

## APPENDIX A

# PETERBOROUGH PLANNING POLICIES DEVELOPMENT PLAN DOCUMENT

## (CONSULTATION DRAFT)

### Introduction and Background

The Peterborough Planning Policies Development Plan Document (DPD) is one of the documents that will make up Peterborough’s Local Development Framework (LDF).

The LDF is not a single plan, but an overall term for a package, or portfolio, of separate planning policy documents. The most important documents in the LDF are known as Development Plan Documents (DPDs). The separate documents in the LDF may be prepared at different times and each one must pass through a number of stages before it can be adopted by the City Council as part of its LDF. The LDF will eventually replace the old style ‘Local Plan’.

The determination of planning applications will be based on the collection of plans and policies in the LDF, together with any national planning policy.

Currently we do not have any adopted DPDs in Peterborough. The Peterborough Core Strategy is the most advanced DPD and is likely to be adopted in early 2011. The Site Allocations DPD will follow the Core Strategy and this is due to be adopted at the end of 2011. The City Centre Area Action Plan as well as the Planning Policies DPD are programmed to be adopted in late 2012. Collectively, all of these DPDs will eventually replace or delete all of the saved Peterborough Local Plan (2005) policies.

For a simple guide on how the planning system works in England, please go to the Planning Portal web site

<http://www.planningportal.gov.uk/england/public/planning/planningsystem/localdevframeworks/>

### ***Peterborough Planning Policies DPD – Preparation Stages***

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

	MAIN STAGES		DATE
	<b>Evidence gathering</b>	Meetings, workshops with internal and external stakeholders to identify main issues	July 2007 - Oct 2008
	<b>Issues and Options</b>	Public consultation on Issues and Options	Oct 2008 - Nov 2008

→ <b>Current Stage</b>	<b>Consultation Draft</b>	Public consultation on the Council's draft policies	Feb 2011 - March 2011
	<b>Proposed Submission</b>	Final opportunity for formal representations on the proposed planning policies	Oct 2011- Nov 2011
	<b>Submission and examination</b>	Planning Policies Document submitted to government along with all public comments received during the proposed submission consultation.	Jan 2012
		Independent Examination by a Planning Inspector	May 2012
	<b>Adoption</b>	Council adopts Final Plan	Oct 2012
	<b>Monitoring and Review</b>	Each year, identified targets are monitored	

### ***Issues and Options stage***

In the early stages of preparing this Planning Policies DPD, we consulted on an 'Issues and Options' document (October-November 2008). This identified possible issues to be addressed and alternative policy approaches for each one. All the comments made at that stage have been analysed and taken into consideration in formulating policies in this consultation document. A report containing a summary of the comments made and options selected is on our web site.

**(link required)**

How the responses to the 'Issues and Options' document have informed the policies in this consultation document are discussed in the sections below, under the heading 'Reasons for Including this Policy'.

Please note that as the 'Issues and Options' consultation took place some time ago, not all the issues raised in that document are still current. There are also new issues that have arisen which were not discussed at the Issues and Options stage, but we believe should now be addressed. With a change in Government, some national priorities have also changed.

### ***Purpose of the Consultation***

One of the key ingredients of the LDF planning system is the recognition of the need for early and full public involvement in preparation of DPDs. The purpose of the Issues and Options consultation was to explore issues that could be included and views on the general direction that a policy might take on a particular issue. No policies were written at that stage.

We have included draft policies in this Consultation version of the Planning Policies DPD. We feel it is important that everybody has an opportunity to comment on the policies before we proceed to the next, and more formal, pre-submission stage. Please take this opportunity to let

us know what you like and what you do not like about a policy or the supporting text. It would be particularly helpful, if you want a policy changed, to suggest how it should be changed and your reasoning for the change.

### ***Why should you get Involved now?***

We would like you to get involved in helping us to develop the planning policies that will be used to determine planning applications in the future. Your involvement at this stage will help to ensure that your views are taken into account. This is your opportunity to let us know what you think about the draft planning policies.

### ***Have your Say***

The public consultation period on the Consultation Draft Planning Policies DPD takes place from .....2011. You can respond to the consultation in any of the following ways:

**We prefer electronic responses to the consultation via the website as this greatly helps us in analysing responses and preparing for the next stage.** Our online consultation website address is <http://consult.peterborough.gov.uk>

Complete a representation form, which can be downloaded at ( link)

You can email your representation form or other correspondence to us at [planningpolicy@peterborough.gov.uk](mailto:planningpolicy@peterborough.gov.uk).

You can post your representation form or other correspondence to:

Strategic Planning & Enabling  
Delivery Service  
Peterborough City Council  
Stuart House, East Wing  
St John's Street  
Peterborough  
PE1 5DD

This Consultation Draft Planning Policies DPD will be made available for inspection (along with a supply of representation forms) at all libraries in Peterborough and at our main office location - Bayard Place.

**The closing date for comments is .....at 5pm.**

## ***Sustainability Appraisal***

The Council is required to undertake a Sustainability Appraisal (SA) of the Peterborough Planning Policies DPD. This process enables the social, economic and environmental implications of the Council's proposals to be fully considered. This is a continuous process from the first stage through to adoption of the DPD. The process began with the publication of a Sustainability Appraisal Scoping Report by consultants in June 2006.

SA for each policy in this Consultation Draft document has been carried out and a Sustainability Appraisal report is published along with this document. Each policy was assessed against a number of sustainability criteria to assess its impact. Where it was necessary, policies were modified to reduce their negative impact, before inclusion in this Consultation Draft document.

## ***Habitats Regulations Assessment***

Along with Sustainability Appraisal, we also have to carry out Appropriate Assessment (AA), as required under Articles 6(3) and 6(4) of the Habitats Directive. AA needs to be carried out for plans and projects that could have a significant effect on any Natura 2000 or Ramsar site. The Planning Policies DPD contains a number of policies and we need to assess the impact of these on the conservation objectives of such sites, and determine whether or not policies will significantly affect the integrity of these objectives. A scoping report is published alongside this Consultation Draft document.

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

The Planning Policies DPD is intended to provide detailed policy statements to help in determining planning applications. The policies in the Planning Policies DPD will help in delivering the overarching principles established in the Peterborough Core Strategy. At the end of each policy we have made reference to the appropriate Core Strategy policy (or policies) and objectives which it supports.

The Peterborough LDF will comprise a number of documents and the Planning Policies DPD is just one of them. It is important to note that all the documents that contribute to the LDF must be read in conjunction with one another and not in isolation. Below is a brief summary of the other key documents that will be part of the Peterborough LDF, together with an explanation of their relationship with this Planning Policies DPD.

### **Peterborough Core Strategy DPD**

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

It is important to remember that the Planning Policies DPD cannot significantly adjust the 'key headlines' as agreed in the Core Strategy.

The table below shows how the Core Strategy policies would be supported by the detailed policies set out in this Consultation Draft version of the Planning Policies DPD.

<b>Core Strategy Policy</b>	<b>Supported by Policies in this Planning Policies DPD</b>
CS 1: Spatial Strategy for the Location of Residential Development	PP1 – The Location and Design of New Development
CS 2: Spatial Strategy for the Location of Employment	PP1 – The Location and Design of New Development
CS 5: The Settlement Hierarchy and the Countryside	PP4 – Housing in the Countryside PP5 – The Rural Economy
CS 6: Meeting Housing Needs	PP1 – The Location and Design of New Development PP3 – Top of the Market Dwellings PP4 – Housing in the Countryside
CS 12: Developer Contributions to Infrastructure Provision	PP10 – Open Space Standards
CS 13: Transport	PP8 – The Transport Implications of Development PP9 – Parking Standards
CS 14: Retail	PP6 – Primary Retail Frontages in District Centres PP7 – Shop Frontages, Security Shutters and Canopies
CS 16: Urban Design and the Public Realm	PP1 – The Location and Design of New Development PP2 - Amenity PP7 – Shop Frontages, Security Shutters and Canopies
CS 17: The Historic Environment	PP13 – Heritage Assets PP14 – Buildings of Local Importance
CS 19: Open Space and Green Infrastructure	PP10 – Open Space Standards PP11 – Nene Valley PP12 – The Landscaping and Biodiversity Implications of Development
CS 20: Landscape Character	PP11 – Nene Valley
CS 21: Biodiversity and Geological Conservation	PP11 – Nene Valley PP15 – Ancient, Semi-Natural Woodland and Veteran Trees PP12 – The Landscaping and Biodiversity Implications of Development PP16 – Habitats and Species of Principal Importance
CS 22: Floodrisk	PP17 – Drainage and Flood Risk Management

### **Peterborough City Centre Area Action Plan DPD**

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

### **Peterborough Site Allocations DPD**

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

### **Supplementary Planning Documents (SPDs)**

SPDs are part of the LDF that may cover a range of issues, thematic or site specific, and provide further detail of policies and proposals in the in the related DPD. In this Consultation Draft Planning Policies DPD, we have indicated where we will produce a SPD to provide further guidance or explanation of the policy.

### **Proposals Map**

The Proposals Map will show, on an Ordnance Survey base, the boundaries of specific allocations and designations set by planning policies. It will be revised as each DPD is adopted to ensure it always reflects the up-to-date strategy for Peterborough. This Consultation Draft Document includes maps which show the extent of areas to which policies would apply. Once the Planning Policies DPD is adopted, the boundaries and policy areas shown on those maps will be incorporated into the Peterborough Proposals Map.

## Planning Policies

### ***PP1 – The Location and Design of New Development***

***As a minimum, planning permission will only be granted for development where the layout, design and appearance of the proposal, in terms of its size, scale, massing, density, proportions, materials and design features, would not have a detrimental effect on the character of any immediately adjoining properties or the surrounding area.***

***In addition, unless it can be demonstrated as impractical or unviable, development should:***

- (a) make a positive contribution to the quality of the built environment; and***
- (b) be robust to withstand and adapt to the predicted impacts of climate change; and***
- (c) be designed and constructed with longevity as a key objective, especially if materials with a high embodied energy are to be used.***

Peterborough has a growth agenda and considerable development will take place in the next 15 years or more. As built development lasts for many years, it is important that all new developments are not just designed to high standards but are built to meet the needs of end-users. New development also needs to be sufficiently flexible and adaptable to cater for any future needs.

All new development needs to relate well to both the natural and built environment, resulting in a scheme that is coherent and interesting in character. For most proposals, this should be clearly outlined in the Design and Access Statement as to how the design was developed and what the scheme is trying to achieve. This policy establishes the basic principles as to the design elements that should be considered when proposals are developed. Considerable design advice is available from external bodies such as CABI and its building for life criteria <http://www.cabi.org.uk/>. Where appropriate, the assessment of the development proposal against 'Building for Life' criteria is supported and could assist the Council in deciding whether policy PP1 has been achieved.

In association with the above policy, and policy CS9 'Environment Capital' in the Core Strategy, developments are encouraged to use sustainable building materials and methods, including the use of locally sourced materials where possible. Designs should maximise passive solar gain and take advantage of opportunities for natural ventilation, cooling and shading. All new proposals will need to be designed to withstand and adapt to the predicted impact of climate change to ensure that the building is practical and comfortable for all users during its lifespan.

Developments make a considerable impact on the environment through the use of natural resources and the energy used to extract, transport and create building materials. Some of these impacts are captured by the phrase 'embodied energy' of a building. It is important, therefore, to avoid the use of materials with unnecessarily high embodied energy, especially in buildings with an anticipated short life. Two useful reference guides are the nationally recognised BRE Green Guide to Specification <http://www.bre.co.uk/greenguide/podpage.jsp?id=2126> and GreenSpec: <http://www.greenspec.co.uk/>.

## Relationship to Core Strategy Policies and Objectives

### This policy supports:

Core Strategy policy: CS 16 - Urban Design and the Public Realm

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

### Reasons for Including this Policy

We raised the issue of achieving design quality at the Issues and Options stage (PP30). There was a mixed response as to how this could be achieved. Some respondents felt it could be achieved through the Core Strategy and briefs for major development (35% of respondents); others thought it could be attained through a Residential Design Guide and the Core Strategy (23% of respondents). Our conclusion from all of our experience in dealing with planning applications over the years is that there must be a basic policy dealing with the fundamental principles of the location and design of new development. This can be supplemented with additional guidance, such as Village Design Guides, in the form of SPD's where necessary.

### **PP2 - Amenity**

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

- ***loss of privacy for the occupiers of any nearby property; or***
- ***loss of private amenity space; or***
- ***noise and/or disturbance for the occupiers or users of any nearby property or land; or***
- ***loss of light to and/or overshadowing of any nearby property; or***
- ***overbearing impact on any nearby property; or***
- ***odour and/or pollution (including light pollution); or***
- ***crime and disorder.***

***Proposals for new development should be designed and located to ensure adequate daylight and natural sunlight, privacy and noise attenuation for prospective occupiers, commensurate with the nature of the intended use, together with well designed and located:***

- ***private amenity space commensurate with the scale of development (in the case of new residential development); and***
- ***adequate bin storage and collection areas commensurate with the development.***

This policy aims to ensure that all development takes into consideration the impact that it will have on the occupiers and/or users of properties nearby. It also aims to secure basic levels of amenity for all new developments. It will be particularly important in the case of residential development, including the construction of alterations and extensions to existing dwellings.

