PETERBOROUGH LOCAL DEVELOPMENT FRAMEWORK

PETERBOROUGH PLANNING POLICIES DEVELOPMENT PLAN DOCUMENT

Consultation Draft Version

(As recommended to Cabinet 13th December 2010)

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Planning Policies Development Plan Document (Consultation Draft)

Contents

1 Introduction and Background

1.1 Introduction

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

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

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

1.1.4 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.

1.1.5 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/

1.2 Peterborough Planning Policies DPD – Preparation Stages

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

	MAIN STAGES		DATE
	Evidence gathering	Meetings, workshops with internal and external stakeholders to identify main issues	July 2007 - Oct 2008
	Issues and Options	Public consultation on Issues and Options	Oct 2008 - Nov 2008
→**Current Stage**	**Consultation Draft**	Public consultation on the Council's draft policies	Feb 2011 - March 2011
	Proposed Submission	Final opportunity for formal representations on the proposed planning policies	Oct 2011- Nov 2011
	Submission and examination	Planning Policies Document submitted to government along with all public comments received during the proposed submission consultation	Jan 2012 May 2012

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MAIN STAGES		DATE
	Independent Examination by a Planning Inspector	
Adoption	Council adopts Final Plan	Oct 2012
Monitoring and Review	Each year, identified targets are monitored	

1.3 Issues and Options stage

1.3.1 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)**

1.3.2 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'.

1.3.3 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.

1.4 Purpose of the Consultation

1.4.1 One of the key ingredients of the LDF planning system is the recognition of the need for early and full public involvement in the 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.

1.4.2 We have included draft policies in this Consultation version of the Planning Polices 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.

1.5 Why should you get Involved now?

1.5.1 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.

1.6 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:

Introduction and Background

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 other correspondence to us at 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.

Introduction and Background

2 Context

2.1 Sustainability Apraisal

2.1.1 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.

2.1.2 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.

2.2 Habitats Regulations Assessment

2.2.1 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 Natural 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.

2.3 Planning Policies DPD and its relationship to other documents

Peterborough Sustainable Community Strategy

2.3.1 The Peterborough Sustainable Community Strategy (2008- 2021) sets out a vision and overall strategy for the future of our city and the surrounding villages and rural areas. The vision for Peterborough is:

A bigger and better Peterborough that grows the right way - and through truly sustainable development and growth:

Improves the quality of life of all its people and communities and ensures that all communities benefit from growth and the opportunities it brings;

Creates a truly sustainable Peterborough, the urban centre of a thriving sub-regional community of villages and market towns, a healthy, safe and exciting place to live, work and visit, famous as the environment capital of the UK.

2.3.2 There are four priorities for areas of work which are needed in order to achieve the vision and each of these is supported by four high level outcomes that form the basis of work on the Local Area Agreement. By establishing clear policies for the determination of planning applications, this Planning Policies DPD will have an important part to play in delivering many of these outcomes, in particular:

- Making Peterborough cleaner and greener
- Conserving natural resources
- Increasing use of sustainable transport
- Creating a safe, vibrant city centre and sustainable neighbourhood centres
- Building the sustainable infrastructure of the future

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- Creating better places to live
- Making Peterborough safer
- Regenerating neighbourhoods

Peterborough Local Development Framework (LDF)

2.3.3 The Peterborough LDF will comprise a number of documents and this 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 the Planning Policies DPD.

Peterborough Core Strategy DPD

2.3.4 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.

2.3.5 It is important to remember that the Planning Policies DPD cannot significantly adjust the 'key headlines' as agreed in the Core Strategy. Its primary purpose is to provide detailed policy statements to help in determining planning applications, and so it will contribute to delivering the overarching principles established in the Core Strategy. At the end of each policy we have made reference to the appropriate Core Strategy policy (or policies) and objectives which it supports.

2.3.6 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.

Core Strategy Policy	Supported by Policies in this Planning Policies DPD
CS1: Spatial Strategy for the Location of Residential Development	PP1 – Design Quality
CS2: Spatial Strategy for the Location of Employment	PP1 – Design Quality
CS5: The Settlement Hierarchy and the Countryside	PP5 – Conversion and Replacement Dwellings in the Countryside PP6 –The Rural Economy
CS6: Meeting Housing Needs	PP1 – Design Quality PP4 – Prestigious Homes PP5 – Conversion and Replacement Dwellings in the Countryside

Core Strategy Policy	Supported by Policies in this Planning Policies DPD
CS12: Developer Contributions to Infrastructure Provision	PP11 – Open Space Standards
CS13: Transport	PP9 – The Transport Implications of Development PP10 – Parking Standards
CS14: Retail	PP7 – Primary Retail Frontages in District Centres PP8 – Shop Frontages, Security Shutters and Canopies
CS16: Urban Design and the Public Realm	PP1 – Design Quality PP2 - Impacts of New Development PP3 - Amenity Provision in New Development PP8 – Shop Frontages, Security Shutters and Canopies
CS17: The Historic Environment	PP14 – Heritage Assets PP15 – Buildings of Local Importance
CS19: Open Space and Green Infrastructure	PP11 – Open Space Standards PP12 – Nene Valley PP13 – The Landscaping and Biodiversity Implications of Development
CS20: Landscape Character	PP12 – Nene Valley
CS21: Biodiversity and Geological Conservation	PP12 – Nene Valley PP16 – Ancient, Semi-Natural Woodland and Veteran Trees PP13 – The Landscaping and Biodiversity Implications of Development PP17 – Habitats and Species of Principal Importance
CS22: Floodrisk	PP18 – Drainage and Flood Risk Management

Peterborough City Centre Area Action Plan DPD

2.3.7 Recognising the important role of the City Centre, the City Council is preparing a document that focuses specifically on this area, known as the Peterborough City Centre 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,

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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

2.3.8 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)

2.3.9 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

2.3.10 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 is accompanied by 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.

