



**PETERBOROUGH LOCAL DEVELOPMENT
FRAMEWORK**

**PETERBOROUGH PLANNING POLICIES
DEVELOPMENT PLAN DOCUMENT**

Draft for:

*Planning and Environmental Protection Committee –
11 October 2011*

*Sustainable Growth Scrutiny Committee –
13 October 2011*

PETERBOROUGH CITY COUNCIL

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Preface

This is the proposed submission version of the Peterborough Planning Policies Development Plan Document (DPD).

It has been published by Peterborough City Council to enable anybody to submit comments ("representations") before it is submitted to the Secretary of State for Communities and Local Government.

It represents the City Council's final version of policies after considering all other alternatives, views and relevant matters. Any representations made on the policies will be taken into account by a Planning Inspector appointed by the Secretary of State to conduct a Public Examination into the DPD. This will be your final opportunity to influence any changes to policies.

Should you wish to make representations on the soundness of the document, you **MUST** submit your representations within the consultation period - **13 January to 23 February 2012 by 5.00pm**. Only those who have submitted their representations within this 6 week period have the statutory right to have their representations considered.

Any representations made at this stage must relate to the legal compliance and soundness of the document and how it meets (or not) the tests of soundness. The Inspector will first test to ensure that the Planning Policies DPD meets legal requirements before moving on to test for soundness. The tests for soundness relates to how the document and policies have been prepared. In order for the Planning Policies DPD to be found sound, it should be justified, effective and consistent with national policy.

The public consultation period takes place from 13 January to 23 February 2012. You can respond to the consultation in any of the following ways:

We prefer electronic responses to the consultation via the website as this greatly helps us in analysing responses and preparing for the next stage. Our online consultation website address is <http://consult.peterborough.gov.uk/portal/planning/peterborough/pp/ppcd/ppcd?pointId=1577791>

OR Complete a comments form, which can be downloaded at: http://www.peterborough.gov.uk/planning_and_building/planning_policy/draft_development_plans/local_development_framework/planning_policies_dpd.aspx

You can email your comments form or other correspondence to us at:

planningpolicy@peterborough.gov.uk.

You can post your comments form or other correspondence to:

Strategic Planning & Enabling
Operations Directorate
Peterborough City Council
Stuart House East
St John's Street
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The closing date for representations (comments) is **23 February 2012 at 5.00pm**.

Remember: only those who have submitted their representations before the closing date have the statutory right to have their representations considered.

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Introduction and Context

1.1 Introduction

- 1.1.1** The Peterborough Planning Policies Development Plan Document is one of the documents that make up Peterborough's Local Development Framework (LDF).
- 1.1.2** The LDF is not a single plan, but an overall term for a package, or portfolio, of separate planning policy documents. The most important documents in the LDF are known as Development Plan Documents (DPDs). The separate documents in the LDF may be prepared at different times and each one must pass through a number of stages before it can be adopted by the City Council as part of its LDF.
- 1.1.3** The determination of planning applications will be based on the collection of plans and policies in the LDF, together with national planning policy, such as the National Planning Policy Framework.
- 1.1.4** The Peterborough Core Strategy DPD was adopted on 23 February 2011. The Peterborough Site Allocations DPD is due to be adopted in early 2012. The Peterborough Planning Policies DPD and the Peterborough City Centre DPD will be adopted in 2012 or 2013. Collectively, all of these DPDs will eventually replace or delete all of the saved Peterborough Local Plan (2005) policies.