The layout of the proposed development, the aspect of individual dwellings, and the relationship of a dwelling with adjacent properties will all be factors to be taken into account in meeting the requirements of the policy.



In the case of flats, communal gardens may provide a suitable alternative to individual private open space, and on upper floors balconies can help to meet the requirements of the policy.

The reference to “adequate” bin storage areas is not simply a reference to the size of the area, as such areas will need to be designed and located to avoid adverse impact on the street scene and the amenities of occupiers, in order to be considered “adequate”.

### **Relationship to Core Strategy Policies and Objectives**

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

Core Strategy policy: CS 16 - Urban Design and the Public Realm Core

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

### **Reasons for Including this Policy**

The policy is derived from various elements discussed at the Issues and Options stage, with the objective of avoiding duplication, by bringing them together under a common theme of protecting amenity/delivering high quality amenity. This is a fundamental feature of a sustainable society. The policy sets out greater detail than is covered by the Core Strategy.

### ***PP3 – Top of the Market Dwellings***

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

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

If Peterborough’s economic development strategy of growth based on the attraction of new and expanding companies in the environmental and knowledge-based industries is to succeed, there will be a need for large, top-of-the range houses that will enable business leaders to live locally. Provision has been made for the development of new properties in this sector of the market in the Peterborough Core Strategy and the Peterborough Site Allocations DPDs. However, large existing houses in generous plots, including older properties and those in conservation areas, will also help to meet this particular need. The policy therefore seeks to prevent their loss.

### **Relationship to Core Strategy Policies and Objectives**

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

Core Strategy policy: CS 6 - Meeting Housing Needs

Core Strategy objective: OB7 - Balanced Mixed Housing

## **Reasons for Including this Policy**

This issue was not raised at the Issues and Options stage, but has emerged following the preparation of evidence for the Peterborough Core Strategy. From time to time there is pressure to convert or demolish substantial dwellings which would be well placed to meet the needs of those people seeking properties at the top end of the market. In the interests of meeting housing needs for all sectors of the community, there is a valid case for a policy which prevents that from happening.

## ***PP4 –Housing in the Countryside***

### **Conversion of an agricultural building**

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

- (a) there is no reasonable prospect of the building being used for employment purposes; and***
- (b) the agricultural use of the building has ceased; and***
- (c) the building is not in such a state of dereliction or disrepair that significant reconstruction would be required; and***
- (d) the building is of traditional character and appearance, and conversion can be undertaken without extensive alteration and rebuilding.***

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

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

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

***Provided that criteria (e) to (g) can all be met, any replacement dwelling should be:***

- (h) of a similar size and scale to the original dwelling; and***
- (i) of a design appropriate to its rural setting; and***
- (j) located on the site of the original dwelling, unless an alternative suitable site exists within the existing residential curtilage, in which case the existing dwelling will be required to be completely removed within a short period of the new dwelling being occupied.***

Areas outside the urban boundary and the village envelopes are considered as countryside for the purpose of policies in the LDF. National policy restricts residential development in the countryside in order to protect its character and to prevent the unnecessary development of rural greenfield sites. Policy and guidance for development within the village envelopes is discussed in the Core Strategy (policies CS1 and CS5) and Site Allocations DPD (policy SA5).

This policy recognises the potential for conversion of redundant rural buildings in the open countryside to dwellings. Given that new housing in the countryside is subject to strict control, applications for residential conversions will be examined with particular care and will only be

acceptable where all the criteria of policy PP4 can be met and the development complies with all other relevant policies of the LDF.

The replacement of an original dwelling, in certain circumstances, with a new dwelling on a one-for-one basis may be acceptable and policy PP4 sets out the criteria to be applied. Where a building is of historic or traditional nature or is otherwise worthy of retention, redevelopment will be resisted and proposals for restoration and renovation will be encouraged.

In criterion (j), the length of “short period” will be determined on a case-by-case basis, and imposed as a condition on a planning permission. The period is likely to be a few months.

## **Relationship to Core Strategy Policies and Objectives**

### **This policy supports:**

Core Strategy policies: CS 5 - The Settlement Hierarchy and the Countryside  
CS 6 - Meeting Housing Needs

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

## **Reasons for including this policy**

The issue of the need to restrict development in open countryside was raised in connection with the rural economy (PP10). There was strong support (62% of the respondents) for including detailed policy on the rural economy. Housing developments do contribute to the rural economy in that they generate needs for services such as medical, retail and education. We do receive a number of planning applications for this type of development and policy PP4 provides clear guidance for assessing these proposals.

## **PP5 – The Rural Economy**

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

- (a) would be consistent in scale and environmental impact with its rural location; and***
- (b) would help to support existing local community services and facilities; and***
- (c) would be compatible with, or would enhance, the character of the village or the landscape in which it would be situated; and***
- (d) would not cause undue harm to the open nature of the countryside or any site designated for its natural or cultural heritage qualities; and***
- (e) would be easily accessible, preferably by public transport; and***
- (f) if in the open countryside, is supported by a robust business plan that demonstrates (i) the demand for the development and (ii) that the facilities to be provided would constitute a viable business proposition on a long-term basis.***

***In the countryside, development involving the expansion of an existing employment use on its current site or the conversion of an existing agricultural building (particularly if it is adjacent to or closely related to a village) will be acceptable for employment uses within***

***Use Classes B1 to B8 or tourism-related uses, provided that the building is not in such a state of dereliction or disrepair that significant reconstruction would be required.***

In both urban and rural areas, tourism and related leisure and cultural facilities can provide jobs, bring visitors to the area and enhance the quality of life for local residents. However, tourism in rural areas would need to be limited to avoid undue harm to the open nature of the countryside. Where accessibility is poor, proposals would need to be limited to small-scale development such as conversion of existing rural building for tourism/leisure use.

In all cases where a tourism, leisure or cultural facility is proposed in the open countryside, the Council will require a robust business plan, appropriate to the proposed scheme. The business plan must demonstrate the demand and viability of the scheme on an on-going basis. This requirement will help prevent development being permitted, in the open countryside, which quickly fails as a business and leads to pressure on the Council to permit the conversion of the failed development to another use (e.g. conversion to residential) which the Council would not have permitted on that site in the first instant.

The main focus of development in rural areas will be within village envelopes. Guidance is provided in the Core Strategy (policies CS1 and CS5) and Site Allocations DPD (policy SA5). However, the re-use of buildings outside villages for employment purposes can play an important role in meeting the need for employment in rural areas. It can provide jobs, give renewed use to vacant buildings and reduce the demand for new buildings in the countryside. The re-use of buildings for tourist accommodation and attractions is generally supported because of the contribution to rural diversification and the wider economic benefits for Peterborough.

Successful rural enterprises located in the open countryside, where new development is closely controlled, may need to expand on their current site. This can protect existing jobs and create additional employment in rural areas. However, such development needs to be highly sensitive to its surroundings. Policy PP5 allows such expansion but ensures that it will be carried out in a way which does not cause significant harm to the countryside or amenity.

In order to maximise opportunities for rural working it is also necessary to retain land which provides existing employment. This will be achieved by preventing use for other purposes unless continued employment use is not viable or would be unsuitable for other planning reasons.

## **Relationship to Core Strategy Policies and Objectives**

### **This policy supports:**

Core Strategy policies: CS 5 - The Settlement Hierarchy and the Countryside CS18 - Culture, Leisure and Tourism

Core Strategy objectives: OB3 - Urban and Rural Character and Distinctiveness  
OB4 - Local Services  
OB12 - Local Trade and Traditional Businesses

## **Reasons for Including this Policy**

There was strong support (62% of the respondents) for including a detailed policy on the rural economy when this question was included in the Issues and Options document (PP10). It is important that we create employment opportunities in rural areas to help the economy to diversify. This will not only help the local workforce but also help to maintain facilities and services in rural areas.

## **PP6 – Primary Retail Frontages in District Centres**

***Within the primary retail frontages of Bretton, Hampton, Millfield, Orton and Werrington District Centres as shown on the Proposals Map, planning permission for any non-A1 use will only be granted if:***

- (a) the development would maintain or enhance the vitality and viability of the centre and appearance of the frontage; and***
- (b) the proportion of the retail frontage in class A1 use would not fall below 50%, or be further reduced where it is already below 50%; and***
- (c) the development would not result in more than three non-A1 uses adjacent to one another.***

The main retail areas within District Centres are designated as primary retail frontages as shown on the Proposals Map. Only the ground floor level is designated as a primary retail frontage. Although predominantly in retail use, primary frontages within District Centres can contain a variety of other uses. It is essential that some retail uses within primary frontages are retained to maintain the attractiveness and convenience of District Centres as shopping destinations and to preserve their character and vitality. In particular, without a reasonable proportion of class A1 retail units, the pedestrian flow in the daytime could fall below a viable level.

Some non-A1 uses, such as banks and building societies (A2), restaurants (A3), pubs (A4) and hot food take-aways (A5) may be beneficial to retail areas, either by increasing activity or by providing complementary services. However, the character and economic well-being of a centre can be adversely affected by too many, or poorly located, non-A1 uses.

Policy PP6 allows for the provision of a controlled number of non-A1 uses within primary frontages but prevents any proliferation that would adversely affect the character of District Centres. It prevents any use which would be inappropriate by virtue of its impact on the vitality and viability of its surroundings.

PP6 relates to the ground floor of shop units only. The use of upper floors above shops for non-retail uses is encouraged, particularly for residential, provided it is in accordance with relevant LDF policies.

For criteria (b) the percentage of non-retail uses along a frontage will be calculated along the length of a continuous parade of shop units (without any significant break or corner) as shown on the Proposals Map. When granting permission for a non-retail use, the City Council will normally attach a condition requiring a window display and/or views into the interior of the premises to be provided and maintained, where this is practicable.

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

Please note that any detailed retail policy for the City Centre will be set out in the City Centre Area Action Plan.

## **Relationship to Core Strategy Policies and Objectives**

### **This policy supports:**

Core Strategy policy: CS 14 - Retail

Core Strategy objectives: OB4 - Local Services  
OB14 - District Centres

### **Reasons for Including this Policy**

PPS4 (EC3.1c) requires us to define retail frontages in the designated centres and policies setting out which uses will be permitted in such locations. Primary retail frontages are only defined in the District Centres, which are large enough for a distinction to be made between different categories of frontages. The majority of the local centres are too small for such a distinction to be made.

There was strong support (60% of the respondents) for a new policy for non-retail uses in retail frontages (PP27) in response to the Issues and Options consultation.

## ***PP7 – Shop Frontages, Security Shutters and Canopies***

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

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

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

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

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

Shop fronts can make a substantial and positive contribution to the visual interest of an area if sympathetically designed, but a degree of control is required if the character of buildings or the overall appearance of a street is not to be destroyed by poor design. Open shop fronts can create visually unacceptable voids and proposals for their development will generally be resisted. Particular care is necessary in the design of shop fronts in conservation areas, and on listed buildings, or where the shop front would straddle buildings of different designs.

The experience and fear of crime in some areas has led to a general desire for improved shop front security and owners are increasingly considering the installation of security shutters. However, many such shutters (especially if solid) can be visually unattractive and create a 'dead', hostile appearance, which can reduce natural surveillance and thereby encourage other crime. This can also affect the commercial viability of an area. There are other means of improving the security of shop fronts, such as the use of laminated glass, improved lighting, internal security grilles or natural surveillance, that have a less detrimental impact. The City Council will strive to achieve a balance between the security requirements of individual shops and the impact on the wider area.

Fixed canopies are not traditional on most buildings in this country and are frequently not compatible with their style or character. Because of their shape, design, materials and colours they can be visually very dominant and discordant. It is important, therefore, that they should be used sensitively.

### **Relationship to Core Strategy Policies and Objectives**

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

Core Strategy policies:	CS 14 - Retail CS 16 - Urban Design and the Public Realm
Core Strategy objectives:	OB3 - Urban and Rural Character and Distinctiveness OB25 - New Development OB26 - Urban Fabric and Public realm

### **Reasons for Including this Policy**

At the Issues and Options stage, Design Quality (PP30) and Crime & Fear of Crime (PP31) were discussed. There was some support for a criteria-based design policy although this option was not the favourite. There is a need for this policy as there are areas of the city where particularly security shutters and canopies need to be controlled. Policy PP7 provides direction so that consistent guidance is applied throughout the city and bad design is rejected.

### ***PP8 – The Transport Implications of Development***

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

- (a) appropriate provision has been made for safe, convenient and sustainable access to, from and within the site by all user groups, taking account of the priorities set out in the Peterborough Local Transport Plan; and***
- (b) the development would not result in an unacceptable impact on any element of the transportation network including highway safety.***

The Core Strategy (policy CS13) sets out the overall policy approach to transport issues and would need to be taken into account when considering a development proposal. The Planning Policies DPD addresses transport issues such as the effect of development on road safety, traffic congestion, access and circulation, parking, and the design of new infrastructure, which are all material considerations in determining a planning application. Advice should be sought from the Local Highways Authority to establish the current guidance used.

