Map H: Riverside North Policy Area**



### Vision for the Area

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

## Policy Areas

### Policy CC7

#### Riverside North Policy Area

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

Any built development will be confined to the northern part of the site and along the frontage to Bishops Road. Development proposed for this area will include provision for a new swimming pool and other sports facilities.

The following site, as identified on the Policies Map, is allocated for the provision of not more than 25 prestige homes.

Site Reference	Site Name	Status*	Maximum number of dwellings
CC7.1	Bishops Road	NA	25

NA = New Allocations

Any proposals for this area must:

- be of a high standard of design and low density;
- ensure that the height of dwellings does not exceed the height of the trees that exist around the western, southern and eastern sides of the site; and
- include additional landscaping.

This site includes existing trees and landscaping which must be retained and enhanced as an integral part of the design solution for the site.

Further residential development in this area (other than on site CC7.1) will not be supported by the council.

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

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

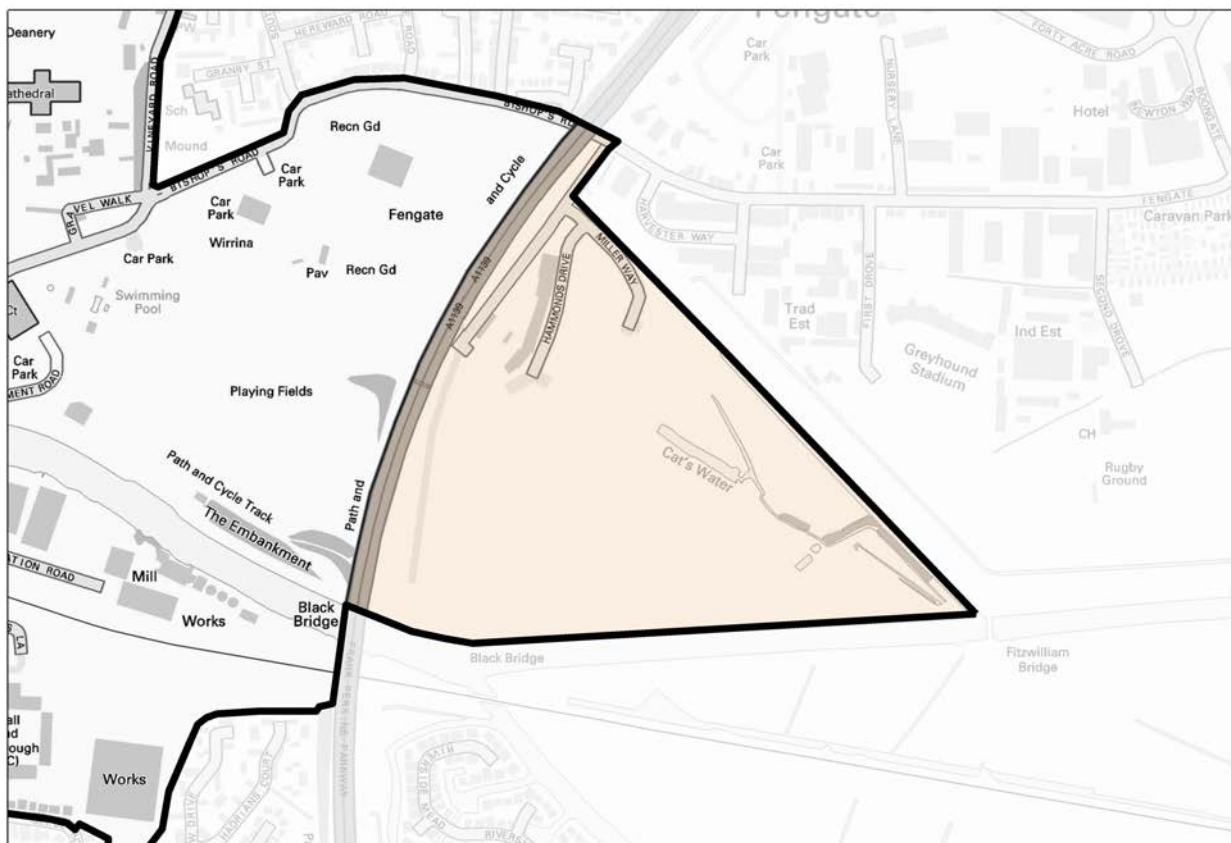
Views of the Cathedral from the south and south-east and the settings of the Lido and Customs House should be preserved.

## 5.7 Fengate South Policy Area

### Description of the Area

- 5.7.1** The Fengate South Policy Area is located to the east of Frank Perkins Parkway. In the north of the area, a large area of former derelict land off Potters Way is being redeveloped for residential purposes, with the second phase under construction. The area to the south is currently an open area of land which is unused except on an informal basis for recreation. (This area was a former landfill site.)
- 5.7.2** In the east, the Policy Area includes an area of land of high biodiversity value which will be retained and managed as a natural habitat area.
- 5.7.3** The Policy Area is currently poorly connected to the wider city centre, although there are pedestrian links along the River Nene which form part of a river walk that runs the length of the site.
- 5.7.4** Parts of this Policy Area are located within flood zones 2 and 3; therefore any future development will be restricted to the areas at a lower risk of flooding and will need to incorporate suitable flood mitigation measures.

**Map I: Fengate South Policy Area**



### Vision for the Area

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

## Policy Areas

### Policy CC8

#### Fengate South Policy Area

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

Site Reference	Site Name	Status*	Indicative number of dwellings
CC8.1	Potters Way	UC	210**
CC8.2	Fengate South	NA	300 - 400
<b>Total</b>			<b>510 - 610</b>

\* Status at 1 April 2013. O = Outline. NS = Not started, with full planning permission. UC = under construction. NA = New Allocation

\*\* Dwellings still be completed on this site at 1 April 2013.

Prior to the granting of any planning permission for residential development on the Fengate South site (CC8.2), the council will require the developer to submit a development brief or other evidence documents that address the following matters:

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

If proposals come forward for the development of a marina on this site, these will be supported in principle by the council, provided that it is demonstrated that the scheme is deliverable, taking into account the criteria listed above (to the extent that they apply to marina development).