3 Planning Policies

3.1 PP1 – Design Quality

Policy PP1

Design Quality

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

(a) would make a positive contribution to the quality of the built environment (in terms of its location, size, scale, massing, density, proportions, materials and design features); and

(b) would not have a detrimental effect on the character of any immediately adjoining properties or the surrounding area; and

(c) would be robust to withstand and adapt to the predicted impacts of climate change; and

(d) would be designed and constructed with longevity as a key objective, especially if materials with a high embodied energy are to be used.

3.1.1 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.

3.1.2 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 CABE and its building for life criteria http://www.cabe.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.

3.1.3 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 the use of renewable energy and passive solar gain, and take advantage of opportunities for natural ventilation, cooling and shading. All new proposals will need to be designed to withstand and adapt to the predicted impact of climate change to ensure that the building is practical and comfortable for all users during its lifespan.

3.1.4 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 to avoid the use of materials with unnecessarily high embodied energy, especially in buildings

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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

3.1.5 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.

3.2 PP2 - Impacts of New Development

Policy PP2

Impacts of New Development

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.**

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

3.2.2 A development's impact on visual privacy, overlooking, overshadowing, outlook, access to daylight and sunlight and disturbance from artificial light can be influenced by its design and layout, the distance between properties, the vertical levels of onlookers or occupiers and the angle of views. These issues will also affect the amenity of the new occupiers. These elements will be considered at the design stage of a scheme to prevent potential negative impacts of the development on occupiers and neighbours.

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

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

3.2.4 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.

3.3 PP3 - Amenity Provision in New Development

Policy PP3

Amenity Provision in New Development

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.**

3.3.1 Further guiding principles to assist applicants with meeting this policy requirement will be included as an annexe in future version of this document. The Council has strong desire to ensure all new development has a good level of amenity provision for its prospective occupiers. Whilst we do not want to be rigid about particular standards, we do want to assist developers in this regard. As such, we do want to assist develop some guiding principles and insert them within the final version of this DPD. We will undertake focused consultation with key stakeholders during 2011 as we develop these guiding principles. However, if you wish to be involved in this please let us know in your response to this consultation.

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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

3.3.2 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.

3.4 PP4 – Prestigious Homes

Policy PP4

Prestigious Homes

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 meets the need for prestigious, top-of-the market housing, unless either:

(a) the proposed development would itself create one or more prestigious dwellings; or

(b) there is clear evidence that the dwelling that would be lost has been marketed at a realistic price for an appropriate period of time without genuine interest in its purchase and occupation as a dwelling.

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

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

3.4.2 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.

3.5 PP5 – Conversion and Replacement Dwellings in the Countryside

Policy PP5

Conversion and Replacement Dwellings in the Countryside

<u>Conversion of an agricultural building</u>

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.

<u>Replacement of an existing dwelling in the countryside</u>

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.

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

3.5.2 This policy recognises the potential for conversion of redundant rural buildings in the open countryside to dwellings. Given that new housing in the countryside is subject to strict control, applications for residential conversions will be examined with particular care and will only be acceptable where all the criteria of policy PP5 can be met and the development complies with all other relevant policies of the LDF.

3.5.3 The replacement of an original dwelling, in certain circumstances, with a new dwelling on a one-for-one basis may be acceptable and policy PP5 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.

3.5.4 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

3.5.5 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 PP5 provides clear guidance for assessing these proposals.

3.6 PP6 – The Rural Economy

Policy PP6

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 it involves the construction of a new building in the open countryside, is supported by a robust business plan that demonstrates (i) the demand for the development and (ii) that the facilities to be provided would constitute a viable business proposition on a long-term basis.**

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

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

3.6.2 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.

3.6.3 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

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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.

3.6.4 Successful rural enterprises located in the open countryside, where new development is closely controlled, may need to expand on their current site. This can protect existing jobs and create additional employment in rural areas. However, such development needs to be highly sensitive to its surroundings. Policy PP6 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.

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

Relationship to Core Strategy Policies and Objectives

This policy supports:

Core Strategy policies: 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

3.6.6 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.

3.7 PP7 – Primary Retail Frontages in District Centres

Policy PP7

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.**

3.7.1 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.

3.7.2 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.

3.7.3 Policy PP7 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.

3.7.4 PP7 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 polices.

3.7.5 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.

3.7.6 The Council may be prepared to depart from the provisions of the policy, and allow a non-A1 use which would normally be unacceptable, if there is clear evidence that the property has been marketed as an A1 retail shop at a realistic price or rental for an appropriate period of time without genuine interest in its purchase and/or occupation, and there would otherwise be the prospect of a long-term vacancy.