1.2 Peterborough Planning Policies DPD – Preparation Stages

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

MAIN STAGES		DATE
	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
	Consultation Draft	Public consultation on the Council's draft policies Feb 2011 - March 2011
Current Stage →	Proposed Submission	Final opportunity for formal representations on the proposed planning policies Jan 2012- Feb 2012
	Submission and Examination	Planning Policies Document submitted to government along with all public comments received during the proposed submission consultation period April 2012
		Independent Examination by a Planning Inspector July 2012
	Adoption	Council adopts Final Plan Dec 2012
	Monitoring and Review	Each year, identified targets are monitored

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- 1.2.2** In the early stages of preparation 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 were analysed and taken into consideration in formulating policies for a Consultation Draft document. A report containing a summary of the comments made and options selected can be seen at: <http://consult.peterborough.gov.uk/portal/planning/peterborough/pp/ppcd/ppcd?tab>
- 1.2.3** We included draft policies in the Consultation Draft version of the DPD (February 2011). This gave everyone an opportunity to comment on them before they were refined, in the light of those comments and new evidence, for the next, and more formal, Proposed Submission stage.
- 1.2.4** This 'Proposed Submission Version' is your final chance to make formal representations (comments) before the document is submitted to the Secretary of State. After it is submitted, he will appoint a planning Inspector to carry out an examination into the soundness of the document taking account of all representations made.

1.3 Sustainability Appraisal

- 1.3.1** The Council is required to undertake a Sustainability Appraisal of this DPD. This process enables the social, economic and environmental implications of the Council's policies to be fully considered. This is a continuous process from the first stage through to adoption of the DPD. The process began with the publication of a Sustainability Appraisal Scoping Report by consultants in June 2006.
- 1.3.2** Sustainability Appraisal for each policy in the document has been carried out and a Sustainability Appraisal report 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 the document.
- 1.3.3** The outcome of the sustainability appraisal process is a DPD which supports the overall presumption in favour of sustainable development contained in the National Planning Policy Framework.

1.4 Habitats Regulations Assessment

- 1.4.1** A Habitats Regulations Assessment (HRA) is required for any land-use plan which is considered likely to have a significant effect on any European (Natura 2000) site of nature conservation importance. The purpose is to assess the impact of the plan against the conservation policies of the protected site.
- 1.4.2** There are three designated sites of European importance in Peterborough and others nearby. The process of assessment of this DPD in relation to those sites has been carried out in parallel with the Sustainability Appraisal.
- 1.4.3** A Habitats Regulations Assessment Screening Report has been produced for this DPD and it concluded that its policies are not likely to give rise to any significant effect on any European site either alone or in combination.

1.5 Planning Policies DPD and its relationship to other documents

Peterborough Sustainable Community Strategy

Introduction and Context

1.5.1 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.

1.5.2 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. By establishing clear policies for the determination of planning applications, this Planning Policies DPD has 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
- Creating better places to live
- Making Peterborough safer
- Regenerating neighbourhoods

Peterborough Core Strategy DPD (Adopted 2011)

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

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

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

Core Strategy Policy	Supported by Policies in this Planning Policies DPD
CS1: The Settlement Hierarchy and the Countryside	PP5 – Conversion and Replacement Dwellings in the Countryside PP6 –The Rural Economy

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Core Strategy Policy	Supported by Policies in this Planning Policies DPD
CS2: Spatial Strategy for the Location of Residential Development	PP1 – Design Quality
CS3: Spatial Strategy for the Location of Employment Development	PP1 – Design Quality
CS8: Meeting Housing Needs	PP1 – Design Quality PP4 – Prestigious Homes PP5 – Conversion and Replacement Dwellings in the Countryside
CS13: Developer Contributions to Infrastructure Provision	PP12 – Open Space Standards
CS14: Transport	PP10 – The Transport Implications of Development PP11 – Parking Standards
CS15: Retail	PP7 - Development for Retail and Leisure Uses PP8 – Primary Retail Frontages in District Centres PP9 – 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 Residential Development PP9 – Shop Frontages, Security Shutters and Canopies
CS17: The Historic Environment	PP15 – Heritage Assets PP16 – Buildings of Local Importance
CS19: Open Space and Green Infrastructure	PP12 – Open Space Standards PP13 – Nene Valley PP14 – The Landscaping and Biodiversity Implications of Development
CS20: Landscape Character	PP13 – Nene Valley
CS21: Biodiversity and Geological Conservation	PP13 – Nene Valley

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Core Strategy Policy	Supported by Policies in this Planning Policies DPD
	<p>PP14 – The Landscaping and Biodiversity Implications of Development</p> <p>PP17 – Ancient, Semi-Natural Woodland and Ancient and Veteran Trees</p> <p>PP18 – Habitats and Species of Principal Importance</p>
CS22: Flood Risk	PP19 – Flood and Water Management

Peterborough City Centre DPD

1.5.6 Recognising the important role of the City Centre, the City Council is preparing a document that focuses specifically on this area, known as the Peterborough City Centre DPD. It will allocate sites that will enable the regeneration and enhancement of the centre of the city. It has to be generally in line with the Core Strategy's vision, objectives and policies. Although policies in 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 DPD.