The council will require the submission of sufficient information from the applicant to enable it to complete a project-level screening exercise under the Habitats Regulations, and, if that screening concludes that full Appropriate Assessment is needed, sufficient information to enable it to complete that Appropriate Assessment. This process will need to demonstrate that the development will not have a significant adverse effect on the integrity of the Nene Washes.

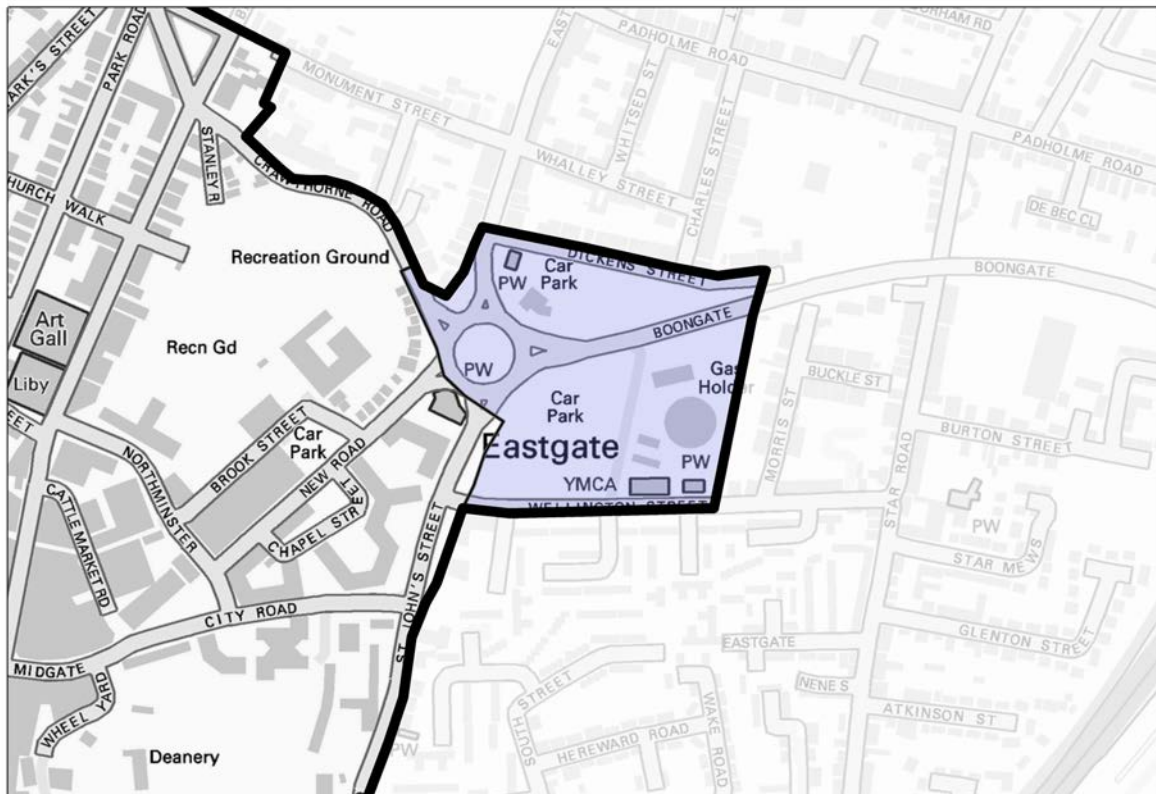


## 5.8 Boongate Policy Area

### Description of the Area

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

**Map J: Boongate Policy Area**



### Vision for the Area

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

## Policy Areas

### Policy CC9

#### Boongate Policy Area

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

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

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

\* Status at 1 April 2013. O = Outline. NS = Not started, with full planning permission. UC = under construction. NA = New Allocation

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

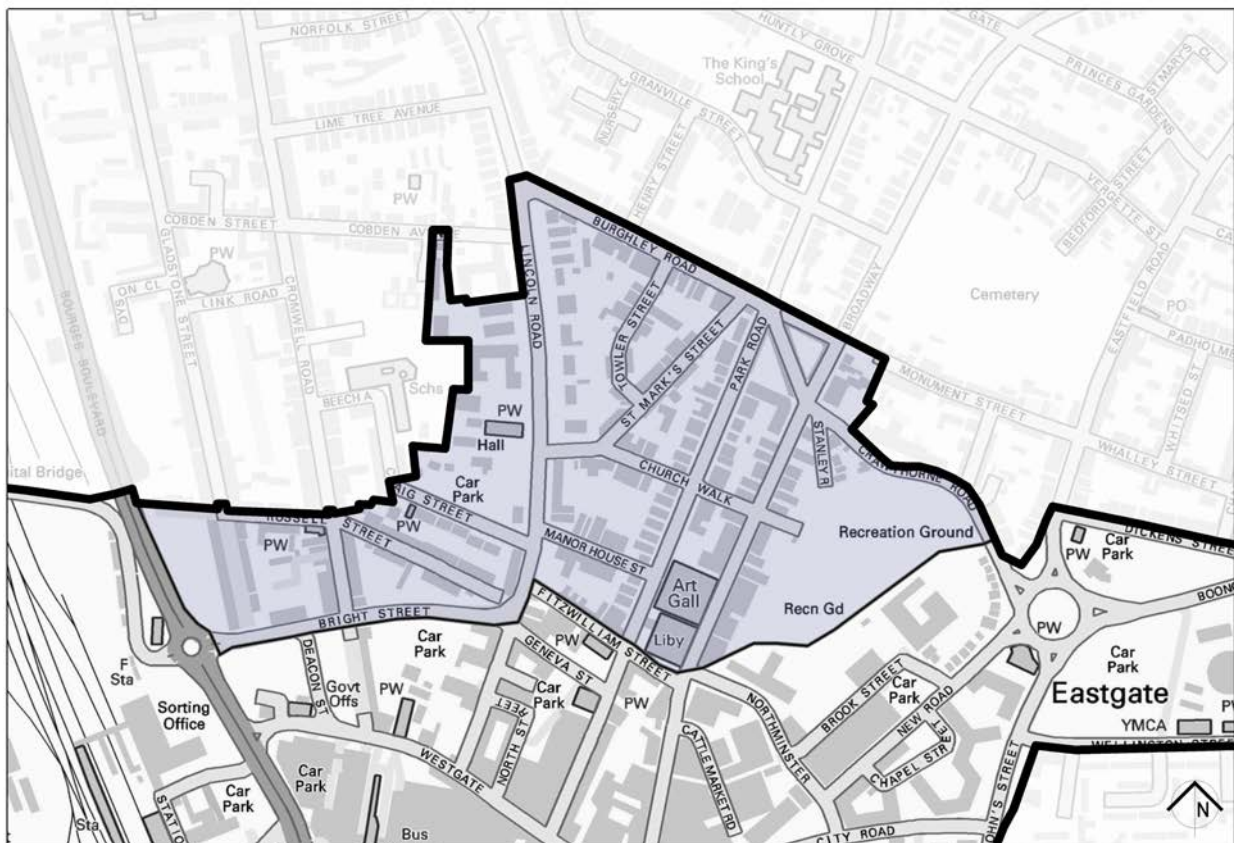
**No residential development in this Policy Area will be permitted within the inner consultation zone around the Wellington Street gasholder station.**