3.7.7 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.

3.7.8 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

Planning Policies

Reasons for Including this Policy

3.7.9 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.

3.7.10 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.

3.8 PP8 – Shop Frontages, Security Shutters and Canopies

Policy PP8

Shop Frontages, Security Shutters and Canopies

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

(a) its design would be sympathetic in size, architectural style/proportion, materials and architectural detailing to the building to which it would be fitted; and

(b) it would not detract from the character or appearance of the street as a whole; and

(c) any advertising material is incorporated as an integral part of the design.

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

(d) it is demonstrated that there is a persistent problem of crime or vandalism affecting the property which cannot be satisfactorily and reasonably addressed by an alternative measure; and

(e) the property is not a listed building or situated in a conservation area; and

(f) the shutter is designed to a high standard, taking account of the design features of the frontage into which it would be installed; and

(g) the design is open mesh/perforated in style.

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

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

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

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

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

3.8.4 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 PP8 provides direction so that consistent guidance is applied throughout the city and bad design is rejected.

3.9 PP9 – The Transport Implications of Development

Policy PP9

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.

Planning Policies

3.9.1 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.

3.9.2 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

3.9.3 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.

3.9.4 The City Council will require a Transport Statement or Transport Assessment to be submitted for all development that meets the criteria as set out in current guidance at that time. Contact should be made with the Local Highway Authority to establish the criteria levels. The purpose of a Transport Statement 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

3.9.5 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 PP9 is a generic transport policy that all new proposals will need to take into account.

3.10 PP10 – Parking Standards

> ### Policy PP10
>
> ### Parking Standards
>
> **Planning permission will only be granted for development if the proposal makes appropriate and deliverable parking provision for all modes of transport in accordance with the standards in Appendix A 'Parking Standards'.**
>
> **Developers are encouraged to share parking spaces with other developments where the location and pattern of use of the spaces makes this possible. If there is a realistic prospect of sharing spaces, the Council will be prepared to relax the requirement for provision accordingly.**
>
> **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.**

3.10.1 The parking strategy of the Peterborough Local Transport Plan (LTP) aims to encourage modal shift away from single occupancy private cars for commuter travel and to reduce the growth of private non-residential parking throughout the City. Maximum car/van parking standards (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 PPS3 and PPS4. Minimum parking provision for cycle, powered two wheelers and spaces for disabled users are also included in the parking standards.

3.10.2 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.

3.10.3 For new residential development within the City Centre area (as defined in LTP), residential parking may be reduced below the standard set out in Appendix 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.

3.10.4 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 Appendix 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.

3.10.5 Applications for development that will result in a level of car parking provision in excess of any maximum set by the standards in Appendix A will be refused, unless an overriding need for additional spaces can be demonstrated. 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.

3.10.6 Transport Assessments (which are required for all development with significant transport implications – see Core Strategy Policy CS13 for details) should always seek to minimise parking provision, below the maximum standards in Appendix A. Provision below the maximum standards is likely to be feasible in locations highly accessible by public transport and where there are opportunities for shared or on-street parking. 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.

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

3.10.8 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.

3.10.9 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. Many charging points via this programme would need to be accessible to the public, based with businesses. However, if electric vehicles are to become mainstream, it is essential that the infrastructure is available at a domestic level. This infrastructure is far cheaper (around £200) 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

3.10.10 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 PP10 and Appendix 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.

3.10.11 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.

3.11 PP11 – Open Space Standards

Policy PP11

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 Appendix 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 Appendix 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.

3.11.1 The primary purpose of the open space standards is to secure adequate provision of open space for all new residential development. The City Council will apply the standards to all proposals including housing sites within the City Centre boundary as shown on the 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 CS19 in the Core Strategy.

3.11.2 The open space standards set out in Appendix B provide the basis for assessing the notional open space requirements of any proposed residential development. They set out a hierarchy of open space which 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.

3.11.3 The open space requirements for a specific development proposal will be based on the application of the standards, taking into account the current average household size for Peterborough, the type and size of dwellings proposed in the development and any particular needs identified in neighbourhood or community plans for the area in which the development would take place. The Council will generally encourage the creation of a consolidated open

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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.

3.11.4 In assessing whether any open space that is provided in accordance with policy PP11 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.

3.11.5 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.

3.11.6 In addition to the open space standards, the Council will work towards the provision of accessible woodland. The national Woodland Access Standard aspires to an accessible woodland of at least 2 hectares within 500 metres of every home, and a woodland of at least 20 hectares within 4km. Provision of new woodland will not be a requirement of new residential development, but the Council will work with partners, including developers, to improve the levels of provision that currently exist in Peterborough. This can be achieved by new woodland planting and by access agreements to existing private woodland.

Relationship to Core Strategy Policies and Objectives

This policy supports:

Core Strategy policies: 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

3.11.7 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 PP11 (in Appendix B) contains open space standards largely based on the Consultants Recommendations.

3.11.8 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 CS19) and so there is no need to repeat this in the Planning Policies DPD.

3.12 PP12 – Nene Valley

Policy PP12

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.