Peterborough Site Allocations DPD

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

Supplementary Planning Documents (SPDs)

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

Proposals Map

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

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

- 2.1.1** Peterborough has a growth agenda and considerable development will take place in the next 15 years and beyond. As built development lasts for many years, it is important that all new developments are not just designed to high standards but are built to meet the needs of end-users. New development also needs to be sufficiently flexible and adaptable to cater for any future needs.
- 2.1.2** All new development should relate well to its surroundings, resulting in a scheme that is coherent and interesting in character. For most proposals, this should be clearly outlined in the Design and Access Statement as to how the design was developed and what the scheme is trying to achieve. This policy establishes the basic principles as to the design elements that should be considered when proposals are developed. Considerable design advice is available from external bodies such as the Design Council which includes CABI's building for life criteria <http://www.designcouncil.org.uk/>. Where appropriate, the assessment of the development proposal against 'Building for Life' criteria is supported and could assist the Council in deciding whether the requirements of policy PP1 have been met.
- 2.1.3** In association with the above policy, and policy CS10 'Environment Capital' in the adopted Peterborough Core Strategy, developments are encouraged to use sustainable building materials and methods, including the use of locally sourced materials where possible. Designs should maximise the use of renewable energy and passive solar gain, and take advantage of opportunities for natural ventilation, cooling and shading. All new proposals will need to be designed to withstand and adapt to the predicted impacts of climate change such as high temperatures, increased risks of flash-flooding and changing ground conditions, to ensure that the building is practical and comfortable for all users during its lifespan. This could include the use of measures such as the installation of green roofs and grey water recycling, and materials which will reduce heat gain in summer and maximise natural ventilation.

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

Relationship to Core Strategy Policies and Objectives

This policy supports:

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

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

2.2 PP2 - Impacts of New Development

Policy PP2

Impacts of New Development

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

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

2.2.1 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.

2.2.2 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 any negative impacts of new development on occupiers and neighbours.

- 2.2.3** 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.
- 2.2.4** We always encourage development to be designed in such a way to minimise opportunities for crime and disorder. Developers should seek advice from the police and other organisations, at the design stage, to help design out crime. Any crime prevention measures would have to be in place before any property is occupied.

Relationship to Core Strategy Policies and Objectives

This policy supports:

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

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

2.3 PP3 - Amenity Provision in New Residential Development

Policy PP3

Amenity Provision in New Residential Development

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

- (a) adequate internal space for the living and storage needs of prospective occupiers, capable of being adapted as those needs change over their lifetime; and**
- (b) adequate daylight and natural sunlight, privacy and noise attenuation for prospective occupiers, commensurate with the nature of the intended use; and**
- (c) well designed and located private amenity space commensurate with the development; and**
- (d) adequate provision for segregated waste, well designed and located bin storage and collection areas to serve the development.**

- 2.3.1** The policy aims to secure "livability" for all new residential development. This includes residential extensions as well as new dwellings. In the context of this policy, this involves the provision of adequate internal space to a consistent minimum standard irrespective of tenure. The Council's policy for Lifetime Homes appears in policy CS8 of the Peterborough Core Strategy.
- 2.3.2** "Livability" also involves adequate garden space in the case of individual dwellings, for sitting out, children's play, drying clothes and plant/vegetable cultivation, commensurate with the size of the dwelling and the nature of the built form of the locality. The livability area should not be compromised by high levels of shading or overlooking. In the case of flats, private amenity space might be achieved by the provision of ground floor patios and upper floor balconies.