## 5.9 City North Policy Area

### Description of the Area

- 5.9.1** This area is towards the north of the city centre and is seen as a transitional area between the commercial City Core and the inner city residential areas. It includes many public buildings such as the Central Library and the Broadway Theatre building. A large part falls within the Park Conservation Area and it includes a number of listed buildings and buildings of local importance.
- 5.9.2** The area has a mix of commercial and residential properties, including substantial Victorian/Edwardian villas and terraced housing. It includes the Stanley Recreation Ground, which is a valued area of green space.
- 5.9.3** Broadway is a key thoroughfare approaching the City Core from outlying residential areas to the north. The street includes small-scale commercial uses and small retail units, with several restaurants and bars.
- 5.9.4** The majority of this Policy Area forms part of the wider regeneration area covered by 'Operation Can-Do', which is a 10 year multi-agency initiative in the Gladstone, Millfield and New England areas, supporting a range of physical and community regeneration projects. To the east, many houses do not meet modern standards of insulation, heating and general upkeep.
- 5.9.5** The area adjoins the North Westgate Opportunity Area, where it is proposed that there should be a major redevelopment of vacant and underused land. Care will be needed to ensure that any scheme creates an attractive and integrative frontage onto Bright Street.

Map K: City North Policy Area



## Policy Areas

### Vision for the Area

- 5.9.6** This is a part of the city that will see incremental change over the lifetime of this plan, unless there is commercial demand for more fundamental change in some locations. At 1 April 2013 there were 19 dwellings with planning permission on a number of small infill sites.
- 5.9.7** Development will seek to create a sensitive transition between high density commercial uses to the south and terraced residential streets to the north. Particular effort must be made to ensure effective and seamless linkages between the commercial core and outlying residential areas.
- 5.9.8** New residential development will take place at various locations, and there will be infill development where this can be achieved in a sensitive manner. Given the high density of residential use and the need to maintain a balanced housing offer including family homes, the subdivision of houses to flats will not be supported.
- 5.9.9** The overall vision for the area is to create pride, safety and community cohesion as part of the overall 'Operation Can-Do' initiative, with any new development in the Park Conservation Area preserving or enhancing its character.

### Policy CC10

#### City North Policy Area

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

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

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

**The Stanley Recreation Ground will be protected and enhanced with new facilities for local users. Proposals for development adjoining the Recreation Ground should help to reconnect it to the rest of the city centre and ensure activity and overlooking across the open space to enhance the sense of safety.**

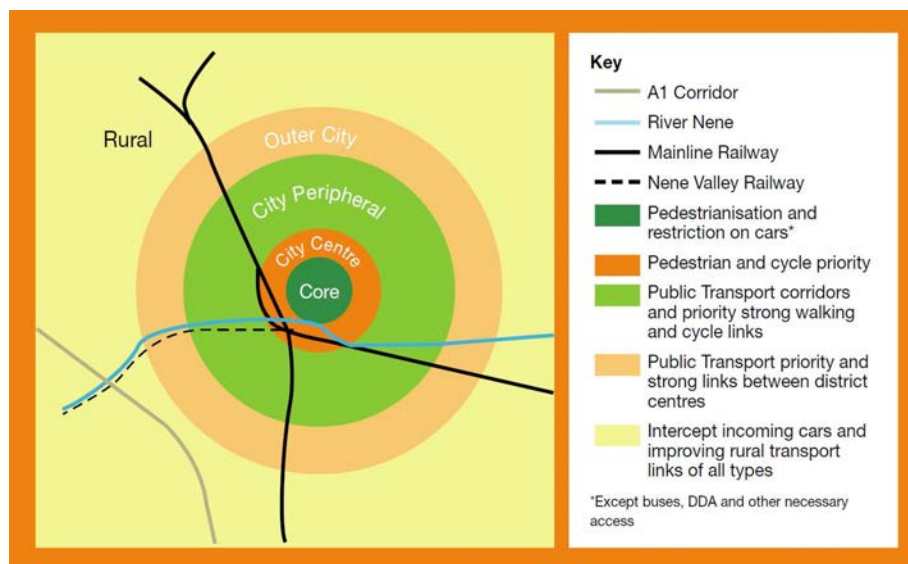
## 6.1 Transport

### Introduction

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

### Local Transport Policy

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



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

## Transport

### City Centre Transport Vision

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

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

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

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

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

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

**6.1.7** The delivery of the vision will require investment from a wide range of sources. However, development proposals can also play their part, by complying with the following policy.

### Policy CC11

#### Transport

**Within the area of the City Centre Plan, all development which has transport implications will be expected to make a contribution to the delivery of the City Centre Transport Vision set out above (or any subsequent vision set out in a more recent Peterborough Local Transport Plan). This will be in the form of on-site provision, such as the creation of a high quality public realm; the provision of cycling infrastructure and/or attractive pedestrian facilities; and the making of appropriate accessibility improvements for people with disabilities; as well as off-site contributions (by way of a planning obligation) where these are necessary as a direct result of the proposed development.**

Development which would have a negative impact on the ability of the council to achieve the City Centre Transport Vision will not be supported.