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

3.12.2 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 consider 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.

3.12.3 To the west of the Urban Area of Peterborough the Nene Valley has high value landscape features, and, from a nature conservation perspective, parts are also designated as a Site of Special Scientific Interest and County Wildlife Site. East of the City lie the Nene Washes SSSI and other wetland sites. The Nene Washes are of international importance for nature conservation. They are a Special Protection Area under the terms of Article 4 of the 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 (Mortons Leam) is designated as a Special Area of Conservation for spined loach.

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

Relationship to Core Strategy Policies and Objectives

This policy supports:

Core Strategy policies: CS 19 - Open Space and Green Infrastructure

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                        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

3.12.5 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 a particularly distinctive asset for Peterborough, its use should be controlled and landscape safeguarded for the benefit of local people. Policy PP12 is included for this purpose.

3.13 PP13 – The Landscaping and Biodiversity Implications of Development

Policy PP13

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.

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.

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

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

3.13.3 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.

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

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

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

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

Relationship to Core Strategy Policies and Objectives

This policy supports:

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

                          CS21 – Biodiversity and Geological Conservation

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

3.13.8 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.

3.14 PP14 – Heritage Assets

Policy PP14

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 PP15 and listed in Appendix 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. Where permission is granted, a programme of work and/or mitigation measures may be secured by condition or as part of a planning obligation.

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

3.14.2 Peterborough's conservation areas make a very important contribution to promoting and protecting the attractiveness of the District. The Council has a programme of review and preparation of conservation area appraisals and design guidance. 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.

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3.14.3 Listed buildings are a heritage of national importance and are designated by English Heritage in recognition of their special architectural or historic interest. For listed 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.

3.14.4 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.

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

3.14.6 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.

3.14.7 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.

3.14.8 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.

3.14.9 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 will 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

3.14.10 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 PP14 combines Listed Buildings, conservation areas, scheduled monuments and archaeological sites, Historic Parks and Gardens and spaces and frontages in villages into a single Heritage Assets policy.

3.15 PP15 – Buildings of Local Importance

Policy PP15

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 Appendix 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.

3.15.1 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.

3.15.2 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.

3.15.3 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 for listed buildings.

3.15.4 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.

3.15.5 The outcome of the processes of survey, research and evaluation against selection criteria has resulted in a draft local list which appears in Appendix C. The Council has produced 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. This document is available on our website. You now have the opportunity to comment on the list in Appendix C before it is confirmed in the next version of this document.

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

3.15.6 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.

3.16 PP16 – Ancient, Semi-Natural Woodland and Veteran Trees

Policy PP16

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 an ancient or veteran tree.

3.16.1 Ancient, semi-natural woods are those areas of woodland which have had a continuous cover of native trees and plants since at least 1600AD, and have not been cleared and/or extensively replanted since then. These ancient woodlands are vitally important for biodiversity and as part of the historic landscape of the district. As a habitat, ancient semi-natural woodland is home to many of the UK's most threatened species. Peterborough is one of the least wooded areas of the UK. The main pockets of ancient, semi-natural woodland within the District lie to the west of Peterborough. However, such woodland is rare in the Fens due to its historic wetland origins.

3.16.2 An ancient tree is one that is old relative to the longevity of other trees of the same species, that is in the ancient stage of its life or that has biological, aesthetic or cultural interest because of its age. A veteran tree is usually in the mature stage of its life and has important wildlife and habitat features.

3.16.3 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

3.16.4 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 PP16 is included to prevent development that would adversely affect ancient, semi-natural woodland and veteran trees.

3.17 PP17 – Habitats and Species of Principal Importance

Policy PP17

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 or habitat, 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.

3.17.1 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.

Planning Policies

3.17.2 The Natural Environment and Rural Communities 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 the web link
http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx

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

Habitats of Principal Importance

3.17.4 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

3.17.5 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.

3.17.6 A list of Species of Principal Importance can be found on Natural England's website (see above). Developers are advised to contact the City Council at an early stage to determine if their proposal would affect any habitat or species of principal importance.

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

3.17.7 There was 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 PP17 is included to provide protection for habitats and species of principal importance within Peterborough's district boundary.

3.18 PP18 – Drainage and Flood Risk Management

Policy PP18

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 explain:

- **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.

3.18.1 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.

3.18.2 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.

3.18.3 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.

3.18.4 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.

3.18.5 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

3

Planning Policies

OB29 - Floodrisk

Reasons for Including this Policy

3.18.6 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 PP18 suggests a new approach to flooding issues in Peterborough based on the studies mentioned in the supporting text above.

4 Potential changes to Village Envelopes

4.0.1 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.

4.0.2 Any major changes to the village envelopes which would accompany the allocation of sites for housing or other uses are being progressed though 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.

4.0.3 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.

4.0.4 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.

Potential changes to Village Envelopes

5 Implementation and Monitoring

Implementation

5.0.1 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.

5.0.2 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.

5.0.3 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

5.0.4 Monitoring and review are key aspects of the Government's 'plan, monitor and manage' approach to the planning system (PPS12). Preparation of a plan is not a 'one-off' activity; it is part of a process that involves keeping a check on how successful the plan is in delivering what it sets out to do, and making adjustments to that plan if the checking process reveals that changes are needed. An important aspect of the new planning system is the ability to produce various local development documents at different times. This allows the Council to respond quickly to changing circumstances and priorities in Peterborough.