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2.3.3 Finally, the "Livability" concept covers a good level of amenity provision for prospective occupiers, in terms of daylight, sunlight and privacy. Further advice on satisfying parts (a), (b) and (c) of the policy will be given in a separate Supplementary Planning Document.

2.3.4 Within residential developments, developers will be required to provide adequate space for internal and external segregation and storage of waste. The RECAP Waste Management Design Guide Supplementary Planning Document details the waste segregation, storage and collection requirements that designers and developers will need to satisfy. The Guide applies to new commercial developments too. The Guide offers a significant opportunity for innovation in waste management design and effective alternative waste management solutions are welcomed.

Relationship to Core Strategy Policies and Objectives

This policy supports:

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

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

2.4 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, redevelopment, conversion or change of use) which meets the need for prestigious, top-of-the market housing, unless either:

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

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

Part (a) does not apply if the development that is proposed would be contrary to policy SA19 (Special Character Areas) of the Peterborough Site Allocations DPD.

2.4.1 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: CS8 - Meeting Housing Needs

Core Strategy objective: OB7 - Balanced Mixed Housing

2.5 PP5 – Conversion and Replacement Dwellings in the Countryside

Policy PP5

Conversion and Replacement Dwellings in the Countryside

Conversion of an agricultural building

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

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

Replacement of an existing dwelling in the countryside

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

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

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

- (h) of an appropriate scale to the plot and its setting in the landscape; 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 immediately after the new dwelling is first occupied.

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- 2.5.1** 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 CS2) and Site Allocations DPD (policy SA4).
- 2.5.2** 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.
- 2.5.3** 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.

Relationship to Core Strategy Policies and Objectives

This policy supports:

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

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

2.6 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 with its rural location, without unacceptable environmental impacts; 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 would involve the construction of a new building in the open countryside, is supported by a robust business plan that demonstrates (i) the demand for the development and (ii) that the facilities to be provided would constitute a viable business proposition on a long-term basis.**

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

- 2.6.1** 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.
- 2.6.2** In all cases where a tourism, leisure or cultural facility is proposed in the open countryside and requires the construction of a new building, the Council will require a robust business plan, appropriate to the proposed scheme. The business plan must demonstrate the demand and viability of the scheme on an on-going basis. This requirement will help prevent development being permitted in the open countryside, which quickly fails as a business and leads to pressure on the Council to permit the conversion of the failed development to another use (e.g. conversion to residential) which the Council would not have permitted on that site in the first instant.
- 2.6.3** The main focus of development in rural areas will be within village envelopes. Guidance is provided in the Core Strategy (policy CS1) and Site Allocations DPD (policy SA4). However, the re-use of buildings outside villages for employment purposes can play an important role in meeting the need for employment in rural areas. It can provide jobs, give renewed use to

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

2.6.4 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.

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

2.7 PP7 - Development for Retail and Leisure Uses

Policy PP7

Development for Retail and Leisure Uses

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

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

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

- **First Level - within the Primary Shopping Area for retail development; within the District or Local Centre for leisure development (subject to policy PP8)**
- **Second Level - edge of centre**
- **Third Level - out of centre**

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

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

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

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

2.7.1 The boundaries of all District Centres, Local Centres and Primary Shopping Areas are defined on the Proposal Map in accordance with the Core Strategy policy CS15.

2.7.2 The meaning of 'edge-of-centre' for the purpose of retail development is a location that is well connected to and within easy walking distance (i.e. up to 300 metres) of the boundary of a Primary Shopping Area. For leisure development, the term means a location within 300 metres easy walking distance of the boundary of a District or Local Centre. In determining 'easy walking distance', the Council will take into account barriers to pedestrian movement, such as the need to cross major roads or car parks, the attractiveness and perceived safety of the route and the strength of attraction and size of the centre.

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2.7.3 Other uses such as libraries, medical centres and community facilities should be located in or on the edge of centres where possible, but will not be restricted to those locations if they would be unsuitable or inappropriate in relation to the community that they would serve.