The council will resist the provision of additional car parking spaces within the City Core Policy Area. In this Policy Area, the provision of spaces as part of a new development may be allowed if there is a planning obligation, or other legally binding commitment, to make an equivalent (or greater) reduction in the number of spaces elsewhere in the Policy Area.

Elsewhere in the city centre (i.e. outside the City Core Policy Area), new residential development within Use Classes C3 and C4 will be required to make provision for car parking spaces in accordance with policy PP13 and Appendix A of the Peterborough Planning Policies DPD. There will be no minimum requirement for the provision of parking spaces in association with any other type of development (i.e. other than C3 and C4) and developers will be encouraged to explore the shared use of existing spaces or rely on spaces in public car parks to meet the needs of their development before the council will consider allowing any on-site provision of spaces. The council will only allow additional on-site or off-site spaces if the developer has provided a full justification for such a need (for example, on the basis of an essential operational requirement which cannot be met by the use of existing spaces off the site).

### Explanatory text for the Vision

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

## Transport

- 6.1.14** A phased approach to the treatment of Bourges Boulevard will be taken during the plan period. As development comes forward on sites adjacent to the road, additional pedestrian facilities will be provided. As a long-term measure, highway space will be reconfigured to enable greater priority for pedestrians, cyclists and public transport.
- 6.1.15 Car Parking:** In the city centre there are over 8,800 publicly available car parking spaces, providing plentiful and affordable parking, making the city centre highly accessible. However, car parks, and particularly surface parks, occupy a significant area, limiting land available for development. The city's car parks are dispersed around the city centre and city core which directs traffic to inappropriate roads.
- 6.1.16** Surface car parks within the city centre, and particularly in the City Core (excluding Car Haven) - for example, sites CC3.1 and CC3.3 - will be consolidated in the city centre to provide areas for new development, whilst maintaining a level of car parking consistent with current provision.
- 6.1.17** The council will develop a parking strategy that:
- supports the vitality and viability of the city centre by providing, maintaining and managing an appropriate supply of parking space, for all motorised vehicles (cars, coaches, goods vehicles and motorcycles)
  - supports and promotes the use of more sustainable modes, including vehicles with lower emissions (smaller engine size), low emission propulsion and multiple occupancy
  - makes more land available for development and reduces pressures on both car parking spaces in the city centre and the city core road network
  - except for the provision of parking bays for the disabled, reduces publicly available spaces in the core through relocation to the periphery of the city centre.
- 6.1.18** The provision of park and ride or other modal interchanges will be explored to reduce parking demand and the number of vehicles entering the city centre.
- 6.1.19** The provision of additional car parking spaces within the City Core Policy Area will not be supported. Elsewhere in the city centre for non residential development there will be a requirement to make use of existing public car parks before the provision of additional car parking spaces will be considered. This offers a flexible approach for each site and particularly Opportunity Areas.
- 6.1.20** The council will encourage provision of coach parking facilities to attract visitors to the city centre. Within the Opportunities Areas where there is a mix of uses including leisure (D2) the developer will be required to provide coach or bus parking spaces as set out in Appendix a (PP13) of the Planning Policies DPD. Individual parking requirements will be assessed for each application based on the mix of uses proposed.
- 6.1.21 The River Nene:** The council is looking to improve mooring and boating leisure facilities as well as access from the river to the city core and other locations.



## 7.1 Infrastructure

- 7.1.1** It is recognised that infrastructure is required to support and in some cases enable the scale and location of growth set out in the Core Strategy. This includes up to 4,300 new dwellings and 3.5 hectares of employment land located within the City Centre Plan boundary. The infrastructure types and projects vary, and are inclusive of transport, education, health and utilities, such as electricity, water and waste.
- 7.1.2** All have been taken into account within the Peterborough Integrated Development Programme (IDP) (2009) which provided a full breakdown of infrastructure needs based on the Core Strategy.
- 7.1.3** Since 2009, and the subsequent adoption of the Peterborough Core Strategy, development has progressed although in some areas the rate of change has slowed due to the recession. The IDP has subsequently been updated to reflect this, and now forms the basis of its successor document known as the Infrastructure Delivery Schedule (IDS).
- 7.1.4** The Infrastructure Delivery Schedule (IDS) is a live document produced to identify the range of infrastructure types and projects required to support growth. Importantly, it identifies likely funding sources, delivery agents, timescales and priorities, and forms an important supporting document in relation to the council's planned adoption of a Community Infrastructure Levy (CIL) Charging Schedule in 2014. The document is produced through close working with key partners and infrastructure providers and will be regularly updated to reflect project delivery and change.
- 7.1.5** The mechanisms for requiring and encouraging infrastructure delivery include existing policy, planning conditions, S106 agreements and planning contributions (via the Peterborough Planning Obligations Implementation Scheme SPD); and in future the use of CIL funds. These mechanisms are broadly set out in the Peterborough Core Strategy (section 6.6, policies CS12 and CS13) and for this reason is not repeated here.
- 7.1.6** The council is also preparing to adopt a Planning Contributions SPD to coincide with the introduction of a CIL Charging Schedule, primarily to make clear the relationship between CIL and S106 for the purpose of infrastructure delivery.
- 7.1.7** The city centre by definition is the location of a number of key existing infrastructure networks, items and future projects, which relate to the city's wider growth, as well as the growth specifically earmarked for the city centre. Such infrastructure includes roads, parking, bridges, sewerage, railway station, the athletics track, the museum etc. many of which will need to be enhanced or upgraded to support the increase in the city's population.
- 7.1.8** Future housing development in the city centre is expected to result in a notable increase in population. It is important that these residents have access to health, education and other community facilities in convenient locations to minimise the need to travel. The provision of primary school places within the Central area is a pressure identified within the Draft Schools Organisation Plan 2013-18. A number of potential projects to address this are itemised within the IDS, the precise timing of which will be dependent on the pace and precise location of proposed growth within and close to the City Centre Plan area.