5.0.5 The purposes of monitoring are:

- to assess the extent to which policies in the Planning Policies DPD are being implemented
- to identify policies that may need to be amended or replaced
- to establish whether policies have had unintended consequences
- to establish whether assumptions and objectives behind policies are still relevant
- to establish whether targets are being achieved

5.0.6 The Council has used the policies to identify a series of monitoring indicators and targets. The indicators have been selected in the light of the new national indicator set, the national LDF Core Output indicators and the indicators for the Peterborough Core Strategy. In addition, they have been selected to ensure that there is no duplication of effort in respect of indicators that are more appropriately monitored elsewhere (for example, for the Council's Local Transport Plan); and to ensure that the scale of monitoring work is commensurate with the resources available to undertake it.

5.0.7 Monitoring outcomes will normally be reported on an annual basis for a year which begins on 1 April and ends on 31 March, unless data is not available for such a time period. The key delivery vehicle for reporting the outcome of monitoring the Planning Policies DPD will be the Peterborough Annual Monitoring Report (AMR). The AMR will be published by the end of each year. Each development plan document will be monitored individually and the results will be brought together in the AMR.

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Implementation and Monitoring

5.0.8 The table below shows our monitoring framework.

Table 1

Policy	Indicator	Target
PP1 – Design Quality	Community satisfaction surveys to determine public satisfaction with quality of the built environment	High levels of satisfaction
PP2 - Impacts of New Development	Community satisfaction surveys to determine public satisfaction with quality of the built environment	High levels of satisfaction
PP3 - Amenity Provision in New Development	Community satisfaction surveys to determine public satisfaction with quality of the built environment	High levels of satisfaction
PP4 – Prestigious Homes	Number of planning applications granted and refused for development that would result in the loss of prestigious homes	None granted, unless exceptions in the policy are met
PP5 – Conversion and Replacement Dwellings in the Countryside	Number of agricultural buildings in the countryside converted to residential use	N/A
	Number of replacement dwellings developed in the countryside	
PP6 – The Rural Economy	Numbers employed in the rural economy	Increase
PP7 – Primary Retail Frontages in District Centres	Amount of completed A1 floorspace (gross and net) by District Centre	Increase by 2026
	Amount of completed A2 – A5 floorspace (gross and net) by District Centre	Increase by 2026 without compromising policy PP6
PP8 – Shop Frontages, Security Shutters and Canopies	Community satisfaction surveys to determine public satisfaction with quality of the built environment	High levels of satisfaction
PP9 – The Transport Implications of Development	Proportion of new residential development within 30 minute public transport time of a: • GP • Hospital • Primary school • Secondary school • Areas of employment • Major retail centres	95% for each service

Policy	Indicator	Target
PP10 – Parking Standards	Community satisfaction surveys to determine public satisfaction with quality of the built environment	High levels of satisfaction
PP11 – Open Space Standards	Area of new accessible open space provided as a result of new residential developments	Increase in line with new residential development
	Number and area of land designated as Local Nature Reserves	Increase
PP12 – Nene Valley	Change in the amount of open space for recreation and leisure in the Nene Valley	Increase
PP13 – The Landscaping and Biodiversity Implications of Development	Number and area of county wildlife sites	Maintain and increase
	Improved local biodiversity - active management of local sites	Improve
PP14 – Heritage Assets	Number of entries for Peterborough on English Heritage's Buildings at Risk Register	Reduce
	Number and areas of designated conservation areas and Article 4 Directions	Conserve or increase
	Change in the number of Listed Buildings and scheduled monuments	Conserve or increase
PP15 – Buildings of Local Importance	Number of Buildings of Local Importance which are demolished	None
PP16 – Ancient, Semi-Natural Woodland and Veteran Trees	Area of ancient, semi-natural woodland and number of veteran trees which are lost	None
PP17 – Habitats and Species of Principal Importance	Improved local biodiversity - active management of local sites	Improve
PP18 - Drainage and Flood Risk Management	Number of developments incorporating SuDS	All appropriate development should incorporate SUDS
	Percentage of new dwellings in flood risk zones, 2, 3a & 3b	None in 3b

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Implementation and Monitoring

Appendix A - Parking Standards (Policy PP10)

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 Maximum	Cycle Minimum	Powered Two Wheeler Minimum	Disabled Minimum	Informative notes
A1 – excluding food stores	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 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater **Over 200 bays** = 4 bays plus 4% of total capacity	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. In all cases, adequate provision should be made for the parking and turning of service vehicles, serving the site, off the highway. 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.
A1 – Food stores	1 space per 14 sqm gross floorspace				

Appendix A - Parking Standards (Policy PP10)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled	Informative notes
	Maximum	Minimum	Minimum	Minimum	
A2 - Financial and Professional Services	1 space per 20 sqm gross floorspace	1 stand per 100 sqm gross floorspace for staff plus 1 stand per 200 sqm gross floorspace for customers	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 2 bays or 5% of total capacity, whichever is greater **Over 200 bays** = 6 bays plus 2% of total capacity	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. In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.
A3 – Restaurants and Cafes (excluding Transport Cafes)	1 space per 15 sqm gross floorspace	1 stand per 100 sqm for staff plus 1 stand per 100 sqm for customers	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater **Over 200 bays** = 4 bays plus 4% 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.
A3 (Transport Cafes/Truck Stops)	1 space per 15 sqm gross floorspace 1 lorry space per 2 sqm gross floorspace	1 stand per 100 sqm gross floorspace for staff plus 1 stand per 200 sqm gross floorspace for customers			In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.