When assessing development proposals the City Council will give consideration to the needs of transport user groups in the following order of priority (as set out in the Local Transport Plan):

- Pedestrians and those with mobility difficulties
- Cyclists
- Public transport including coaches and taxis / private hire vehicles
- Motorcycles
- Rail freight
- Commercial and business users including road haulage
- Car borne shoppers and visitors
- Car borne commuters

The accessibility for user groups and the transport impact of a development proposal can be addressed through the design of a scheme, the imposition of planning conditions, or the developer agreeing to enter into a planning obligation - or all three, depending on the circumstances. Where appropriate, the City Council will negotiate with developers to secure on and/or off-site transport infrastructure improvements that are necessary to enable the development to proceed, as part of its overall approach to developer contributions, as set out in policy CS12 of the Core Strategy.

The City Council will require a Transport Statement or Transport Assessment to be submitted for all development that meets the criteria as set out in current guidance at that time. Contact should be made with the Local Highway Authority to establish the criteria levels. The purpose of a Transport Statement and Transport Assessment is to identify the traffic impact of a proposal and, where necessary, propose measures to improve accessibility for the relevant user groups, reduce parking and mitigate transport impacts. The nature of the proposed measures will depend on the outcome of the Transport Statement or Transport Assessment. In addition, a Travel Plan should form an integral part of any Transport Assessment, promoting sustainable transport choices and thus reducing the impact of a proposal.

## **Relationship to Core Strategy Policies and Objectives**

### **This policy supports:**

Core Strategy policy: CS 13 - Transport

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

### **Reasons for Including this Policy**

At the Issues and Options stage, there was a mixed response to transport matters. For the Urban Transport Modes (PP24) there was an equal response for us to develop a criteria-based policy and those who expressed no preference. There was more support (54% of the respondents) for a criteria-based policy on the Urban Bus Loop (PP25). Policy PP8 is a generic transport policy that all new proposals will need to take into account.

## **PP9 – Parking Standards**

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

***Developers are encouraged to share parking spaces with other developments where the location and pattern of use of the spaces makes this possible. If there is a realistic***



***prospect of sharing spaces, the Council will be prepared to relax the requirement for provision accordingly.***

***For all residential development which includes on-site private parking within the curtilage of the dwelling or dedicated spaces within a secure shared area, at least one of the parking spaces provided per dwelling should have easy access to a charging point for an electric vehicle.***

The Parking Strategy of the Local Transport Plan aims to encourage modal shift away from single occupancy private cars for commuter travel and to reduce the growth of private non-residential parking throughout the City. Maximum car/van parking standards (except for C3 - dwelling houses and C4 – houses in multiple occupation where, minimum parking standards apply) have therefore been devised to reflect the approach to local parking standards in PPS4. Minimum parking provision for cycle, powered two wheelers and spaces for disabled users are also included in the parking standards.

The parking standards can therefore be used as a demand management tool and to encourage the use of public transport in accordance with Peterborough's status as a Sustainable Travel Demonstration Town. For all new developments within the Core area (as defined in LTP), parking provision should be restricted to operational use only which is use referring to servicing, delivery and maintenance.

For new residential development within the City Centre area (as defined in LTP), residential parking may be reduced below the standard set out in Annex A where measures will restrict/discourage car ownership by the use of parking controls and/or the use of Residential Travel Planning. For all new non-residential development within the City centre, parking levels should be reduced from maximum standards by the means of Travel Planning and Enhancement of Public Transport/Walking/Cycling facilities.

For all new residential development within the City Peripheral and Outer areas (as defined in LTP), residential parking will accord with the minimum standards set out in Annex A. For all new non-residential development within the City Peripheral and Outer areas, parking levels should be reduced from maximum standards by the means of Travel Planning and Enhancement of Public Transport/Walking/Cycling facilities.

Applications for development that will result in a level of car parking provision in excess of any maximum set by the standards in Annex A will be refused, unless an overriding need for additional spaces can be demonstrated. The City Council recognises that the specific working practises of businesses can occasionally justify a level of parking above maximum standards, but only where all alternatives have been fully explored by a Transport Assessment.

Transport Assessments (which are required for all development with significant transport implications – see Core Strategy Policy CS 13 for details) should always seek to minimise parking provision, below the maximum standards in Annex A. Provision below the maximum standards is likely to be feasible in locations highly accessible by public transport and where there are opportunities for shared or on-street parking. In addition, when assessing an application for any type of land use, the Council may occasionally require a minimum level of parking to be provided if there is no other way of avoiding a road safety hazard.

In applying the parking standards in Annex A, and determining the precise amount of parking appropriate for a development, account will be taken of the scale and nature of the proposals; the accessibility of the site, particularly by public transport; and the proximity of services and facilities. In determining the amount of parking appropriate for a particular housing scheme, account will be taken of the need to produce a well-designed and safe residential environment.

The Council will normally require parking facilities to be hard surfaced with permeable or porous materials (except where there is a risk of groundwater contamination) and/or appropriately drained (which may include the use of SUDS), with individual parking spaces marked out. Car parks should be well lit and their location/design should minimise the opportunity for crime, for example, through the use of natural surveillance.

As an Environment City, Peterborough is seeking to be part of the ‘Plugged-in Places’ programme, which supports the early development of an electric car charging point infrastructure. Most charging points via this programme would need to be accessible to the public, based with businesses, although some will be provided for domestic use. However, if electric vehicles are to become mainstream, it is essential that the infrastructure is available at a domestic level. This infrastructure is far cheaper (around £150) and easier to implement at the construction stage of a new home, rather than being retro-fitted to an existing dwelling. As such, the policy requires the provision of a plug-in point on all practical new-build dwellings.

### **Relationship to Core Strategy Policies and Objectives**

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

Core Strategy policy: CS 13 - Transport

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

### **Reasons for Including this Policy**

Parking Standards (PP22) and Car Free (PP23) matters were discussed at the Issues and Options stage. The most favoured option (supported by 40% of the respondents) was for us to set new parking standards for all types of development. We have included this in policy PP9 and Annex A. Other options considered, such as using existing Local Plan Parking Standards (supported by 14% of the respondents) or setting new parking standards for residential parking only (supported by 20% of the respondents) received little support and they have not been selected.

There was a mixed response to the issue of Car Free Homes. The most favoured option (39% of the respondents) was for us to establish criteria based policy for car free development. However, the same number of respondents expressed no preference. The most suitable location for car free homes is likely to be the city centre. Residential proposals in the city centre will be closely scrutinised to assess if Car Free Homes are possible.

### **PP10 – Open Space Standards**

***All residential development within Use Classes C3 and C4 will be required to provide open space in accordance with the minimum standards set out in Annex B. Precise levels of on site provision will depend on the location of the proposal and nature of open space needed in the area. If there are deficiencies in certain types of open space in the surrounding area, the City Council may seek variations in the component types of the required provision to overcome them.***

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

- (a) ***if the proposed residential development would be of insufficient size in itself to make the provision of certain types of open space (identified in Annex B) feasible within the site; or***
- (b) ***if, taking into account the accessibility of existing open space facilities and the circumstances of the surrounding area, the open space needs of the proposed residential development can be met more appropriately by providing either new or enhanced facilities off-site.***

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

The primary purpose of the open space standards is to secure adequate provision of open space for all new residential development. The City Council will apply the standards to all proposals including housing sites within the City Centre boundary as shown on the Proposals Map (though here a financial contribution to provision is more likely to be the best solution, rather than on site provision). Proposals that will result in loss of existing open space will be assessed against policy CS 19 in the Core Strategy.

The open space standards set out in Annex B provide the basis for assessing the notional open space requirements of any proposed residential development. They set out a hierarchy of open space which builds up to a total requirement of 4.2 hectares of open space per 1,000 population and which will be applied to all relevant development proposals.

The open space requirements for a specific development proposal will be based on the application of the standards, taking into account the current average household size for Peterborough, the type and size of dwellings purposed in the development and any particular needs identified in neighbourhood or community plans for the area in which the development would take place. The Council will generally encourage the creation of a consolidated open space structure for major new housing developments with open space provided on-site and accessible to all residents. The Council may seek variations in the composition of the open space (within the total provision of 4.2 hectares per 1,000 population) in order to secure the best outcome for the development and the surrounding area.

In assessing whether any open space that is provided in accordance with policy PP10 will be acceptable, the City Council will take into account the need to ensure that the proposed site will keep potential nuisance to a minimum and that there is sufficient supervision and surveillance from homes for toddlers' and junior play areas.

Provided that the size, location and site characteristics of open spaces are acceptable, they have been fully laid out in accordance with the City Council's requirements and are in a satisfactory condition, the Council will normally be prepared to adopt and maintain them. For adoption purposes, developers will be required to enter into an agreement with the Council which will include payment by the developer of a commuted sum to cover the costs of future maintenance of the open space.

## **Relationship to Core Strategy Policies and Objectives**

### **This policy supports:**

Core Strategy policies: CS 12 - Developer Contributions to Infrastructure Provision  
CS 19 - Open Space and Green Infrastructure

Core Strategy objectives:      OB2 - Environment Capital  
   OB4 - Local Services  
   OB22 - Open Space and Sport

### **Reasons for Including this Policy**

There was strong support (54% of the respondents) for including a policy for open space standards based on the Consultants Recommendations of the Open Space Strategy at the Issues and Options stage (PP35). Only 9% of the respondents were in favour of using existing Local Plan standards and the remainder expressed no preference. Policy PP10 (in Annex B) contains open space standards based on the Consultants Recommendations.

There was also support (over 65% of the respondents) for an option to identify and safeguard open space in areas of deficiency (PP36). This issue is addressed in the Core Strategy (policy CS 19) and so there is no need to repeat this in the Planning Policies DPD.

### **PP11 – Nene Valley**

***Within the area of the Nene Valley as shown on the Proposals Map, the following will be supported:***

- (a) provision for recreation, with a general emphasis on low-impact, informal activities in the rural area of the valley, and more formal activities in the urban area; and***
- (b) proposals to safeguard and enhance the landscape, nature conservation and amenity value of the Nene Valley throughout its length.***

***In exceptional circumstances, planning permission will be granted for recreation development that takes specific advantage of a riverside location, provided that it makes appropriate provision to minimise any adverse impact on the landscape and nature conservation qualities of the area and on flood risk.***

The Nene Valley runs east-west across the District. It is identified as an area of high amenity, landscape, ecological and heritage value.

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

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

Nene Washes (Morton Leam) has now also been designated as a Special Area of Conservation for spined loach.

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

## **Relationship to Core Strategy Policies and Objectives**

### **This policy supports:**

Core Strategy policies: CS 19 - Open Space and Green Infrastructure  
CS 20 - Landscape Character  
CS 21 - Biodiversity and Geological Conservation

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

### **Reasons for Including this Policy**

At the Issues and Options stage (PP37), there was equal preference for two options posed. One option was to include a specific policy on the Nene Valley and the other was to rely on international, national policies and the Core Strategy policy. However, as the Nene Valley is viewed as an important asset for Peterborough, its use should be controlled and landscape safeguarded for the benefit of local people. Policy PP11 is included for this purpose.

## ***PP12 – The Landscaping and Biodiversity Implications of Development***

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

***Development proposals should offset any harm to biodiversity and, where possible, achieve a net gain, commensurate with the development that is proposed.***

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

- (a) the retention and protection of trees and other natural features that make a positive contribution to the quality of the local environment; and***
- (b) new landscaping for the site as an integral part of the development, with new tree, shrub and hedgerow planting suitable for the location, including wildlife habitat creation; and***
- (c) the protection and management of existing and new landscape and ecological features during and after construction, including the replacement***

***of any trees or plants introduced as part of the development scheme which die, are removed or become seriously damaged or diseased.***

***The Council will require all major developments which involve building facades incorporating in excess of 60% reflective glass to include measures which reduce the probability of bird strike.***

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

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

Outside the formally designated statutory and non-statutory sites of nature conservation interest, the need to protect and promote biodiversity will be a material consideration in the determination of planning applications. This will be particularly important where a particular habitat or species is subject to a Biodiversity Action Plan. In seeking appropriate mitigation and compensatory measures, the City Council will seek to ensure that development proposals do not lead to a net loss of biodiversity.

Under this policy the City Council will seek to protect features of the landscape which are of major importance for wild flora and fauna because of the way they act as 'corridors' or 'stepping stones' for migration, dispersal and genetic exchange of species. Examples are hedgerows, rivers, ditches and banks, stone walls, tree belts and shelter belts, woodlands, parklands, green lanes and drove roads, reservoirs and ponds.

For most development proposals involving construction or engineering works, applicants will be expected to provide a comprehensive site survey as part of the planning application, identifying the trees and other natural and landscape features. The information submitted should clearly distinguish trees or other features to be removed from those to be retained.