2.7.4 The City Centre DPD will establish the boundary of the Primary Shopping Area for the city centre and any specific policies applying to it.

Relationship to Core Strategy Policies and Objectives

This policy supports:

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

2.8 PP8 – Primary Retail Frontages in District Centres

Policy PP8

Primary Retail Frontages in District Centres

Within the ground floor of 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.**

2.8.1 The main retail areas within District Centres are designated as Primary Shopping Areas and primary retail frontages as shown on the Proposals Map. Government policy requires that the City Council define the extent of the primary shopping area where A1 use would be the predominant use. In line with Core Strategy policy CS15, the primary shopping areas in the District Centres are defined in order to direct retail developments to these locations in accordance with the retail hierarchy. The primary shopping area can also be used to determine edge of centre locations (i.e. up to 300 metres of the primary shopping area) in the District Centres. Within the District Centre boundary outside the primary shopping area, other 'District Centre uses' will be directed.

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

Planning Policies

- 2.8.3** 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.
- 2.8.4** Policy PP8 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.
- 2.8.5** PP8 relates to the ground floor of shop units only. The use of upper floors above shops for non-retail uses is encouraged, particularly for residential, provided it is in accordance with relevant LDF policies.
- 2.8.6** 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.
- 2.8.7** 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.
- 2.8.8** The primary shopping frontages in some District Centres (Orton and Werrington in particular) are likely to change due to regeneration of these with further development. When the regeneration of a District Centre is completed, the primary shopping frontages will then be revised to reflect the new layout. Any changes to the primary shopping frontage will be finalised after it has been through the statutory process.
- 2.8.9** Please note that any detailed retail policy for frontages in the City Centre will be set out in the City Centre Area DPD.

Relationship to Core Strategy Policies and Objectives

This policy supports:

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

Planning Policies

2.9 PP9 – Shop Frontages, Security Shutters and Canopies

Policy PP9

Shop Frontages, Security Shutters and Canopies

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

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

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

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

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

2.9.1 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.

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

- 2.9.3** Canopies are not traditional on most buildings in this country and are frequently not compatible with their style or character. Because of their shape, design, materials and colours, they can be visually very dominant and discordant. It is important, therefore, that they should be used sensitively.
- 2.9.4** Subject to resources, the Council may prepare an SPD to offer further guidance on how policy PP9 can be met.

Relationship to Core Strategy Policies and Objectives

This policy supports:

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

2.10 PP10 – The Transport Implications of Development

Policy PP10

The Transport Implications of Development

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

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

- 2.10.1** The Core Strategy (policy CS14) sets out the overall policy approach to transport issues and would need to be taken into account when considering a development proposal. This DPD addresses transport issues such as the effect of development on road safety, traffic congestion, 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.
- 2.10.2** When assessing development proposals the City Council will give consideration to the needs of transport user groups in the order of priority as set out in the Transport User Hierarchy (see Glossary).
- 2.10.3** Accessibility for user groups and the transport impact of a development proposal can be addressed through the design of a scheme, the imposition of planning conditions, or the developer agreeing to enter into a planning obligation - or all three, depending on the circumstances. Where appropriate, the City Council will negotiate with developers to secure

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on and/or off-site transport infrastructure improvements that are necessary to enable the development to proceed, as part of its overall approach to developer contributions, as set out in policy CS13 of the Core Strategy.

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

2.11 PP11 – Parking Standards

Policy PP11

Parking Standards

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

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

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

- 2.11.1** 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 the National Planning Policy Framework. Minimum parking provision for cycle, powered two wheelers and spaces for disabled users are also included in the parking standards.