Appendix A - Parking Standards (Policy PP10)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled	Informative notes
	Maximum	Minimum	Minimum	Minimum	
A4 – Drinking Establishments	1 space per 15 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 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater **Over 200 bays** = 4 bays plus 4% 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. In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway. 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.

Appendix A - Parking Standards (Policy PP10)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled	Informative notes
	Maximum	Minimum	Minimum	Minimum	
A5 – Hot Food Takeaways	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 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater **Over 200 bays** = 4 bays plus 4% 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. In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.
B Uses					
B1 – Business	1 space per 30 sqm gross floorspace	1 stand per 90 sqm gross floorspace for staff plus 1 stand per 200sqm gross floorspace for visitors	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 2 bays or 5% of total capacity, whichever is greater **Over 200 bays** = 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. In all cases adequate provision shall be made for the parking and turning of service vehicles

Appendix A - Parking Standards (Policy PP10)

Use	Car/Van Maximum	Cycle Minimum	Powered Two Wheeler Minimum	Disabled Minimum	Informative notes
					serving the site, off the highway. Consideration should also be given to the requirement for any overnight parking and facilities.
B2 – General Industrial	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 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 2 bays or 5% of total capacity, whichever is greater **Over 200 bays** = 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.
B8 – Storage and Distribution	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 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 2 bays or 5% of total capacity, whichever is greater **Over 200 bays** = 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.
B8 with retail element	3 parking spaces per unit plus 1 space per 300 sqm gross				

Appendix A - Parking Standards (Policy PP10)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled	Informative notes
	Maximum	Minimum	Minimum	Minimum	
	floorspace +1 space per 20 sqm gross floorspace for customer parking				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 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.

Appendix A - Parking Standards (Policy PP10)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled	Informative notes
	Maximum	Minimum	Minimum	Minimum	
					If a site office is included in the development then a B1 parking standard should be applied for that area.
C Uses					
C1 - Hotels	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 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater **Over 200 bays** = 4 bays plus 4% of total capacity	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. The modern day hotel is seldom used solely as a hotel and often offers multifunctional amenities such as conference facilities, restaurants and gyms. These multifunctional uses must be considered per individual use class and adequate parking allocated to encompass all uses when considering the potential for cross-visitation.

Appendix A - Parking Standards (Policy PP10)

Use	Car/Van Maximum	Cycle Minimum	Powered Two Wheeler Minimum	Disabled Minimum	Informative notes
C2 - Residential care home	1 space per full time equivalent staff + 1 visitor space per 3 beds	1 stand per 5 staff + resident parking on a case-by-case basis	1 space, + 1 per 20 car spaces (for 1st 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	Parking Standards for retirement developments that are warden assisted yet 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			Hospital parking 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			
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	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
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			

Appendix A - Parking Standards (Policy PP10)

Use	Car/Van Maximum	Cycle Minimum	Powered Two Wheeler Minimum	Disabled Minimum	Informative notes
					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. * Independent Sector Treatment Centre
C2A - Secure Residential Institution	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 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 2 bays or 5% of total capacity, whichever is greater **Over 200 bays** = 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.
	Minimum*	**Minimum***	**Minimum***	**Minimum***	

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Appendix A - Parking Standards (Policy PP10)

Use	Car/Van — Maximum	Cycle — Minimum	Powered Two Wheeler — Minimum	Disabled — Minimum	Informative notes
C3 – Dwelling houses 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 **200 bays or less** = 3 bays or 6% of total capacity, whichever is greater **Over 200 bays** = 4 bays plus 4% of total capacity	*For C3 or C4 development, the standards are listed as 'minimum' and will be applied in most instances, especially for major development (10 or more dwellings). However, in some instances the standards will be inappropriate, for example where this would harm the established character of the area. In such instances applicants should discuss with the Council what an appropriate provision of parking should be.
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 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)		
C4 – Houses in multiple occupation	1 space per bedroom	1 secure covered space per bedroom. None if garage or	N/A		Annexes which create extra bedrooms will require additional parking unless existing provision is demonstrated to be adequate.

Appendix A - Parking Standards (Policy PP10)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled	Informative notes
	Maximum	Minimum	Minimum	Minimum	
		secure area is provided within curtilage of dwelling			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.
D Uses	**Maximum**	**Minimum**	**Minimum**	**Minimum**	
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 1st 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.