In considering the likely impact of a development proposal on trees and other natural features, the City Council will take into account those on adjoining land as well as those on the application site itself. Whilst development proposals will usually be expected to retain and protect trees and other natural features that make a positive contribution to the quality of the local environment, careful consideration will need to be given to ensure that the retention and protection of such features does not unduly compromise design quality.

Further advice on the way in which we will assess the relationship between the development proposals, existing site features and the landscaping of the site are contained in the City Council's Trees and Woodland Strategy.

There is a recognised need to consider the effects of large areas of reflective glass on local and transient bird populations. Certain prominent buildings in the city centre have been shown to have an impact in terms of bird fatalities and it is a significant enough issue to prompt action to try and prevent it from happening in the future. All applications involving the installation of large areas of reflective glass should include as part of their Design Statement a description of how this issue has been considered as part of the design of the building and the measures which have been incorporated into the design to reduce incidences of bird strike.

## Relationship to Core Strategy Policies and Objectives

### This policy supports:

Core Strategy policy: CS 16 - Urban Design and the Public Realm  
CS21 – Biodiversity and Geological Conservation

Core Strategy objectives: OB2 - Environment Capital  
OB19 - Climate Change  
OB22 - Open Space and Sport  
OB25 - New Development  
OB26 - Urban Fabric and Public Realm

### Reasons for Including this Policy

There was a mixed response to the issue of biodiversity when it was discussed at the Issues and Options stage (PP50). Two of the options had equal numbers of votes (31% of the respondents supported each of the options). One of the options was to include a policy treating biodiversity as a strategic asset and the other was to include a policy where biodiversity should be provided on all sites. The issue of landscaping implications of development proposals (PP41) was discussed at the Issues and Options stage. Including two separate policies based on the Local Plan was the most preferred option (supported 45% of the respondents). The next most preferred option (supported by 20% of the respondents) was to rely on national guidance and the Core Strategy. Our preference is to combine these into a single policy so that developers have clarity over what needs to be included in a site survey.

## PP13 – Heritage Assets

*Development will not be permitted that would significantly harm any of Peterborough’s historic heritage assets (designated and undesignated) including their setting. These heritage assets include:*

### Designated Heritage Assets

- *Listed buildings*
- *Conservation areas*
- *Scheduled monuments and archaeological sites*
- *Historic Parks and Gardens*

### Local Heritage Assets

- *Buildings of Local Importance (as referred to in policy PP14 and listed in Annex C)*
- *Special Character Areas (as referred to in Peterborough Site Allocations DPD policy SA19)*
- *Landscape character areas (as referred to in Peterborough Core Strategy policy CS20 and defined in the Peterborough Landscape Character Assessment 2007)*
- *Spaces and frontages in villages (as identified on the Proposals Map)*
- *Any other building, monument, site, area or landscape positively identified as having a degree of significance/value because of its archaeological, architectural, artistic or historic interest.*

*A Heritage Statement and/or Desk-Based-Assessment will be required for proposals which would be likely to impact on a heritage asset, so that sufficient information is provided in order to assess the impact on the heritage asset. A programme of work and/or mitigation measures may be secured by condition or as part of a planning obligation.*

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

Peterborough's conservation areas make a very important contribution to promoting and protecting the attractiveness of the District. The Council has a programme of review and preparation of conservation area appraisals and design guidance. Conservation areas should not inhibit development. Development proposals must, as a minimum, preserve or enhance the area's special character or appearance. Development outside a conservation Area should complement its setting and protect important views into or out of the area.

Listed buildings are a heritage of national importance and are designated by English Heritage in recognition of their special architectural or historic interest. The District contains over 1,000 listed buildings and they are a finite resource. For historic buildings to retain their value as living historic records and their contribution to the identity and character of the area, the guiding principle is to preserve the fabric, special features and setting of the listed building. Further detailed advice on the repair, maintenance, alteration and extension of listed buildings will be set out in a Supplementary Planning Document. The Council takes an active role in promoting the repair and reuse of historic buildings.

Peterborough contains sixty-seven Scheduled Monuments. In the case of proposed development encroaching upon a Scheduled Monument or its setting, planning permission will only be permitted if development improves or, at least, does not cause unacceptable harm to the character and setting of the monument.

Archaeological remains are an important part of Peterborough's historic environment. They constitute an important resource for understanding our past, and often survive as significant landscape features. Archaeological remains are a finite and non-renewable resource and, in many cases, they are highly fragile and vulnerable to damage and destruction. There is a presumption in favour of physical preservation of remains *in situ* wherever possible. Alternatively, in the case of application sites which include, or could potentially include, heritage assets with archaeological interest, the Council will require the developer to carry out a preliminary desk-based assessment and/or a field evaluation. The results of these will inform the plan and decision-making processes at pre-determination stage. In advance of the loss of a potential heritage asset at a post-determination stage, further archaeological mitigations may be attained through the implementation of a programme of suitable archaeological investigations.

The District takes in a remarkably diverse landscape from deep fen and fen edge to clay and limestone 'uplands'. The Peterborough Landscape Character Assessment (2007) identifies this unique landscape character and its features. It sets out 6 landscape character areas which have shaped the built environment. Development proposals should respect the fundamental character of these areas in order to contribute to the conservation and enhancement of the historic environment.

Peterborough contains seven historic parks and gardens, which are of national and / or local importance. Milton Park, Burghley Park and Thorpe Park are formally registered by English Heritage. Other areas of significant parkland are the grounds and surroundings of Walcot Hall, and the parklands west of Ufford, west of Bainton and south-west of Thorney. Development proposals must protect and enhance the particular qualities of these historic landscape areas.



There are a number of areas within the District which do not satisfy conservation area designation but have a distinctive mature character and local identity worthy of protection. Three Special Character Areas (Wothorpe, Ashton and the environs of Thorpe Road, Thorpe Avenue and Westwood Park Road) each have a strong landscape character and low density development patterns that together provide high environmental quality. Development proposals in these areas must respect the distinctive local character (see the Peterborough Site Allocations DPD and the Proposals Map for more details and policy on these areas). Further Special Character Areas may be identified.

In the villages, there are many open areas, substantial walls, hedges, and treed frontages that are an essential and valued feature of village character. Green space often provides an important visual or amenity function. An open space or a gap in a built-up frontage allows key views into and out of a village. Substantial treed or hedged frontages, traditional walls or railings are invariably positive features in the streetscene. Development proposals that would harm such features would be resisted.

## **Relationship to Core Strategy Policies and Objectives**

### **This policy supports:**

Core Strategy policy: CS 17 - The Historic Environment

Core Strategy objectives: OB3 - Urban and Rural Character and Distinctiveness  
OB26 - Urban Fabric and Public Realm

## **Reasons for Including this Policy**

At the Issues and Options stage, this issue was discussed as part of the Historic Built Environment (PP32). Two of the options were based on the Local Plan approach. One was to continue using Local Plan policies and the other option was to combine these policies into a single policy. Both options combined were supported by more than 50% of the respondents. Policy PP13 combines Listed Buildings, conservation areas, scheduled monuments and archaeological sites, and Historic Parks and Gardens in to Designated Heritage Assets.

## ***PP14 – Buildings of Local Importance***

***Where planning permission, Conservation Area Consent or any other form of relevant permission is required, it will not be granted if it would involve the demolition of, or substantial alteration to the external appearance of, any building designated as of local importance (as listed in Annex C), unless:***

- (a) all reasonable steps have been taken to retain the building, including examination of alternative uses compatible with its local importance; and***
- (b) retention of the building, even with alterations, would be demonstrably impracticable; and***
- (c) the benefits of the redevelopment scheme outweigh the retention of the building.***

Peterborough has many buildings and structures which, although not meeting the national criteria for listing, contribute significantly to the historical, architectural and social character of our city and villages, and have value to local communities.

The Peterborough Local Plan (First Replacement) 2005 (policy CBE11) identifies 15 ‘Buildings of Local Importance’ and recognises the positive contribution that they make to the character and identity of Peterborough. However, that ‘local list’ is very limited in its extent and there are clearly many other locally valued and important buildings and structures.

In 2009 the Council agreed criteria for the identification and selection of further locally listed buildings, in accordance with the objectives of Planning Policy Statement 5 (March 2009). These were based on national guidance for the selection of listed buildings, but adapted to reflect buildings and structures of local, rather than national significance. The criteria were developed in consultation with the Peterborough Civic Society. The aim of developing a new local list was to celebrate local distinctiveness, help to safeguard buildings and ensure that repairs, alterations and extensions are sympathetic to their character. Local designation complements the national regime and can allow local people to identify, celebrate and protect buildings that promote ‘local distinctiveness’.

During summer 2010 and using the adopted selection criteria, Peterborough Civic Society carried out a survey of the urban area to identify potential buildings and structures of local importance for the new local list. Rural Parish Councils also identified potential ‘local list’ assets in their Parish.

The outcome of the processes of survey, research and evaluation against selection criteria has resulted in a draft local list which appears in Annex C.

There will be an entirely separate consultation on the draft local list which will take place early in 2011, following equivalent levels of consultation undertaken for national designation. At the end of the process the Council will produce a ‘Buildings of Local Importance in Peterborough’ report, with full details of each building or structure and the reasons for its inclusion on the list.

## **Relationship to Core Strategy Policies and Objectives**

### **This policy supports:**

Core Strategy policy: CS 17 - The Historic Environment

Core Strategy objectives: OB3 - Urban and Rural Character and Distinctiveness  
OB26 - Urban Fabric and Public Realm

### **Reasons for Including this Policy**

This issue was discussed as part of the Historic Built Environment (PP32) Issues and Options consultation. Buildings of Local Importance is a long standing, established local issue and there is a strong desire to protect these buildings which make a positive contribution to the area.

## ***PP15 – Ancient, Semi-Natural Woodland and Veteran Trees***

***Planning permission will not be granted for development which would adversely affect an area of ancient, semi-natural woodland or veteran tree.***

Ancient, semi-natural woods are those areas of woodland which have had a continuous cover of native trees and plants since at least 1600AD, and have not been cleared and/or extensively replanted since then. These ancient woodlands are vitally important for biodiversity and as part of the historic landscape of the district. As a habitat, ancient semi-natural woodland is home to

many of the UK's most threatened species. Peterborough is one of the least wooded areas of the UK. The main pockets of ancient semi-natural woodland within the district lie to the west of Peterborough. However, such woodland is rare in the Fens due to its historic wetland origins.

A veteran tree is one that is old relative to the longevity of other trees of the same species, that is in the ancient stage of its life or a tree that has biological, aesthetic or cultural interest because of its age. As with ancient semi-natural woodlands, a veteran tree has special conservation value for these reasons.

The Council's Trees and Woodland Strategy sets out its strategy for the management of trees and woodland in Peterborough and gives some guidance on management practices.

## **Relationship to Core Strategy Policies and Objectives**

### **This policy supports:**

Core Strategy policy: CS 21 - Biodiversity and Geological Conservation

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

### **Reasons for Including this Policy**

This issue was raised in the Issues and Options document (PP53). The most favoured option (supported by 44% of the respondents) was for us to include a specific policy preventing development that would adversely affect ancient, semi-natural woodland and veteran trees. The next favoured option was to merge this issue with 'other sites of Nature Conservation Interest' (PP45). This option was supported by only 22% of the respondents. Policy PP15 is included to prevent development that would adversely affect ancient, semi-natural woodland and veteran trees.

## ***PP16 – Habitats and Species of Principal Importance***

***Any development proposal that would cause demonstrable harm to a legally protected species or habitat will be refused permission. Where the outcome is uncertain as to whether a proposal may have an effect on those species, the City Council will attach conditions and/or seek a planning obligation to, where appropriate:***

- (a) facilitate the survival of individual members of the species; and***
- (b) ensure disturbance is kept to a minimum; and***
- (c) provide adequate alternative habitats to sustain and facilitate growth in the current levels of population.***

Many wildlife species receive statutory protection under a range of legislative provisions. These species do not require a policy to protect them as it would not be appropriate to be repeat national guidance.

The Natural Environment and Rural Communities (NERC) Act came into force on 1st Oct 2006. Section 41 (S41) of the Act requires the Secretary of State to publish a list of habitats and species which are of principal importance for the conservation of biodiversity in England. See web link below.

<http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsand/speciesimportance.aspx>

The S41 list is used to guide decision-makers such as public bodies, including local and regional authorities, in implementing their duty under section 40 of the Natural Environment and Rural Communities Act 2006, to have regard to the conservation of biodiversity in England, when carrying out their normal functions.

### **Habitats of Principal Importance**

Fifty-six habitats of principal importance are included on the S41 list. These are all the habitats in England that have been identified as requiring action in the UK Biodiversity Action Plan (UK BAP). They include terrestrial habitats such as upland hay meadows to lowland mixed deciduous woodland, and freshwater and marine habitats such as ponds and sub-tidal sands and gravels.

### **Species of Principal Importance**

There are 943 species of principal importance included on the S41 list. These are the species found in England which have been identified as requiring action under the UK BAP. In addition, the Hen Harrier has also been included on the list because without continued conservation action it is unlikely that the Hen Harrier population will increase from its current very low levels in England. In accordance with Section 41(4) the Secretary of State will, in consultation with Natural England, keep this list under review and will publish a revised list if necessary.