## Infrastructure

## Implementation and Monitoring

### 8.1 Implementation and Monitoring

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

#### Implementation

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

#### Monitoring

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

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

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

**8.1.6** Any housing or employment areas identified in policies CC3 to CC10 will be monitored alongside all sites allocated in the Site Allocations DPD. The results of the housing and employment monitoring will be broken down by growth zones and will include a figure specifically for the City Centre.

**8.1.7** The following tables show how the City Centre Plan policies will be implemented and monitored. As most of these subjects are covered by other city wide policies, such as those in the Core Strategy or Planning Policies DPD, they will be monitored using the indicators and targets which have already been adopted in those plans.

## Implementation and Monitoring

### City Centre Strategy

Policy CC1 Sustainable Development Implementation		
Key Responsibilities	Implementation	Risks
Peterborough City Council Peterborough Environment City Trust (PECT) Greater Peterborough Partnership (GPP) Public and private developers	Through the implementation of the policies in the Core Strategy and Planning Policies DPDs identified below Through the continual submission and determination of planning applications Ensuring that new development meets the latest design standards including those relating to sustainable construction and energy efficiency measures as well as accessibility issues for disabled.	Additional cost to developers
<b>Other Relevant Policies</b>	<b>Core Strategy DPD: CS4, CS10, CS11, CS16</b>	<b>Monitoring and Targets</b> As Core Strategy policy CS10
		<b>Planning Policies DPD: PP1, PP2</b>

Policy CC2 Retail Implementation		
Key Responsibilities	Implementation	Risks
Peterborough City Council Public and private developers	Through the continual submission and determination of planning applications Annual monitoring of retail floor space and refreshes of the retail study	Reliance on private sector funding and developer interest Lack of developer interest in retail sites Out of centre developments reducing the capacity to support city centre retail
<b>Other Relevant Policies</b>	<b>Core Strategy DPD: CS4, CS15</b>	<b>Monitoring and Targets</b> As Core Strategy policy CS15

## Implementation and Monitoring

## Policy Areas

- 8.1.8** The following tables show how the delivery of each policy area will be implemented and monitored. As mentioned, the delivery of any sites or Opportunity Areas will be monitored via Core Strategy policies, particularly CS2 and CS3.
- 8.1.9** Delivery of development in the policy area will rely on private investment and public funding, and the willingness of landowners to make their land available.

Policy CC3 City Core Policy Area			
Key Responsibilities	Implementation	Monitoring Indicators and Targets	Risks
Peterborough City Council Private and public developers Landowners English Heritage Dean & Chapter, Peterborough Cathedral	North Westgate development coming forward Implementation of wider public realm improvements Through continual submission and determination of planning applications Improvements to Bourges Boulevard Master Plan for North Westgate Opportunity Area and Northminster Opportunity Area City Centre Conservation Area Appraisal Cathedral Plan	As Core Strategy policies CS2, CS3, CS4, CS15, CS16, CS17, CS18	Number of different landowners owing small parcels of land Fragmented approach Lack of interest in retail in City Centre
<b>Other Relevant Policies</b>	<b>Core Strategy DPD: CS2, CS3, CS4, CS15, CS16, CS17, CS18 Planning Policies DPD: PP17</b>		

## Implementation and Monitoring

Policy CC4 Railway Station Policy Area		
Key Responsibilities	Implementation	Risks
Peterborough City Council Landowners Network Rail NHS Hospital Trust ( and new land owners)	Hospital SPD Through continual submission and determination of planning applications Improvements to Bourges Boulevard Hospital – off site highway improvements Site clearance and remediation Development that fits around constraints of operational railway land	Number of different landowners owing separate parcels of land Fragmented approach Cost of site clearance and remediation Lack of interest in office development
<b>Monitoring Indicators and Targets</b> As Core Strategy policies CS2, CS3, CS4		
<b>Other Relevant Policies</b> <b>Core Strategy DPD:</b> CS2, CS3, CS4, CS15, CS16, CS17 <b>Planning Policies DPD:</b> PP17		
Policy CC5 Rivergate Policy Area		
Key Responsibilities	Implementation	Risks
Peterborough City Council Landowners ASDA UNEX Rivergate Centre Private and public developers Police Courts	Through continual submission and determination of planning applications Long term reconfiguration of Rivergate gyratory – but not necessary to meet policy Need for SPD or masterplan Through downgrading of Bourges Boulevard, improving pedestrian access to the area	Impact of increased retail floorspace at North Westgate
<b>Monitoring Indicators and Targets</b> As Core Strategy policies CS2, CS3, CS4, CS15		
<b>Other Relevant Policies</b> <b>Core Strategy DPD:</b> CS2, CS3, CS4, CS15 <b>Planning Policies DPD:</b> PP15		

Policy CC6 Riverside South			
Key Responsibilities	Implementation	Monitoring Indicators and Targets	Risks
Peterborough City Council Joint Venture Company Landowners – Railworld Milton Estates Peterborough United FC EDF	Establishing a joint venture company to support the council in the delivery of the Fletton Quays site Flood risk and mitigation measures. Through continual submission and determination of planning applications	As Core Strategy policies CS2, CS3, CS4, CS15, CS16, CS17, CS18, CS19, CS22	Lack of interest in development
<b>Other Relevant Policies</b>	<b>Core Strategy DPD: CS2, CS3, CS4, CS15, CS16, CS17, CS18, CS19, CS22 Planning Policies DPD: PP15</b>		
Policy CC7 Riverside North			
Key Responsibilities	Implementation	Monitoring Indicators and Targets	Risks
Peterborough City Council Vivacity Sport England Landowners	Through continual submission and determination of planning applications Working with Vivacity on provision of new sports facilities	As Core Strategy policies CS2, CS4, CS17, CS18, CS19, CS22	Lack of funding
<b>Other Relevant Policies</b>	<b>Core Strategy DPD: CS2, CS4, CS17, CS18, CS19, CS22 Planning Policies DPD: PP15</b>		