Appendix A - Parking Standards (Policy PP10)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled	Informative notes
	Maximum	Minimum	Minimum	Minimum	
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	Parking/drop off arrangements for Special Schools must be taken into consideration as generally extra staff is required and most pupils/students arrive by taxi or car.
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	Coach parking and facilities must be considered for all D1 uses.
D2- Cinema	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 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater **Over 200 bays** = 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.
D2 – other uses	1 space per 22 sqm gross floorspace + 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			

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Appendix A - Parking Standards (Policy PP10)

Use	Car/Van Maximum	Cycle Minimum	Powered Two Wheeler Minimum	Disabled Minimum	Informative notes
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			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.
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			
Sui Generis uses	**Maximum**	**Minimum**	**Minimum**	**Minimum**	
Bus Stations	None unless justified	5 stands per bus bay	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less = 3** bays or 6% of total capacity, whichever is greater **Over 200 bays = 4** bays plus 4% of total capacity	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

Appendix A - Parking Standards (Policy PP10)

Use	Car/Van Maximum	Cycle Minimum	Powered Two Wheeler Minimum	Disabled Minimum	Informative notes
Bus Stops (Key)	N/A	On a case-by-case basis	Individual merit	N/A	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. Conference facilities
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 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater **Over 200 bays** = 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 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater **Over 200 bays** = 4 bays plus 4% of total capacity	If in rural/semi rural location, standards to be considered on individual merits, subject to a TA. Garden Centres Garden Centres attached to DIY stores should be considered under A1 use. Motor Vehicle Showrooms Show area to include space inside and outside, used for the display of
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 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater **Over 200 bays** = 4 bays plus 4% of total capacity	

Appendix A - Parking Standards (Policy PP10)

Use	Car/Van		Cycle	Powered Two Wheeler	Disabled	Informative notes
	Maximum		Minimum	Minimum	Minimum	
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 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 2 bays or 5% of total capacity, whichever is greater **Over 200 bays** = 6 bays plus 2% of total capacity	cars. Layout must be considered for car transporters to load/unload off of the highway. Petrol Filling Stations
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 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater, **Over 200 bays** = 4 bays plus 4% of total capacity	Consider layout of forecourt to include allowance for loading, unloading and turning of delivery vehicles and ATM (if present) users. Recycling Centre/Civic Amenity Site
Hostel	1 space per full time staff equivalent		on a case-by-case basis	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater **Over 200 bays** = 4 bays plus 4% of total capacity	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.
Marina	1 space per 2 mooring berths		on a case-by-case basis	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater	

Appendix A - Parking Standards (Policy PP10)

Use	Car/Van Maximum	Cycle Minimum	Powered Two Wheeler Minimum	Disabled Minimum	Informative notes
				Over 200 bays = 4 bays plus 4% of total capacity	Stadia Consider adequate coach parking. A TA will be required. Theatres Shared parking for evening events should be considered on daytime parking sites. Consider adequate coach parking.
Motor Vehicle Service Centres	1 space per full time staff equivalent + 1 space per 35sqm gross floorspace	1 stand per 4 staff; on a case-by-case basis for visitors	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 2 bays or 5% of total capacity, whichever is greater **Over 200 bays** = 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 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 2 bays or 5% of total capacity, whichever is greater **Over 200 bays** = 6 bays plus 2% of total capacity	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.
Nightclubs	1 space per 50sqm gross floorspace	1 stand per 8 staff	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater **Over 200 bays** = 4 bays plus 4% of total capacity	

Appendix A - Parking Standards (Policy PP10)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled	Informative notes
	Maximum	Minimum	Minimum	Minimum	
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 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less = 3** bays or 6% of total capacity, whichever is greater **Over 200 bays = 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) or 20 stands per peak period service (key stations)	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less = 3** bays or 6% of total capacity, whichever is greater **Over 200 bays = 4 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 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less = 2** bays or 5% of total capacity, whichever is greater **Over 200 bays = 6 bays** plus 2% of total capacity	

Appendix A - Parking Standards (Policy PP10)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled	Informative notes
	Maximum	Minimum	Minimum	Minimum	
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 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater **Over 200 bays** = 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 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 2 bays or 5% of total capacity, whichever is greater **Over 200 bays** = 6 bays plus 2% of total capacity	
Theatres (see Informative notes)	1 space per 5 seats	1 stand per 8 staff plus 1 stand per 40 seats	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 3 bays or 6% of total capacity, whichever is greater **Over 200 bays** = 4 bays plus 4% of total capacity	

Appendix A - Parking Standards (Policy PP10)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled	Informative notes
	Maximum	Minimum	Minimum	Minimum	
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 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	**200 bays or less** = 2 bays or 5% of total capacity, whichever is greater **Over 200 bays** = 6 bays plus 2% of total capacity	

Appendix A - Parking Standards (Policy PP10)

Appendix B - Open Space Standards (Policy PP11)

Type of Provision	Minimum Standards of Provision (with guidance on the desirable levels of accessibility)	Source
Neighbourhood Parks (Provision for court games, important children's pay function, sitting out areas, nature	1.51 hectares per 1,000 Population (Good Practice Target: 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 (Good Practice Target: 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. (Good Practice Target: Semi-natural greenspace of at least 2 ha in size should be located so that no household is more than 300m away.) (Good Practice Target: 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 (Good Practice Target: 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)

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Appendix B - Open Space Standards (Policy PP11)

Type of Provision	Minimum Standards of Provision (with guidance on the desirable levels of accessibility)	Source
Allotments	0.27 hectare per 1,000 households (Good Practice Target: Allotments should be located so that no household is more than 800m away.)	Peterborough Open Space Strategy, Atkins, (September 2006)
Amenity Greenspace	Needs to be determined on a site by site basis	Peterborough Open Space Strategy, Atkins, (September 2006)

The references to accessibility which appear in brackets are not part of the standard, as required by policy PPS11, but are included to offer good practice guidance on the location of new open space in relation to new development.