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- 2.11.2** 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 the LTP), parking provision should be restricted to operational use only which is use referring to servicing, delivery and maintenance.
- 2.11.3** For new residential development within the City Centre area (as defined in the 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.
- 2.11.4** For all new residential development within the City Peripheral and Outer areas (as defined in the 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.
- 2.11.5** 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.
- 2.11.6** Transport Assessments (which are required for all development with significant transport implications – see Core Strategy policy CS14 for details) should always seek to minimise parking provision, below the maximum standards in Appendix A. Provision below the maximum standards is likely to be feasible in locations highly accessible by public transport and where there are opportunities for shared or on-street parking. 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.
- 2.11.7** 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.
- 2.11.8** 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.
- 2.11.9** As an Environment City, Peterborough is part of the 'Plugged-in Places' programme, which supports the early development of an electric car charging point infrastructure. Many charging points via this programme would need to be accessible to the public, based with businesses. However, if electric vehicles are to become mainstream, it is essential that the infrastructure is available at a domestic level. This infrastructure is far cheaper and easier to implement at the construction stage of a new home, rather than being retro-fitted to an existing dwelling. As such, the policy requires the provision of a plug-in point on all new-build dwellings, where practical.

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Relationship to Core Strategy Policies and Objectives

This policy supports:

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

2.12 PP12 – Open Space Standards

Policy PP12

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. The precise type of on-site provision that is required will depend on the nature and location of the proposal and the quantity/type of open space needed in the area. This should be the subject of discussion/negotiation at the pre-application stage. If there are deficiencies in certain types of open space provision in the surrounding area, the City Council will seek variations in the component elements to be provided by the developer in order to overcome them.

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

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

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

2.12.1 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 (although here, a financial contribution to provision is more likely to be the best solution, rather than on-site provision). Proposals that will result in loss of existing open space will be assessed against policy CS19 in the Core Strategy.

2.12.2 The open space standards set out in Appendix B provide the basis for assessing the notional open space requirements of any proposed residential development. They set out a hierarchy of open space which is based on the Atkins Peterborough Open Space Study Update (2011) and which will be applied to all relevant development proposals.

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- 2.12.3** 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 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 in order to secure the best outcome for the development and the surrounding area.
- 2.12.4** In assessing whether any open space that is provided in accordance with policy PP12 will be acceptable, the City Council will take into account the need to ensure that the proposed site will keep potential nuisance to a minimum and that there is sufficient supervision and surveillance from homes for doorstep and junior play areas.
- 2.12.5** 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.
- 2.12.6** 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: CS13 - Developer Contributions to Infrastructure Provision
CS19 - Open Space and Green Infrastructure

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

Planning Policies

2.13 PP13 – Nene Valley

Policy PP13

Nene Valley

Within the area of the Nene Valley as shown on the Proposals Map, the Council will support development that would safeguard and enhance recreation or bring landscape, nature conservation, heritage, cultural or amenity benefits, so long as that development would be appropriate in terms of use, scale and character with its urban or countryside location and the townscape or landscape character of the area in which it would be situated. Such development will include, in particular:

- (a) proposals that would enhance navigation along the river for a wide range of recreational, cultural or transport purposes, or create new links with other waterways within and/or surrounding the local authority area; and**
- (b) proposals that would create a more natural water's edge and contribute to enhancing biodiversity; and**
- (c) proposals that would enable greater public access to the waterspace and the achievement of continuous publicly accessible paths and cycle routes alongside the river.**

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

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

- 2.13.1** The Nene Valley runs west-east across the District. It is identified as an area of high amenity, landscape, ecological and heritage value.
- 2.13.2** 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, the Council considers that there is still scope for further action to enhance the Nene Valley's role for recreation whilst having due regard to other aspects of the river's environment. It is envisaged that there will be a gradual transition from informal, dispersed activities in the rural area to more organised, formal activities in the urban area. The City Centre DPD will consider proposals for the use of the River Nene within its boundary.
- 2.13.3** 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

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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.

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

Relationship to Core Strategy Policies and Objectives

This policy supports:

Core Strategy policies:

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

Core Strategy objectives:

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

Planning Policies

2.14 PP14 – The Landscaping and Biodiversity Implications of Development

Policy PP14

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 or reports 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(s).