A list of Species of Principal Importance can be found on Natural England's website (see above). It is difficult to compile a specific list for Peterborough as discussed above the national list will need to be kept under review and updated when necessary. We will have to do the same with Peterborough list. It would be up to the developers to contact the City Council to determine if their proposal would affect habitats and species of principal importance.

### **Relationship to Core Strategy Policies and Objectives**

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

Core Strategy policy: CS 21 - Biodiversity and Geological Conservation

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

### **Reasons for Including this Policy**

There was a strong support (45% of the respondents) for including a separate policy on this matter at the Issues and Options stage. About 36% of the respondent expressed no preference and the other two options received only 9% of the votes each. Policy PP16 is included to provide protection for habitats and species of principal importance within Peterborough's district boundary.

## **PP17 – Drainage and Flood Risk Management**

**Proposals should make provision for flood risk management measures which are necessary and commensurate with the scale, nature and location of the development. Detailed guidance on flood risk and surface water management will be set out in a Peterborough Flood Risk Management Supplementary Planning Document. This will set out:**

- **the types of development that will need to make such provision;**
- **the measures that will be necessary to satisfy the policy; and**
- **the way in which those measures will vary across Peterborough.**

**Planning permission will not be granted for development unless it includes all suitable provision as part of the development proposal and, where appropriate, through the use of a S106 planning obligation.**

There is a risk of flooding in Peterborough from main rivers, ordinary watercourses and surface water. The frequency of flooding is likely to increase in the future as a result of climate change, and particular care must be taken to ensure that new development is neither at risk of flooding, nor increases the risk of flooding elsewhere.

The Flood and Water Management Act 2010 sets out that Local Authorities will establish a SuDS Approving Body, which will review, approve and adopt drainage strategies and systems alongside the current planning approval system.

In Peterborough there are many drainage sub-catchments, defined by the systems to which they drain, and the prevailing bedrock, subsoil and topsoil. The characteristics of each sub-catchment have been used to define initial Flood Risk and Surface Water Management Policy Units in the Peterborough Strategic Flood Risk Assessment Level 2. These are being refined through the Peterborough Surface Water Management Plan process.

The proposed Peterborough Flood Risk Supplementary Planning Document (SPD) will:

- define the boundaries of each of the Policy Units on a map;
- describe the characteristics of each Unit;
- identify the types of development that will need to make provision; and
- provide guidance on appropriate measures.

The Council invites any person or organisation particularly interested in this subject and the forthcoming SPD to make contact with its Strategic Planning Section, so that they can be consulted as the SPD is prepared.

### **Relationship to Core Strategy Policies and Objectives**

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

Core Strategy policy: CS 22 - Floodrisk

Core Strategy objectives: OB19 - Climate Change  
OB29 - Floodrisk

### **Reasons for including this policy**

This issue was discussed at Issues and Options stage (PP56). Two options posed in relation to this matter were similar. One option was to keep existing Local Plan policies on this matter and the other was to combine these policies into a single policy. Combined response to these two options was 70% of the respondents. Policy PP17 suggests a new approach to flooding issue in Peterborough based on the studies mentioned in the supporting text above.

## **Potential Changes to Village Envelopes**

In 2008, as part of the preparation for the Site Allocations DPD and this Planning Policies DPD, we provided residents, landowners, developers, agents and parish councils with an opportunity to suggest changes to any village envelope. A number of changes were put forward for consideration.

Any major changes to the village envelopes which would accompany the allocation of sites for housing or other uses are being progressed through our Site Allocations DPD. When the Site Allocations DPD is adopted, a revised Proposals Map will be adopted at the same time. This will incorporate the major changes that are necessary to include all successful sites which are currently outside a village boundary.

Minor changes that are not associated with the allocation of a site in the Site Allocations DPD have been considered in association with this Planning Policies DPD. All the sites were assessed against criteria. These criteria along with the result of the assessments are included in the 'Village Envelopes in Peterborough - A Report into Suggested Changes' document. This is a background document to preparing the Planning Policies DPD and will be made available for inspection on our website.

We are proposing to make no changes to the village envelopes as a result of this exercise. Our reasoning is discussed in the Village Envelopes report, referred to above.

## **Implementation and Monitoring**

### **Implementation**

All of the policies in this DPD will be implemented through the Council's Development Management activities. This includes pre-application advice and discussions, the making of decisions on planning applications and the operation of its compliance functions to ensure planning control is properly enforced.

All of those parties who are consulted by the Council on individual planning applications will also be able to use the policies in formulating their own comments.

It is important to note that all planning applications received by the Council are determined in the light of policies contained in the various documents that make up the Peterborough Local Development Framework, and other factors that are considered to be material, including statements of national planning policy. Merely satisfying the requirements of one specific policy in this DPD, even if it expresses a presumption in favour of a development which complies with that policy, is not in itself sufficient to secure planning permission. Development proposals will be assessed against all relevant policies in the DPD. Furthermore, nothing in this DPD, however expressed, fetters the discretion of the Council to make a decision which may appear to be contrary to the DPD, having taken into account other material considerations, under the provisions of section 38(6) of the Planning and Compulsory Purchase Act 2004.

### **Monitoring**

Monitoring and review are an important part of the process. With emphasis on delivery of sustainable and sustainable communities, LDF should be regularly reviewed and revised to ensure that components of the framework are up to date reflecting the changes in policy at national and local levels.



## Annex A

**Parking Standards (Policy PP9)**

The parking standards are set out by Use Class. They provide an overall approach for the Unitary Authority Area. The City Centre Area Action Plan will provide the policy framework for the city centre. As it is the most accessible area in the district, parking standards are likely to be much reduced to enhance the use of modes of transport other than a private car.

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled	Informative notes
	<b>Maximum</b>	<b>Minimum</b>	<b>Minimum</b>	<b>Minimum</b>	
<b>A1 – excluding food stores</b>	1 space per 20 sqm gross floorspace	1 stand per 150 sqm gross floorspace for staff and 1 stand per 400 sqm gross floorspace for customers	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = 3 bays or 6% of total capacity, whichever is greater, <b>Over 200 bays</b> = 4 bays plus 4% of total capacity	<p>Parking standards for large, stand alone developments, such as large department stores and shopping centres will be considered on a case by case basis and should be agreed with the Council.</p> <p>In all cases, adequate provision should be made for the parking and turning of service vehicles, serving the site, off the highway.</p> <p>A lower provision may be appropriate in city centre locations where there is good access to alternative forms of transport and existing public car parking facilities.</p>
<b>A1 – Food stores</b>	1 space per 14 sqm gross floorspace				

<p><b>A2</b> - Financial and Professional Services</p>	<p>1 space per 20 sqm gross floorspace</p>	<p>1 stand per 100 sqm gross floorspace for staff plus 1 stand per 200 sqm gross floorspace for customers</p>	<p>1 space, + 1 per 20 car spaces (for 1<sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)</p>	<p><b>200 bays or less</b> = 2 bays or 5% of total capacity, whichever is greater,  <b>Over 200 bays</b> = 6 bays plus 2% of total capacity</p>	<p>A lower provision may be appropriate in city centre locations where there is good access to alternative forms of transport and existing public car parking facilities.</p> <p>In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.</p>
<p><b>A3</b> – Restaurants and Cafes (excluding Transport Cafes)</p>	<p>1 space per 15 sqm gross floorspace</p>	<p>1 stand per 100 sqm for staff plus 1 stand per 100 sqm for customers</p>	<p>1 space, + 1 per 20 car spaces (for 1<sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)</p>	<p><b>200 bays or less</b> = 3 bays or 6% of total capacity, whichever is greater,  <b>Over 200 bays</b> = 4 bays plus 4% of total capacity</p>	<p>A lower provision of vehicle parking may be appropriate in city centre locations where there is good access to alternative forms of transport and existing public car parking facilities.</p>
<p><b>A3</b> (Transport Cafes/Truck Stops)</p>	<p>1 space per 15 sqm gross floorspace                      1 lorry space per 2 sqm gross floorspace</p>	<p>1 stand per 100 sqm gross floorspace for staff plus 1 stand per 200 sqm gross floorspace for customers</p>			<p>In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.</p>
<p><b>A4</b> – Drinking Establishments</p>	<p>1 space per 15 sqm gross floorspace</p>	<p>1 stand per 100 sqm gross floorspace for staff plus 1 stand per 100</p>	<p>1 space, + 1 per 20 car spaces (for 1<sup>st</sup> 100 car spaces), then 1 space per 30 car</p>	<p><b>200 bays or less</b> = 3 bays or 6% of total capacity, whichever is greater,  <b>Over 200 bays</b> = 4</p>	<p>A lower provision of vehicle parking may be appropriate in city centre locations where there is good access to alternative forms of transport and existing public car parking facilities.</p>

		sqm gross floorspace for customers	spaces (over 100 car spaces)	bays plus 4% of total capacity	<p>In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.</p> <p>A higher provision of cycle parking may be required in locations situated in close proximity to key cycle routes and where a high volume of cyclists is expected to occur. This will be negotiated on a case-by-case basis.</p>
<b>A5 – Hot Food Takeaways</b>	1 space per 20 sqm gross floorspace	1 stand per 100 sqm gross floorspace for staff plus 1 stand per 100 sqm gross floorspace for customers	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = 3 bays or 6% of total capacity, whichever is greater, <b>Over 200 bays</b> = 4 bays plus 4% of total capacity	<p>A lower provision of vehicle parking may be appropriate in city centre locations where there is good access to alternative forms of transport and existing public car parking facilities.</p> <p>In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.</p>
<b>Use</b>	<b>Car/Van</b>	<b>Cycle</b>	<b>Powered Two Wheeler</b>	<b>Disabled</b>	<b>Informative notes</b>
	<b>Maximum</b>	<b>Minimum</b>	<b>Minimum</b>	<b>Minimum</b>	
<b>B1 – Business</b>	1 space per 30 sqm gross floorspace	1 stand per 90 sqm gross floorspace for staff plus 1 stand per 200sqm gross	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over	<b>200 bays or less</b> = 2 bays or 5% of total capacity, whichever is greater, <b>Over 200 bays</b> = 6 bays plus 2% of total	<p>A lower provision of vehicle parking may be appropriate in city centre locations where there is good access to alternative forms of transport and existing public car parking facilities.</p>

		floorspace for visitors	100 car spaces)	capacity	In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway. Consideration should also be given to the requirement for any overnight parking and facilities.
<b>B2 – General Industrial</b>	1 space per 50 sqm gross floorspace	1 stand per 150 sqm gross floorspace for staff plus 1 stand per 500 sqm gross floorspace for visitors	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = 2 bays or 5% of total capacity, whichever is greater, <b>Over 200 bays</b> = 6 bays plus 2% of total capacity	A lower provision of vehicle parking may be appropriate in city centre locations where there is good access to alternative forms of transport and existing public car parking facilities.  If a site office is included in the development then a B1 parking standard should be applied for that area.
<b>B8 – Storage and Distribution</b>	3 parking spaces per unit plus 1 space per 300 sqm gross floorspace	1 stand per 500 sqm gross floorspace for staff plus 1 stand per 1000 sqm gross floorspace for visitors	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = 2 bays or 5% of total capacity, whichever is greater, <b>Over 200 bays</b> = 6 bays plus 2% of total capacity	A lower provision of vehicle parking may be appropriate in city centre locations where there is good access to alternative forms of transport and existing public car parking facilities.
<b>B8 with retail element</b>	3 parking spaces per unit plus 1 space per 300 sqm gross floorspace +1 space per 20 sqm gross floorspace for				In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway. Consideration should also be given to the requirement for any overnight parking and facilities.  It is acknowledged that there is an increasing trend for B8 developments with a retail

	customer parking				<p>element where there is the option for customers to visit a counter at the premises and make purchases, for developments such as this, additional customer parking should be allocated, equivalent to the A1 standard for the floor space that has public access.</p> <p>If a site office is included in the development then a B1 parking standard should be applied for that area.</p>
<b>Use</b>	<b>Car/Van</b>	<b>Cycle</b>	<b>Powered Two Wheeler</b>	<b>Disabled</b>	<b>Informative notes</b>
	<b>Maximum</b>	<b>Minimum</b>	<b>Minimum</b>	<b>Minimum</b>	
<b>C1 - Hotels</b>	1 space per bedroom plus 1 space per 10 sqm of dining area for hotels with restaurants open to the public	1 stand per 4 staff plus 1 stand per 10 bedrooms	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = 3 bays or 6% of total capacity, whichever is greater, <b>Over 200 bays</b> = 4 bays plus 4% of total capacity	<p>A lower provision may be appropriate in city centre locations where there is good access to alternative forms of transport and existing car park facilities.</p> <p>The modern day hotel is seldom used solely as a hotel and often offers multifunctional amenities such as conference facilities, restaurants and gyms. These multifunctional uses must be considered per individual class use and adequate parking allocated to encompass all uses when considering the potential for cross-visitation.</p>
<b>C2 - Residential care home</b>	1 space per full time equivalent	1 stand per 5 staff + resident	1 space, + 1 per 20 car spaces	Dependent on actual development, on	Parking Standards for retirement developments that are warden assisted yet

	staff + 1 visitor space per 3 beds	parking on a case-by-case basis	(for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	individual merit, although expected to be significantly higher than business or recreational development requirements	provide independent living should fall under Class C3.
Hospitals – Note: At hospitals there are a number of people who are temporarily disabled and do not have Blue Badges.	To be considered on a case by case basis	1 stand per 4 staff Visitors - to be considered on a case by case basis			<b>Hospital parking</b> With regard to parking, it should be acknowledged that particular needs of hospitals arising from their 24 hour service (which impacts on accessibility for patients and visitors and on staff working patterns) should be taken into account and parking provision provided accordingly.
Treatment Centres (e.g. ISTC* with over night facilities)	To be considered on a case by case basis	1 stand per 4 staff Visitors - to be considered on a case by case basis			The impact of parking on the surrounding area should be considered and if necessary provide appropriate traffic management measures (e.g. resident parking scheme) to prevent illegitimate parking on neighbouring streets by people travelling to the hospital site. Travel plans for staff, patients and visitors play an important role in traffic reduction and especially encourage modal shift for staff.
Residential Education Establishments – Primary/Secondary	1 space per full time equivalent staff	1 stand per 8 staff + 1 stand per 6 Students		1 bay or 5% of total capacity, whichever is greater	
Residential Education Establishments – Further/Higher	1 space per full time equivalent staff + 1 space per 5 students	1 stand per 8 staff + 1 stand per 6 Students			* Independent Sector Treatment Centre