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Appendix C - Buildings of Local Importance (Policy PP15)

Decisions on the inclusion of buildings in the list below will the subject of a separate consultation exercise. The final list will be ratified on adoption of this DPD. Full details of each of the buildings in the list will be included in the forthcoming 'Buildings of Local Importance in Peterborough' (2011).

URBAN	
RAVENSTHORPE	
1	Former BakerPerkinsApprenticeSchool, Westfield Road, PE3 9TJ
2	Former RAF Junior Officers Quarters & Mess, Cottesmore 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, WestTown, 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

Appendix C - Buildings of Local Importance (Policy PP15)

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 FrancisGardens, 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	BroadwayCemetery gates, piers, ironwork, Broadway & Eastfield Road entrances
12	BroadwayCemetery, memorial to Smith / Walker families (south west quarter)
13	BroadwayCemetery, monuments to the Thompson family (south east quarter)
14	BroadwayCemetery, gravestone to Robert Base (south east quarter)
15	BroadwayCemetery, memorial to SerGt. G. T. Hunter (south west quarter)
16	BroadwayCemetery, Cross of Sacrifice, Commonwealth War Graves Commission
17	9 & 11 Park Road PE1 2US
18	Kings School, Park Road

Appendix C - Buildings of Local Importance (Policy PP15)

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

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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
18	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	FormerTechnicalCollege, 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	ParkRoadBaptistChurch, Park Road, PE1 2TF
54	4-16 (even) Park Road, PE1 2TD

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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	WestgateMethodistChurch, Westgate, PE1 1RG
65	44-48 (even) Westgate, PE1 1RE
66	WestgateHouseBuildings, 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

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85	40 & 42 Bridge Street, PE1 1DT
86	20-24 Bridge Street, PE1 1DW
87	4-6 Bridge Street, PE1 1DW
88	PeterboroughTown 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. BishopsRoadGardens
114	Soldiers memorial, Bishops Road, Gardens

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115	St Peters House, Gravel Walk, PE1 1YU

WALTON	
1	Former Sages Factory Water Tower, Windsor Avenue, Walton, PE4 6AN
2	DiscoverySchool, (former Walton Junior & Infant) Mountsteven Avenue, PE4 6HX
3	1073 Lincoln Road, Walton, PE4 6AR
4	VoyagerSchool, 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	OldFlettonPrimary 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, FlettonPE2 8AR
10	Relief on Bridge House, Town Bridge, PE1 1HB
11	Main Range, Whitworths Mill, East Station Road PE2 8AD
12	British Sugar Offices 269-277 Oundle Road, WoodstonPE2 9PW
13	145 Oundle Road, WoodstonPE2 9BW
14	Boys Head Public House, Oundle Road PE2 9PJ
15	Guild House (85-129) Oundle Road, WoodstonPE2 9PW

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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, WoodstonPE2 9PB
19	118 High Street, Fletton, PE2 8DT
20	Cemetery Chapel, FlettonCemetery, Fletton Avenue, FlettonPE2 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	

Appendix C - Buildings of Local Importance (Policy PP15)

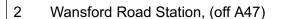|	
1	Canary Cottage, Knarr Farm, Thorney Toll, PE6
2	"Paddy Kips" South Farm, Dairy Drove, Old Knarr Fen Road & Old Hall Farm, French Drove)
3	Dog in a Doublet Sluice, North Bank, Dog in a Doublet, North Side (ThorneyRiver) and New South Eau Drain (French Drain) all 1930's pumping stations
4	Second World 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	ThorneyBridge, 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, EyeCemetery, 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

Appendix C - Buildings of Local Importance (Policy PP15)

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

Appendix D - 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

Table 2

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

Appendix D - Local Plan Policies to be Replaced

Planning Policies DPD Policy	Policies in the Peterborough Local Plan (First Replacement) which are Replaced
PP18 – Drainage and Flood Risk Management	U1, U3, U9
These policies in the Local Plan (First Replacement) 2005 are deleted as they are no longer necessary or are superseded by national policy.	H25, H26, H28, OIW5, OIW6, OIW8, OIW14, OIW15, T19, T20, R5, R6, R11, R12, R14, LT4,LT5, LT7, LT12, CF1, CF2, CF3, CF4, 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.

Table 3

Title	Date Adopted
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)

Appendix E - Glossary

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

Amenity - a general term used to describe the tangible and intangible benefits or features associated with a property or location, that contribute to its character, comfort, convenience or attractiveness.

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.

Development Plan - see Statutory Development Plan.

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

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

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

Local 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.

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

Appendix E - Glossary

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

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

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.

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.

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

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

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

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

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

Appendix E - Glossary

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.

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.

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

Appendix E - Glossary