## Implementation and Monitoring

Policy CC8 Fengate South			
Key Responsibilities	Implementation	Monitoring Indicators and Targets	Risks
Peterborough City Council Private and public developers Landowners Milton Estates Kier Residential	Completion of committed housing site at Potters Way Through continual submission and determination of planning applications	As Core Strategy policies CS2, CS4, CS22	Landowner's lack of interest in developing site during the plan period  Additional cost of remediation and flood risk  Outcome of screening and/or appropriate assessment under Habitats Regulations
<b>Other Relevant Policies</b>	<b>Core Strategy DPD: CS2, CS4, CS22 Planning Policies DPD: PP15</b>		
Policy CC9 Boongate			
Key Responsibilities	Implementation	Monitoring Indicators and Targets	Risks
Peterborough City Council Private and public developers National Grid	Through continual submission and determination of planning applications	As Core Strategy policies CS2, CS4	Landowner's lack of interest in developing site during the plan period
<b>Other Relevant Policies</b>	<b>Core Strategy DPD: CS2, CS4</b>		



## Implementation and Monitoring

Policy CC-10 City North			
Key Responsibilities	Implementation	Monitoring Indicators and Targets	Risks
Peterborough City Council Private and public developers Health Police	Through continual submission and determination of planning applications Park Conservation Area Appraisal "Operation Can-Do" regeneration projects	Planning permissions granted for sub division of single dwelling - nil As Core Strategy policies CS2, CS3, CS4, CS6, CS15, CS17	
<b>Other Relevant Policies</b>	<b>Core Strategy DPD: CS2, CS3, CS4, CS6, CS15, CS17 Planning Policies DPD: PP3</b>		
Policy CC11 Transport			
Key Responsibilities	Implementation	Monitoring Indicators and Targets	Risks
Peterborough City Council Public and private developers Local Transport operators	Through continual submission and determination of planning applications Joint working with private operators of public car parks	As Core Strategy policy CS14	Lack of funding for transport projects
<b>Other Relevant Policies</b>	<b>Core Strategy DPD: CS14 Planning Policies DPD: PP12, PP13 Peterborough Local Transport Plan 3: Chapter 13</b>		

## Implementation and Monitoring

## Appendix A: Local Plan Policies to be Replaced

### Appendix A: Local Plan Policies to be Replaced

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

Subsequently, the Core Strategy DPD (February 2011), the Site Allocations DPD (February 2012) and Planning Policies DPD (December 2012) have, upon adoption, deleted most of the saved 2005 Local Plan policies.

This City Centre Plan is proposing to delete the remaining 14 Local Plan policies, and these are set out in the table below.

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

## Appendix A: Local Plan Policies to be Replaced

## Appendix B: Relationship with Other Documents

### Appendix B: Relationship with Other Documents

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

#### National Planning Policy

Any DPD must be consistent with the principles and policies set out in the Government's National Planning Policy Framework (NPPF). At the heart of the NPPF is the requirement for all development to be sustainable and there is a presumption in favour of sustainable development.

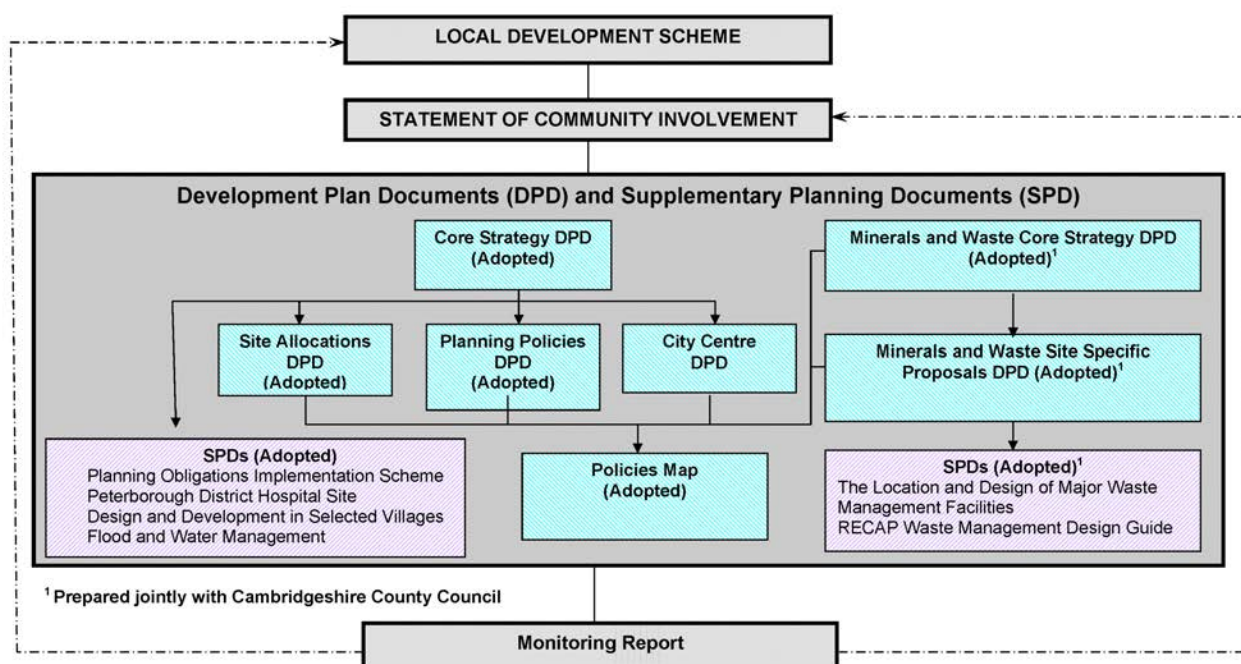
The City Centre Plan has been produced to reflect this presumption in favour of sustainable development. It has been separately assessed against a wide ranging sustainability framework, looking at the social, environmental and economic implications of the Plan. This assessment process is contained in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

#### Local Planning Policy

The City Centre Plan forms part of the council's wider statutory development plan. It is one of the collection of DPDs to be taken into consideration in the determination of planning applications.

Figure 1 provides a basic summary of the documents that make up the wider development plan for Peterborough, and shows where the City Centre Plan fits within this context.

Figure 1



You will find definitions of the terms used in Figure 1 in the glossary (Appendix D).