<b>C2A - Secure Residential Institution</b>	1 space per full time equivalent staff, Visitor – on a case-by-case basis	1 stand per 8 full time equivalent staff, Visitor – on a case-by-case basis	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = 2 bays or 5% of total capacity, whichever is greater, <b>Over 200 bays</b> = 6 bays plus 2% of total capacity	Class C2A includes a variety of uses which will demand a varying need for parking. Standards should be used as a guide but there must be flexibility and applications should be looked at on a case by case basis.  Visitor parking requirements will vary between institutions and should be dealt with on an individual application basis.
<b>Use</b>	<b>Car/Van</b>	<b>Cycle</b>	<b>Powered Two Wheeler</b>	<b>Disabled</b>	<b>Informative notes</b>
	<b>Minimum</b>	<b>Minimum</b>	<b>Minimum</b>	<b>Minimum</b>	
<b>C3 – Dwelling houses</b> 1 bedroom	1 space per dwelling (plus spaces for visitors at the rate of 1 space for every 4 dwellings (unallocated))	1 secure covered space per bedroom. None if garage or secure area is provided within curtilage of dwelling	N/A	N/A if parking is in curtilage of dwelling, otherwise <b>200 bays or less</b> = 3 bays or 6% of total capacity, whichever is greater, <b>Over 200 bays</b> = 4 bays plus 4% of total capacity	Annexes which create extra bedrooms will require additional parking unless existing provision is demonstrated to be adequate.  Visitor/unallocated vehicle parking can, subject to appropriate design, be located on or near the road frontage.  Unallocated cycle parking for residents to be secure and covered, located in easily accessible locations throughout the development.  Reductions of the standard may be considered for developments within the city centre.
2+ bedroom	2 spaces per (plus spaces for visitors at the rate of 1 space for every 4 dwellings (unallocated))				
4+ bedroom	3 spaces per dwelling (plus spaces for				

	visitors at the rate of 1 space for every 4 dwellings (unallocated))				
Retirement developments (e.g. warden assisted independent living accommodation)	1 space per dwelling	1 stand per 8 units (residents)	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)		
<b>C4</b> – Houses in multiple occupation	1 space per bedroom	1 secure covered space per bedroom. None if garage or secure area is provided within curtilage of dwelling	N/A		
<b>Use</b>	<b>Car/Van</b>	<b>Cycle</b>	<b>Powered Two Wheeler</b>	<b>Disabled</b>	<b>Informative notes</b>
<b>D Uses</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Minimum</b>	<b>Minimum</b>	
Medical Centres	1 space per full time equivalent staff + 2 per consulting room + drop off/pick up facilities	1 stand per 8 staff plus 1 stand per 2 consulting rooms for visitors	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	Dependent on actual development, on individual merit, although expected to be significantly higher than business or recreational development requirements	A lower provision may be appropriate for educational establishments in an urban location where there is good access to alternative forms of transport to allow sustainable travel.  Parking/drop off arrangements for Special Schools must be taken into consideration as generally extra staff is required and most



Crèche, Child care	1 space per full time equivalent staff + drop off/pick up facilities	1 stand per 8 staff plus 1 stand per 15 child places		1 bay or 5% of total capacity, whichever is greater	pupils/students arrive by taxi or car.  Coach parking and facilities must be considered for all D1 uses.
Day Care Centre	1 space per full time equivalent staff + drop off/pick up facilities	1 stand per 8 staff plus 1 stand per 20 clients		1 bay or 5% of total capacity, whichever is greater	
Education – primary/secondary	1 space per full-time member of staff + drop off/pick up facilities	1 stand per 8 staff plus 1 stand per 6 pupils		1 bay or 5% of total capacity, whichever is greater	
<b>D2- Cinema</b>	1 space per 5 seats + drop off/pick up facilities+ space for parking of 2 coaches or buses	1 stand per 8 staff plus visitor parking on a case-by-case basis	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = 3 bays or 6% of total capacity, whichever is greater, <b>Over 200 bays</b> = 4 bays plus 4% of total capacity	Coach parking and facilities must be considered for all D2 uses.  Multifunctional uses must be considered per individual class use and adequate parking allocated to encompass all uses, when assessing the parking requirements of a development, taking into account cross-visitation.
<b>D2 – other uses</b>	1 space per 22 sqm gross floorspace + drop off/pick up facilities+ space for parking of 2 coaches or	1 stand per 8 staff plus visitor parking on a case-by-case basis			A lower provision of vehicle parking may be appropriate in urban locations where there is good access to alternative forms of transport and existing car parking facilities.

	buses				
Team sports (outdoor sports pitches)	20 spaces per pitch plus 1 space per 10 spectator seats + drop off/pick up facilities+ space for parking of 2 coaches or buses	1 stand per 8 staff plus visitor parking on a case-by-case basis			
Swimming Pools, Gyms, Sports Halls	1 space per 22 sqm of public area + drop off/pick up facilities+ space for parking of 2 coaches or buses	1 stand per 8 staff plus visitor parking on a case-by-case basis			
Golf Clubs	3 spaces per hole + drop off/pick up facilities	On a case-by-case basis			
Other Sports facilities	Individual merit + drop off/pick up facilities+ space for parking of 2 coaches or buses	On a case-by-case basis			
<b>Use</b>	<b>Car/Van</b>	<b>Cycle</b>	<b>Powered Two</b>	<b>Disabled</b>	<b>Informative notes</b>

			<b>Wheeler</b>		
<b>Sui Generis uses</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Minimum</b>	<b>Minimum</b>	
Bus Stations	None unless justified	5 stands per bus bay	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = 3 bays or 6% of total capacity, whichever is greater, <b>Over 200 bays</b> = 4 bays plus 4% of total capacity	<p>Shared use facilities When a use forms part of a shared use facility, parking standards must be looked at for all uses and the appropriate amounts supplied. For example when conference facilities are included in a hotel facility, appropriate parking standards must be applied for each use, however cross-visitation must be taken into account.</p> <p>Conference facilities If in rural/semi rural location, standards to be considered on individual merits, subject to a TA.</p> <p>Garden Centres Garden Centres attached to DIY stores should be considered under A1 use.</p> <p>Motor Vehicle Showrooms Show area to include space inside and outside, used for the display of cars. Layout must be considered for car transporters to load/unload off of the highway.</p> <p>Petrol Filling Stations Consider layout of forecourt to include allowance for loading, unloading and turning of delivery vehicles and ATM (if present) users.</p>
Bus Stops (Key)	N/A	On a case-by-case basis	Individual merit	N/A	
Caravan Parks	1 space per pitch + 1 space per full time staff equivalent	1 stand per 10 pitches	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = 3 bays or 6% of total capacity, whichever is greater, <b>Over 200 bays</b> = 4 bays plus 4% of total capacity	
Car Park (inc. Park and Ride sites)	Individual merit	1 stand per 10 parking spaces	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = 3 bays or 6% of total capacity, whichever is greater, <b>Over 200 bays</b> = 4 bays plus 4% of total capacity	
Cash & Carry/Retail warehouse clubs	1 space per 30sqm gross floorspace	1 stand per 8 staff; on a case-by-case basis for visitors	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = 3 bays or 6% of total capacity, whichever is greater, <b>Over 200 bays</b> = 4 bays plus 4% of total capacity	

Conference Facilities (see Informative notes)	1 space per 5 seats (sustainable locations)	1 stand per 8 staff plus visitor parking on a case-by-case basis	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = 2 bays or 5% of total capacity, whichever is greater, <b>Over 200 bays</b> = 6 bays plus 2% of total capacity	<p>Recycling Centre/Civic Amenity Site Parking is required as close to end destinations as possible for short periods of time (drop-off), naturally queues will form. Stack back facilities should be provided to minimise queuing onto a major route. A TA will be required to look at predicted queue lengths and other factors.</p> <p>Stadia Consider adequate coach parking. A TA will be required.</p> <p>Theatres Shared parking for evening events should be considered on daytime parking sites. Consider adequate coach parking.</p> <p>Vehicle rental/hire Sufficient allocation of visitor parking is required. Provision for 'hired' car parking must be considered, although not included in the parking space allocation.</p>
Garden Centres (see Informative notes)	1 space per 40 sqm (retail area covered and uncovered)	1 stand per 8 staff plus customer parking on a case-by-case basis	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = 3 bays or 6% of total capacity, whichever is greater, <b>Over 200 bays</b> = 4 bays plus 4% of total capacity	
Hostel	1 space per full time staff equivalent	on a case-by-case basis	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = 3 bays or 6% of total capacity, whichever is greater, <b>Over 200 bays</b> = 4 bays plus 4% of total capacity	
Marina	1 space per 2 mooring berths	on a case-by-case basis	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = 3 bays or 6% of total capacity, whichever is greater, <b>Over 200 bays</b> = 4 bays plus 4% of total capacity	
Motor Vehicle	1 space per full	1 stand per 4	1 space, + 1 per	<b>200 bays or less</b> = 2	

Service Centres	time staff equivalent + 1 space per 35sqm gross floorspace	staff; on a case-by-case basis for visitors	20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	bays or 5% of total capacity, whichever is greater, <b>Over 200 bays</b> = 6 bays plus 2% of total capacity
Motor Vehicle Showrooms (see Informative notes)	1 space per 45sqm show area	1 stand per 8 staff plus customer parking; on a case-by-case basis for visitors	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = 2 bays or 5% of total capacity, whichever is greater, <b>Over 200 bays</b> = 6 bays plus 2% of total capacity
Nightclubs	1 space per 50sqm gross floorspace	1 stand per 8 staff	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = 3 bays or 6% of total capacity, whichever is greater, <b>Over 200 bays</b> = 4 bays plus 4% of total capacity
Petrol Filling Stations (see Informative notes)	1 space per 20sqm gross floorspace	1 stand per 8 staff plus customer parking on a case-by-case basis	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = 3 bays or 6% of total capacity, whichever is greater, <b>Over 200 bays</b> = 4 bays plus 4% of total capacity
Rail Stations	Individual merit	1 stand per 8 staff plus 20 stands per peak period service (minor stations)	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car	<b>200 bays or less</b> = 3 bays or 6% of total capacity, whichever is greater, <b>Over 200 bays</b> = 4

		or 20 stands per peak period service (key stations)	spaces (over 100 car spaces)	bays plus 4% of total capacity	
Recycling Centre/Civic Amenity Site (see Informative notes)	1 space per full time staff equivalent + drop off/waiting facilities for the users of the site	1 stand per 8 staff plus customer parking on a case-by-case basis	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = 2 bays or 5% of total capacity, whichever is greater, <b>Over 200 bays</b> = 6 bays plus 2% of total capacity	
Stadia (see Informative notes)	1 space per 15 spectators	1 stand per 8 staff plus 10% of vehicle parking provision for visitors	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = 3 bays or 6% of total capacity, whichever is greater, <b>Over 200 bays</b> = 4 bays plus 4% of total capacity	
Taxi/Minicab hire	1 space per full time equivalent staff member permanently deployed at registered base site + one space per 5 registered vehicles	On a case-by- case basis	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = 2 bays or 5% of total capacity, whichever is greater, <b>Over 200 bays</b> = 6 bays plus 2% of total capacity	
Theatres (see Informative notes)	1 space per 5 seats	1 stand per 8 staff plus 1	1 space, + 1 per 20 car spaces	<b>200 bays or less</b> = 3 bays or 6% of total	

		stand per 40 seats	(for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	capacity, whichever is greater, <b>Over 200 bays</b> = 4 bays plus 4% of total capacity	
Vehicle rental/hire (see Informative notes)	1 space per full time equivalent staff member permanently deployed at registered base site + an allowance of visitor parking	1 stand per 8 staff plus customer parking on a case-by-case basis	1 space, + 1 per 20 car spaces (for 1 <sup>st</sup> 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	<b>200 bays or less</b> = 2 bays or 5% of total capacity, whichever is greater, <b>Over 200 bays</b> = 6 bays plus 2% of total capacity	