Further information on the documents listed above can be found in the council's Local Development Scheme, which can be viewed at:

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

## Appendix B: Relationship with Other Documents

### Peterborough Core Strategy DPD (February 2011)

The overarching plan for Peterborough is the Peterborough Core Strategy DPD. This sets the overall strategic vision and objectives for Peterborough and the broad principles for the location of new development. The Core Strategy establishes the ‘headlines’ for development to be accommodated within the City Centre Plan area. The City Centre Plan sits beneath the Core Strategy and provides more detailed planning policies and designations for the city centre.

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

Core Strategy Policy	Applicable details for the City Centre, which this plan must conform to
CS2	Approximately 4,300 new dwellings in the city centre (at 1 April 2009)
CS3	Equivalent of at least 3.5 hectares of employment land; mixed use development in the city centre encouraged
CS4	Detailed policy on the city centre, including: <ul style="list-style-type: none"> <li>• City centre to be developed and maintained as a centre of regional significance</li> <li>• Major cultural and leisure developments encouraged</li> <li>• Confirms the 4,300 dwelling target</li> <li>• Promoted for employment, especially B1 uses</li> <li>• Areas of change identified, but not limited to, South Bank, Hospital site, land beside the River Nene, railway station area, land for university</li> <li>• Public realm and natural environment improvements</li> <li>• Protection of historic environment</li> </ul>
CS14	Enhance the city centre in order to improve connectivity and reduce need to travel
CS15	Peterborough City Centre (Primary Shopping Area) identified as top in the hierarchy of retail centres. Preference for all comparison goods retail proposals to be directed to the city centre. Some additional convenience floorspace.
CS17	Protection of views of the cathedral
CS18	Focus of new culture, leisure and tourism facilities in the city centre, which: <ul style="list-style-type: none"> <li>• Make the most of existing assets such as the river</li> <li>• Promote a regional multi-use venue for large scale events</li> <li>• Improve the evening and night time economy</li> <li>• Make use of sustainable travel modes (walking, cycling, public transport and water taxis)</li> <li>• Support the shared use of any university facilities such as sport and libraries</li> </ul> <p>Large attractions should be located in the city centre</p>
CS19	Promotion of the River Nene as a sub-regional corridor for biodiversity and landscape retention, restoration and creation; and the promotion of access, navigation and recreation.

## Appendix B: Relationship with Other Documents

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

### **Peterborough Site Allocations DPD (April 2012)**

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

### **Peterborough Planning Policies DPD (December 2012)**

The Planning Policies DPD sets out the detailed policies and standards against which planning applications will be assessed. It applies throughout the local authority area; therefore many of the policies are relevant to any development which may be proposed in the city centre. There is no need to repeat policies in this Plan, but attention is drawn to specific policies from the Planning Policies DPD whenever relevant. Policies of particular relevance are as follows:

- PP2 - Design Quality
- PP12 - The Transport Implications of Development
- PP13 - Parking Standards
- PP14 - Open Space Standards
- PP15 - Nene Valley
- PP17 - Heritage Assets
- PP20 - Development on Land affected by Contamination

### **Peterborough Policies Map (December 2012)**

The Policies Map is a separate document, which forms part of the statutory development plan. It shows the location and extent of sites allocated for development, and areas within which, or outside which, planning policies will apply.

The Policies Map will be updated each time that the council adopts a DPD which has policies for specific geographical areas. The current Policies Map was adopted alongside the Planning Policies DPD in December 2012.

The City Centre Plan only applies within the defined city centre boundary as shown on Inset 2 of the Policies Map. Therefore the adoption of the City Centre Plan will only result in the replacement of Inset 2.

### **Peterborough District Hospital Site SPD (June 2010)**

An SPD was produced for the former District Hospital site to provide detailed guidance for the redevelopment of this large and important part of the city centre. The hospital site is located on the western edge of the city centre and has been identified as an Opportunity Area.

Policy CC4 (for the Railway Station Policy Area) requires that development proposals for the Hospital Opportunity Area (site CC4.1) should be in general conformity with the requirements of the SPD.

### **Peterborough Flood and Water Management SPD (December 2012)**

The Flood and Water Management SPD supplements policy CS22 of the Peterborough Core Strategy DPD and policy PP16 of the Peterborough Planning Policies DPD. The SPD provides further advice for developers for city centre sites.

## Appendix B: Relationship with Other Documents

### **Peterborough Shop Front Design Guidance SPD**

This is an SPD providing guidance on the appropriate design of shop fronts, signage, external security shutters and canopies. It supports policy PP11 (Shop Frontages, Security Shutters and Canopies) of the Planning Policies DPD and policy CS16 (Urban Design and the Public Realm) of the Core Strategy DPD. It applies throughout Peterborough, including the area covered by this City Centre Plan.



## Appendix C: Residential Development to meet Core Strategy Requirements

### Appendix C: Residential Development to meet Core Strategy Requirements

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

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

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

The updated Core Strategy housing figures are summarised in Table 4 (overleaf). The table is split into three rows. The first row updates and presents housing figures for the local authority area, excluding the city centre. These are based on actual completions and permissions and the indicative dwelling figures for sites allocated in the Peterborough Site Allocations DPD. The second row shows similarly updated figures for the city centre only (including the dwellings proposed on sites in this Plan). The final row shows the total for the whole local authority area and demonstrates how the Core Strategy target will be met.

The second column of the table presents the approximate dwelling requirement figure from the Core Strategy, for which provision must be made over period 1 April 2009 to 31 March 2026. The third column provides details of the gross dwellings actually gained during the years from 1 April 2009 to 31 March 2013. Once these have been deducted from the original Core Strategy requirements from 1 April 2009, a revised Core Strategy requirement for 1 April 2013 to 31 March 2026 appears in the fourth column.

The column headed “Committed Sites at 1 April 2013” provides details of the number of dwellings committed. Commitments are defined as dwellings which remain to be completed on sites under construction, dwellings which have full planning permission and dwellings which have outline planning permission as at 31 March 2013. The 2013 Housing Monitoring Report provides information on all committed sites.

The column headed “Required New Dwellings” shows the additional dwellings that are required in order to meet the Core Strategy target once the completions and commitments at 31 March 2013 have been subtracted from the original 2009 Core Strategy target. This identifies the approximate requirement for new dwellings that should be included in this Plan (3,407 dwellings).

For the City Centre, the column headed “New Allocations” shows the number of dwellings that are assumed to be deliverable from sites that are allocated in this Plan. These are sites without permission at 31 March 2013. The figure for the rest of the local authority area is the total number of dwellings from allocated sites in the Site Allocations DPD without planning permission at 31 March 2013. This figure is taken from the Peterborough Housing Monitoring Report 2013.

## Appendix C: Residential Development to meet Core Strategy Requirements

Table 4: Dwelling Figures for the City Centre - Relationship with Core Strategy Dwelling Requirements

	Core Strategy 2009 to 2026	Completed <sup>1</sup> April 2009 to 31 March 2013 (gross)	Core Strategy (as adjusted 2013 to 2026)	Committed Sites at <sup>1</sup> April 2013	Required New Dwellings	New Allocations	Total Dwellings 2013 to 2026	Difference from Core Strategy (adjusted 2013 to 2026)
Local Authority Area Excluding City Centre	21,200	3,005	18,195	7,802	10,393	11,605*	19,407	+1,212
City Centre	4,300	329	3,971	564	3,407	2,443**	3,007	-964
<b>Total</b>	<b>25,500</b>	<b>3,334</b>	<b>22,166</b>	<b>8,366</b>	<b>13,800</b>	<b>14,048</b>	<b>22,414</b>	<b>+248</b>

\* Sites identified in the Peterborough Site Allocations DPD without planning permission

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

## Appendix C: Residential Development to meet Core Strategy Requirements

The column headed “Total Dwellings 2013 to 2026” shows the sum of the dwellings in “Committed Sites at 1 April 2013” and “New Allocations”. The difference between the Total Dwellings in this column and those in the “Core Strategy (as adjusted 2013 to 2026)” column are presented in the final column. For the city centre, this reveals the extent to which dwellings from sites allocated in this Plan would meet the approximate requirements from the Core Strategy.

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

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

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

In chapter 5 of this Plan, each Policy Area includes a list of allocated sites, some of which may already have planning permission (at 1 April 2013). For sites where no development has started, the indicative number of dwellings is the number of dwellings for which permission was granted. Where development has already started (at 1 April 2013), the figure is the remaining number of dwellings still to be completed in accordance with the permission.

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

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

Developers are encouraged to produce the most appropriate design-led solution, taking the mix of uses, all national policies and local policies into account, in arriving at a total dwelling figure, and they need not be constrained by a figure that appears in any of the policies in chapter 5.

## Appendix C: Residential Development to meet Core Strategy Requirements

## Appendix D: Glossary

### Appendix D: 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.

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

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

**Brownfield Land (also known as Previously Developed Land)** - land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. Development of such land is preferable to development of greenfield land under the sequential approach.

**Community Infrastructure Levy (CIL)** - A levy allowing the council to raise funds from owners or developers of land undertaking new building projects in their area.

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

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

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

**Development Plan** - see Statutory Development Plan.

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

**Examination** - a form of independent public inquiry into the soundness of a submitted DPD, which is chaired by an inspector appointed by the Secretary of State. After the examination has ended the inspector produces a report which, if necessary, may include main modifications to make the document sound.

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

**Local Development Framework (LDF)** - the collective term for the whole package of planning documents which are produced by a local planning authority to provide the planning framework for its area, including DPDs such as the Core Strategy, Planning Policies DPD and the City Centre DPD.

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

**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.

## Appendix D: Glossary

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

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

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

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

**Statutory Development Plan** - the overall term for a number of documents which, together, have a particular status under the planning legislation in decision-making. The Development Plan includes all adopted DPDs for the area.

**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)** - A document which expands on policies or provides further detail to policies contained in a DPD.

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

**Sustainable Community Strategy** - a document which plans for the future of Peterborough across a wide range of topics, setting out a vision and a series of aspirations. The local strategic partnership (Greater Peterborough Partnership) has responsibility for producing the document which sets out four main priorities that all partners work towards. It does not form part of the LDF.

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

**Water Framework Directive (WFD)** - a European Directive (2000/60/EC) that requires member states to prevent any deterioration in the status of aquatic ecosystems and to make plans to protect and improve water bodies to achieve 'good ecological status'. The Directive applies to all surface freshwater bodies, groundwater, estuaries and coastal waters out to one mile.

## Appendix E: Submission Policies Map

### Appendix E: Submission Policies Map

The submission version of the City Centre DPD is accompanied by a Submission Policies Map.

The current version of the Peterborough Policies Map was adopted in December 2012. It consists of a large map of the whole local authority area at a scale of 1:25,000, together with Inset maps.

Inset Map 1 is a map of the urban area of Peterborough which is printed on the back of the main Policies Map. Inset Map 2 is a separate map of the city centre. There are separate maps (Insets 3 to 28) for the 25 villages.

The purpose of the Submission Policies Map is to show how the adopted map will be changed when the City Centre Plan is adopted. It is important to note that the adoption of the City Centre Plan will not replace the adopted Policies Map in its entirety. Firstly, it will only replace Inset Map 2 and secondly, it will only replace certain elements, leaving the remainder unchanged.

The contents of the Submission Policies Map shows the following items from this City Centre Plan:

- Policy Areas
- Opportunity Areas
- Primary Shopping Area
- Primary Retail Frontages
- Sites Allocated Primary for Residential Development
- Nene Valley

These will replace the following items shown on Inset Map 2 of the adopted Policies Map:

- Opportunity Areas
- Central Retail Area
- Primary Retail Frontages in City Centre
- City Centre Residential Areas
- Land Safeguarded for a Rail Link
- The Embankment
- Nene Valley

There are no other changes proposed. Therefore the following items will remain as shown on Inset Map 2 of the adopted Policies Map.

- City Centre Plan Boundary
- Local Centre
- Conservation Area
- Building of Local Importance
- Scheduled Monument
- Areas of Historic Landscape or Parkland
- Site of Local Nature Conservation Importance

## Appendix E: Submission Policies Map