**Open Space Standards (Policy PP10)**

<b>Type of Provision</b>	<b>Minimum Standards of Provision</b>	<b>Source</b>
Neighbourhood Parks (Provision for court games, important children's play function, sitting out areas, nature)	1.51 hectares per 1,000 Population  Neighbourhood Parks should be located so that no household is more than 800m away.  All Neighbourhood Parks should meet the Green Flag Standard.	Peterborough Open Space Strategy, Atkins, (September 2006)
Children's Play (including Adventure Play Grounds or Play centre, Ball Games, Neighbourhood Play Grounds, Play spaces within Housing Areas)	0.42 hectares per 1,000 Population  Play areas should be located so that no household is more than 800m away.	Peterborough Open Space Strategy, Atkins, (September 2006)
Natural and Semi-natural Greenspace	1 hectare of National or Local Nature Reserve provision per 1,000 population.  Semi-natural greenspace of at least 2 ha in size should be located so that no household is more than 300m away.  Semi-natural greenspace of at least 20 ha in size should be located so that no household is more than 2km away.	Peterborough Open Space Strategy, Atkins, (September 2006)
Playing Pitches (football, cricket, rugby and other grass pitches. Courts, greens and informal sports are also included). Synthetic Turf Pitches (STPs)	1.0 hectare of playing grass pitches per 1,000 population and 280 sq metres of Synthetic Turf Pitch (STP) per 1,000 population  Playing pitches should be located so that no household is more than 480 metres (10 mins walk) away. STPs should be within 15 mins walk time (preferred) 20 mins (maximum). 15 minutes drive time in rural areas.	A Playing Pitch and Outdoor Sports Study, Leisure and the Environment, (June 2010)
Allotments	0.27 hectare per 1,000 households	Peterborough Open



	Allotments should be located so that no household is more than 800m away.	Space Strategy, Atkins, (September 2006)
Amenity Greenspace	Needs to be determined on a site by site basis	Peterborough Open Space Strategy, Atkins, (September 2006)

## **Buildings of Local Importance (Policy PP14) (to be ratified on adoption of this DPD)**

Full details of each of the buildings in the list below can be found in 'Buildings of Local Importance in Peterborough' (2011).

### **URBAN**

#### **RAVENSTHORPE**

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

#### **WEST**

- 1 St Judes Church of England, Atherstone Avenue, Netherton, PE3 9TZ
- 2 42 & 44 Williamson Avenue, West Town, PE3 6BA
- 3 125 & 127 Mayors Walk, West Town, PE3 6EZ
- 4 Memorial Wing, Peterborough District Hospital, Midland Road, PE3 6DA
- 5 1 Aldermans Drive, West Town, PE3 6AR
- 6 3 & 5 Aldermans Drive, West Town, PE3 6AR
- 7 53 & 55 Thorpe Road, PE3 6AN
- 8 60 & 62 Thorpe Road, PE3 6AP
- 9 64 Thorpe Road, PE3 6AP
- 10 61 Thorpe Road, PE3 6AW
- 11 83 Thorpe Road (Thorpe Lodge Hotel), PE3 6JQ
- 12 87 & 87a Thorpe Road, PE3 6JQ
- 13 91 Thorpe Road, PE3 6JQ
- 14 95 Thorpe Road, PE3 6JQ
- 15 97 Thorpe Road PE3 6JQ
- 16 111 Thorpe Road, PE3 6JQ
- 17 113 & 115 Thorpe Road, PE3 6JQ
- 18 4 Thorpe Avenue, PE3 6LA
- 19 5 Thorpe Avenue, PE3 6LA
- 20 9 Westwood Park Road, PE3 6JL
- 21 15 Westwood Park Road, PE3 6JL,
- 22 17 Westwood Park Road, PE3 6JL
- 23 19 Westwood Park Road, PE3 6JL,

#### **DOGSTHORPE**

- 1 Our Lady of Lourdes Catholic Church, Welland Road, PE1 3SP
- 2 7a Francis Gardens, Dogsthorpe, PE1 3XX

#### **PARK**

- 1 Clock Tower Shelter, The Triangle, Lincoln Road, New England
- 2 St Pauls Road Gospel Hall, St Pauls Road, New England, PE1 3RL
- 3 18 St Martins Street, Millfield, PE1 3BB
- 4 Victoria Square, Alma Road, Millfield, PE1 3A
- 5 Congregational Church, St Martins Street, Millfield, PE1 3BD
- 6 'The Hand and Heart' Highbury Street, Millfield, PE1 3BE

- 7 'Rutlands' 241 Lincoln Road, Millfield, PE1 2PL
- 8 220 Dogsthorpe Road, Millfield, PE1 3PB
- 9 'Gablecote' 2 Garton End Road, Millfield, PE1 4EW
- 10 21 Princes Street (Palm Villa), PE1 2QP
- 11 Broadway Cemetery gates, piers, ironwork, Broadway & Eastfield Road entrances
- 12 Broadway Cemetery, memorial to Smith / Walker families (south west quarter)
- 13 Broadway Cemetery, monuments to the Thompson family (south east quarter)
- 14 Broadway Cemetery, gravestone to Robert Base (south east quarter)
- 15 Broadway Cemetery, memorial to SerGt. G. T. Hunter (south west quarter)
- 16 Broadway Cemetery, Cross of Sacrifice, Commonwealth War Graves Commission
- 17 9 & 11 Park Road PE1 2US
- 18 Kings School, Park Road
- 19 150 Park Road, PE1 2UB
- 20 200 Broadway, PE1 4DT
- 21 Electrical sub-station, Broadway (adjacent. no. 195)
- 22 Entrance gates to Central Park (south east)

#### **CENTRAL**

- 1 Ball Memorial Fountain, The Triangle, Lincoln Road, New England
- 2 St Pauls Parish Church, The Triangle, Lincoln Road, New England, PE1 2PA
- 3 St Pauls Church Hall, The Triangle, Lincoln Road, New England, PE1 2PA
- 4 New England Club & Institute, Occupation Road, New England, PE1 2LJ
- 5 Lincoln Road Centre, Lincoln Road, New England, PE1 2PE
- 6 Former St Pauls Secondary Modern School, Lincoln Road, New England
- 7 Ghousia Mosque, 406 Gladstone Street, Millfield, PE1 2BY
- 8 Faizan E Medina Mosque, 169 Gladstone Street, Millfield, PE1 2BN
- 9 New England House, 555 Lincoln Road, New England, PE1 2PB
- 10 48 Taverners Road, New England, PE1 2JW
- 11 'Leighton House' 13 Norfolk Street, Millfield, PE1 2NP
- 12 St Barnabas Centre, Taverners Road, Millfield, PE1 2JR
- 13 57 Cobden Avenue, Millfield, PE1 2NX
- 14 148 Cobden Avenue, Millfield, PE1 2NU
- 15 149-157 (odd) Lincoln Road, Millfield, PE1 2PW
- 16 101 Lincoln Road (Dryden House) PE1 2SH
- 17 97 & 99 Lincoln Road, PE1 2SH
- 18 91 & 93 Lincoln Road, PE1 2SH
- 19 87 & 89 Lincoln Road, PE1 2SH
- 20 The Lindens, Lincoln Road, PE1 2SN
- 21 79 Lincoln Road (St Mark's Villa) & 81 Lincoln Road (Raffles House) PE1 2SH
- 22 84 Former vicarage to St Mark's Church, PE1 2SN
- 23 St Mark's Church, Lincoln Road, PE1 2SN
- 24 80 Lincoln Road (Gayhurst), PE1 2SN
- 25 63, 65 Lincoln Road (PE1 2SF) 61 L.R. (PE12SE), 69, 71 L.R. (PE12SQ) (Rothsay Villas)
- 26 67 Lincoln Road, PE1 2SD
- 27 61 Lincoln Road, PE1 2SE
- 28 57 Lincoln Road, PE1 2RR
- 29 Walling, SE corner 57 Lincoln Road, PE1 2RR
- 30 16 Lincoln Road, PE1 2RL
- 31 Former Masonic Hall, Lincoln Road, PE1 2RJ
- 32 St Theresa's House, Manor House Street, PE1 2TL
- 33 19 Manor House Street, PE1 2TL

- 34 10 Burghley Road, PE1 2QB
- 35 44 Burghley Road, PE1 2QB
- 36 2-10 Towler Street, PE1 2TX
- 37 68 Monument Street, PE1 4AG
- 38 Adult Education Centre, Brook Street, PE1 1TU
- 39 79 Broadway, PE1 4DA
- 40 77 Broadway (Conservative club), PE1 4DA
- 41 75 Broadway, PE1 1SY
- 42 72 & 74 Broadway, PE1 1SU
- 43 Former Central Library, Broadway (currently Imperial Bento) PE1 1RS
- 44 Former Technical College, Broadway (currently College Arms) PE1 1RS
- 45 16-22 Broadway, PE1 1RS
- 46 123 Park Road (The Gables), PE1 2UD
- 47 124 Park Road,
- 48 107 & 109 Park Road,
- 49 89 Park Road, PE1 2TR
- 50 85 Park Road, PE1 2TN
- 51 63 Park Road, PE1 2TN
- 52 40 Park Road, PE1 2TG
- 53 Park Road Baptist Church, Park Road, PE1 2TF
- 54 4-16 (even) Park Road, PE1 2TD
- 55 2 Park Road, PE1 2TD
- 56 24 & 26 (Fleet Villas) & 32 & 34 (Ashley Villas) Fitzwilliam Street, PE1 2RX
- 57 16 Fitzwilliam Street, PE1 2RX
- 58 Alma House, Park Road, Fitzwilliam Road junction PE1 2UQ
- 59 28-34 North Street, PE1 2RA
- 60 26 North Street, PE1 2RA
- 61 The Ostrich Public House, North Street, PE1 2RA
- 62 1 North Street, PE1 2RA
- 63 Great Northern Hotel, Station Road, PE1 1QL
- 64 Westgate Methodist Church, Westgate, PE1 1RG
- 65 44-48 (even) Westgate, PE1 1RE
- 66 Westgate House Buildings, Westgate.
- 67 33 Westgate, PE1 1PZ
- 68 The Westgate Arcade, Westgate, PE1 1PY
- 69 10-14 Westgate (Mansion House Chambers), PE1 1RA
- 70 15 Westgate, PE1 1PY
- 71 7 Westgate, PE1 1PX
- 72 5 Westgate, PE1 1PX
- 73 3 Westgate, PE1 1PX
- 74 1 Westgate, PE1 1PX
- 75 36 Long Causeway, PE1 1YJ
- 76 34 & 35 Long Causeway, PE1 1YJ
- 77 27 Long Causeway, PE1 1YJ
- 78 26 Long Causeway, PE1 1YJ
- 79 24 & 25 Long Causeway, PE1 1YJ
- 80 21 Long Causeway, PE1 1YQ
- 81 Market Chambers, Long Causeway Chambers, Long Causeway, PE1 1YD
- 82 96-100 (even) Bridge Street, PE1 1DY
- 83 92 Bridge Street, PE1 1DY
- 84 102 Bridge Street, PE1 1DY
- 85 40 & 42 Bridge Street, PE1 1DT
- 86 20-24 Bridge Street, PE1 1DW
- 87 4-6 Bridge Street, PE1 1DW
- 88 Peterborough Town Hall, Bridge Street, PE1 1HG

- 89 41 Priestgate, PE1 1FR
- 90 31 Priestgate, PE1 1JP
- 91 25 Priestgate, PE1 1JL
- 92 21 Priestgate (The City Club) PE1 1JL
- 93 18 Priestgate, PE1 1JA
- 94 38 Cowgate (Milton House), PE1 1NA
- 95 32 Cowgate, PE1 1NA
- 96 29 & 31 Cowgate (The Draper's Arms), PE1 1LZ
- 97 14-30 (even) Cowgate, PE1 1NA
- 98 4-6 Cowgate, PE1 1NA
- 99 2 Cowgate, PE1 1NA
- 100 Former warehouse / granary to rear of 2 Cowgate, PE1 1NA
- 101 2 Queen Street (Queen Street Chambers), PE1 1PA
- 102 4 Church Street, PE1 1XB
- 103 6 Cathedral Square, PE1 1XH
- 104 10 Exchange Street (Charles Bright Jewellers), PE1 1PW
- 105 Building above part McDonalds, Cathedral Square, PE1 1XH
- 106 Building above Queensgate entrance and flanking shops, Cathedral Square, PE1 1XH
- 107 Gate to Minster Precinct, Wheel Yard (south and east sides)
- 108 Former Courthouse, Laxton Square,
- 109 70 Albert Place, PE1 1DD
- 110 62 Albert Place (The Beehive Public House), PE1 1DD
- 111 Former GNR railway warehouses, Bourges Boulevard (Pets at Home etc) PE1 1NG
- 112 Old walling to former GNR warehouses facing Albert Place
- 113 Memorial fountain to Henry Pearson Gates. Bishops Road Gardens
- 114 Soldiers memorial, Bishops Road, Gardens
- 115 St Peters House, Gravel Walk, PE1 1YU

#### **WALTON**

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

#### **EAST**

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

#### **FLETTON**

- 1 Phorpres House, 189 London Road, Fletton. PE2 9DS
- 2 Old Fletton Primary School, London Road, Fletton PE2 9DR
- 3 120-126 (even) London Road, Fletton, PE2 9BY
- 4 112-118 (even) London Road, Fletton, PE2 9BY
- 5 108 & 110 London Road, Fletton, PE2 9BY
- 6 St, Margaret's House, 185 London Road, Fletton, PE2 9DS
- 7 84, 86, 88 London Road, Fletton, PE2 9BT
- 8 16-22 (even) London Road, Fletton, PE2 8AR
- 9 The Peacock Public House, 26 London Road, Fletton PE2 8AR
- 10 Bridge House, Town Bridge, PE1 1HB
- 11 Main Range, Whitworths Mill, East Station Road PE2 8AD

- 12 British Sugar Offices 269-277 Oundle Road, Woodston PE2 9PW
- 13 145 Oundle Road, Woodston PE2 9BW
- 14 Boys Head Public House, Oundle Road PE2 9PJ
- 15 Guild House (85-129) Oundle Road, Woodston PE2 9PW
- 16 Cemetery Chapel, New Road, Woodston, PE2 9HE
- 17 16 & 18 Oundle Road, Woodston, PE2 9PA
- 18 The Cherry Tree Public House, 9 Oundle Road, Woodston PE2 9PB
- 19 118 High Street, Fletton, PE2 8DT
- 20 Cemetery Chapel, Fletton Cemetery, Fletton Avenue, Fletton PE2 8DF
- 21 107-113 (odd) Fletton Avenue, Fletton, PE2 8BA
- 22 50 & 52 Fletton Avenue, Fletton, PE2 8AU
- 23 48 Fletton Avenue, Fletton, PE2 8AU
- 24 33 Fletton Avenue, Fletton, PE2 8AX
- 25 29 Fletton Avenue, Fletton, PE2 8AX
- 26 21& 23 Fletton Avenue, Fletton, PE2 8AX

## **RURAL**

### **ST MARTINS WITHOUT (WOTHORPE)**

- 1 1, 2, 3, 4, Primrose Villas, Second Drift PE9 3JQ
- 2 Karnack House, and 1, 2, 3, 4, 5, 6 Wothorpe Villas, Second Drift PE9 3JH

## **PEAKIRK**

- 1 St Pegas Granary, St Pegas Road, PE6 7NF
- 2 Water trough commemorating the reign of Queen Victoria, 3a St Pegas Road PE6 7NF
- 3 Village water pumps, near village cross and junction of Thorney Road / St Pegas Road

## **HELPSTON**

- 1 Railway signal and level crossing box, Helpston Road
- 2 Former Station Masters House, 97 Glinton Road, PE6 7DG
- 3 Old Schoolhouse, Glinton Road, PE6 7DG
- 4 John Clare's Gravestone, Helpston Church Yard, Church Lane, PE6 7DT

## **THORNEY**

- 1 Canary Cottage, Knarr Farm, Thorney Toll, PE6
- 2 "Paddy Kips" South Farm, Dairy Drove, Old Knarr Fen Road & Old Hall Farm, French Drove)
- 3 Dog in a Doublet Sluice, North Bank, Dog in a Doublet, North Side (Thorney River) and New South Eau Drain (French Drain) all 1930's pumping stations
- 4 Second World War 'pill box', east of nr Powder Blue Farm, Bukehorn Road
- 5 Former Duke of Bedford Smithy (John Downing's forge) Gas Lane, PE6 0SG
- 6 Post box to wall of Post Office, Abbey Place, PE6 0QA
- 7 Thorney Precision buildings, The Causeway, PE6 0QQ
- 8 The Tap Room, Rose and Crown Public House, Wisbech Road
- 9 Thorney Bridge, The Causeway

## **NEWBOROUGH**

- 1 Decoy Public House, Thorney Road, Newborough

**GLINTON**

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

**ASHTON**

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

**EYE**

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

**WANSFORD**

- 1 Gate piers, 23 Old North Road, PE8 6LB
- 2 Swanhill House, Old North Road, PE8

**SUTTON**

- 1 Heath House, Sutton Heath Road (former Station Masters House), PE5 7XH
- 2 Wansford Road Station, (off A47)
- 3 Bridge No. 6 (group value)

**ORTON WATERVILLE**

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

**AILSWORTH**

- 1 Memorial bus shelter, Peterborough Road

**CASTOR**

- 1 Village Sign Cottage, 97-99 Peterborough, PE5 7AL

## Local Plan Policies to be Replaced

The Peterborough Local Plan (First Replacement), which was adopted by the Council on 20 July 2005, is the current plan for the district. The majority, but not all, of the policies in that Plan were saved by a Direction from the Secretary of State for Communities and Local Government beyond 20 July 2008. The Core Strategy, City Centre Area Action Plan and Site Allocations DPD will replace some of those saved policies when these documents are adopted. This annex explains which of the saved policies in the Local Plan will be replaced by the policies in this Planning Policies DPD when it is adopted. Accordingly, policies in the right hand column will cease to have effect from the date of adoption of this Planning Policies DPD. There are also a number of policies that will be deleted either as they are no longer necessary or as they are superseded by national policy.

### **Local Plan Policies – to be replaced or deleted by the Planning Policies DPD**

<b>Planning Policies DPD Policy</b>	<b>Policies in the Peterborough Local Plan (First Replacement) which are Replaced</b>
PP1 - Location and Design of New Development	H7, H15, H16, DA6, OIW7, CF7, CF8, CF9, CF10
PP2 - Amenity	DA12, DA9
PP3 - Top of the market Dwellings	H24
PP4 - Housing in the Countryside	H14, H19
PP5 – The Rural Economy	OIW10, OIW11, OIW12, OIW13
PP6 – Primary Retail Frontages in District Centres	R7, R8, R9, R13
PP7 – Shop Frontages, Security Shutters and Canopies	DA19, DA20, DA21
PP8 – The Transport Implications of Development	T2, T3, T6, T8
PP9 – Parking Standards	T9, T10, T11
PP10 – Open Space Standards	LT1, LT3
PP11 – Nene Valley	LNE8, LT11
PP12 – The Landscaping and Biodiversity Implications of Development	LNE9, LNE10
PP13 – Heritage Assets	CBE5, CBE9
PP14 – Buildings of Local Importance	CBE11
PP15– Ancient, Semi-Natural Woodland and	LNE11



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Veteran Trees	
PP16 – Habitats and Species of Principal Importance	
PP17 – Drainage and Flood Risk Management	U1, U3, U9
These policies in the Local Plan (First Replacement) 2005 are deleted either as no longer necessary or are superseded by national policy.	H25, H26, H28, OIW5, OIW6, OIW8, IOW14, OIW15, T19, T20, R5, R6, R11, R12, R14, LT4,LT5, LT7, LT12, CF1, CF2, CF3, CF4, DA9, DA10, DA15, DA16, DA17, DA18, DA22, DA23, LNE3, LNE12, LNE13, U7, U8, U10, U11, U12

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

<b>Title</b>	<b>Date Adopted</b>
The Peterborough Natural Environment Audit	6 Feb 1996
Security Shutters on Shopfronts	6 Feb 1996
South Bank Planning and Development Brief	22 Oct 1996
Trees on Development Sites	14 Sept 1999
Geological Conservation and Development	12 Sept 2000
Peterborough Residential Design Guide	28 March 2002
Barnack and Pilsgate Village Design Statement	16 Jan 2001
Helpston Village Design Statement	13 Mar 2001
Ufford Village Design Statement	5 Dec 2002
Wansford Village Design Statement	22 Aug 2003
Castor & Ailsworth Village Design Statement	28 May 2004
Thorney Village Design Statement	7 Sept 2005 (approved but not as SPG)
Wothorpe Village Design Statement	30 Mar 2006 (approved but not as SPG)

## Glossary

- Adoption** - the formal decision by the Council to approve the final version of a document, at the end of all the preparation stages, bringing it into effect.
- Amenity** - elements which contribute to the overall character of an area, for instance these can be trees, historic buildings, or even shops.
- Annual Monitoring Report (AMR)** - a document produced by the local planning authority and submitted to Government by 31 December each year to report on the progress in producing the local development framework and implementing its policies.
- Area Action Plan (AAP)** - a particular type of LDD which provides a planning framework for any area where significant change and/or conservation is needed.
- Biodiversity** - all species of life on earth including plants and animals and the ecosystem of which we are all part.
- Conservation Area** – a formally designated area of special historic or architectural interest whose character must be preserved or enhanced.
- Core Strategy** - a Development Plan Document (DPD) which contains the spatial vision, main objectives and policies for managing the future development of the area.
- Department for Communities and Local Government (DCLG)** - the Government Department which issues national planning policy guidance and statements; was formerly known as Office of the Deputy Prime Minister (ODPM)
- Development Plan** - see Statutory Development Plan.
- Development Plan Document (DPD)** - one of the types of LDD; they set out the spatial planning strategy, policies and/or allocations of land for types of development across the whole, or specific parts, of the LPA's area.
- Environmental Impact Assessment (EIA)** - the process by which information will be collected about the environmental impact of a project. This is then taken into account by the local planning authority when determining an application for planning permission.
- Examination** - a form of independent public inquiry into the soundness of a submitted DPD, which is chaired by an inspector appointed by the Secretary of State. After the examination has ended the inspector produces a report with recommendations which are binding on the Council.
- Green Infrastructure** - a network of protected sites, nature reserves, green spaces, waterways and greenway linkages (including parks, sports grounds, cemeteries, school grounds, allotments, commons, historic parks and gardens and woodland). It offers opportunities to provide for a number of functions, including recreation and wildlife as well as landscape enhancement.
- Infrastructure** - a collective term which relates to all forms of essential services like electricity, water, and road and rail provision.
- Local Development Document (LDD)** - any document, prepared in accordance with the statutory requirements, which sets out the LPA's policies, including supplementary policies and guidance, relating to the development and use of land in their area. All LDDs are part of the LDF. There are different types of LDD.
- Local Development Framework (LDF)** - the collective term for the whole package of planning documents which are produced by a local planning authority to provide the planning framework for its area. The LDF includes LDDs, the LDS and the AMR.
- Local Development Scheme (LDS)** - a document which sets out the local planning authority's intentions and timetable for the preparation of new LDDs (including DPDs, SPDs and the SCI).
- Local Planning Authority (LPA)** - the local authority which has duties and powers under the planning legislation. For the Peterborough area, this is Peterborough City Council.

**Major Development** - development involving any one or more of the following: (a) the provision of dwelling houses where (i) the number of dwelling houses to be provided is 10 or more; or (ii) the development is to be carried out on a site having an area of 0.5 hectare or more and it is not known whether the development falls within paragraph (a)(i); (b) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; (c) development carried out on a site having an area of 1 hectare or more; or (d) waste development.

**Minor Development** - any development which is not major development.

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

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

**Planning Inspectorate (PINS)** - an agency of the DCLG which provides independent adjudication on planning issues.

**Planning Policy Statement (PPS)** - one of a series of Statements issued by the Government to set out national policies for different aspects of planning. Each Statement (dealing with a particular aspect of planning) has its own PPS number. PPSs are sometimes accompanied by Companion Guides which offer more detailed guidance on the operation of national policy.

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

**Proposals 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.

**Rapid Inundation Zone** - an area which is at risk of rapid flooding should a flood defence structure be breached or overtopped. The zones at highest risk of rapid inundation are typically located close behind the flood defences.

**Residential Infilling** - development of a site between existing buildings.

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

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

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

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

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

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

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

**Sustainable Community Strategy** - a document which plans for the future of Peterborough across a wide range of topics, setting out a vision and a series of aspirations. The local strategic partnership (Greater Peterborough Partnership) has

responsibility for producing the document which sets out four main priorities that all partners work towards. It does not form part of the LDF.

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

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

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

**The Regulations** - the Town and Country Planning (Local Development) (England) Regulations 2004, as amended by the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008 and the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2009; and the Town and Country Planning (Transitional Arrangements) Regulations 2004.

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

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

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

- Class B1 - Business
- Class B2 - General Industrial
- Class B8 - Storage or Distribution

**Village Design Statement (VDS)** - a document produced by members of a village community, describing the character of a village or parish, its landscape and the form of the settlement, characteristics of buildings and open spaces in the village. It provides guidance to planners, developers and other bodies about what is of importance to that particular location and influences the design of new developments in the village.