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

- (a) the retention and protection of trees and other natural features that make a significant contribution to the landscape or biodiversity value of the local environment, provided that this can be done without unduly compromising the achievement of a good design solution for the site; and
- (b) new landscaping for the site as an integral part of the development, with new tree, shrub and hedgerow planting suitable for the location, including wildlife habitat creation; and
- (c) the protection and management of existing and new landscape, ecological and geological features during and after construction, including the replacement of any trees or plants introduced as part of the development scheme which die, are removed or become seriously damaged or diseased; and
- (d) the protection and, where necessary and feasible, the enhancement of water quality and habitat of any aquatic environment in or adjoining the site. For riverside development, this includes the need to consider options for riverbank naturalisation.

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.

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

2.14.2 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.

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

Relationship to Core Strategy Policies and Objectives

This policy supports:

Core Strategy policy: CS16 - Urban Design and the Public Realm
CS21 – Biodiversity and Geological Conservation

Planning Policies

Core Strategy objectives:	OB2 - Environment Capital
	OB19 - Climate Change
	OB20 - Sites of Environmental Importance
	OB22 - Open Space and Sport
	OB25 - New Development
	OB26 - Urban Fabric and Public Realm

2.15 PP15 – Heritage Assets

Policy PP15

Heritage Assets

Any development proposal that would affect a Heritage Asset will be required to:

- (a) preserve and enhance the significance of the heritage asset and/or its setting, where applicable, and townscape value; and
- (b) demonstrate an understanding of the significance of that asset or its setting; and
- (c) explain the significance of the heritage asset to establish its history, character, architectural style, past development and any archaeology; and
- (d) identify the impact of works on the special character of the asset; and
- (e) provide a clear justification for the works, especially if these would harm the asset or its setting, so that the harm can be weighed against public benefits.

Any development proposal that would detrimentally impact upon a historic asset will be refused permission, unless there are overriding public benefits.

Heritage Assets include those formally designated under national legislation; those included in the Peterborough Historic Environment Record; Buildings of Local Importance identified under policy PP16; and, in villages, green spaces, open spaces and gaps in frontages, treed and hedged frontages, and substantial walls and railings, all as shown on the Proposals Map.

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

2.15.1 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.

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- 2.15.2** 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 demonstrate a high quality design to preserve and enhance the area's special character. Development outside a conservation area will have to show that it does not detrimentally impact on the setting or important views into or out of the conservation area.
- 2.15.3** Listed buildings are a heritage of national importance and are designated by English Heritage in recognition of their special architectural or historic interest. For historic buildings to retain their value as living historic records and their contribution to the identity and character of the area, the guiding principle is to preserve the fabric, special features and setting of the building. Proposals for the partial or total demolition of a listed building, or alteration or extension that would adversely affect the building's special architectural or historic character will not be supported.
- 2.15.4** Archaeological remains are an important part of Peterborough's historic environment. They constitute an important resource for understanding our past, and often survive as significant landscape features. Archaeological remains are a finite and non-renewable resource and, in many cases, they are highly fragile and vulnerable to damage and destruction. There is a presumption in favour of physical preservation of remains *in situ* wherever possible. In the case of application sites which include, or could potentially include, heritage assets with archaeological interest, the Council will require the developer to carry out a preliminary desk-based assessment and/or a field evaluation. The results of these will inform the plan and decision-making processes at pre-determination stage. In advance of the loss of a potential heritage asset at a post-determination stage, further archaeological mitigations may be attained through the implementation of a programme of suitable archaeological investigations.
- 2.15.5** In the case of development encroaching upon a scheduled monument or its setting, planning permission will only be permitted if development improves or, at least, does not harm the significance of the monument.
- 2.15.6** 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, in accordance with Core Strategy policy CS20.
- 2.15.7** 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.
- 2.15.8** 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 Proposals Map for more details and policy on these areas). Further Special Character Areas may be identified.

Planning Policies

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

Relationship to Core Strategy Policies and Objectives

This policy supports:

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

2.16 PP16 – Buildings of Local Importance

Policy PP16

Buildings of Local Importance

Where planning permission or conservation area consent 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 public benefits of the scheme outweigh the loss of, or substantial alteration to, the building.**

2.16.1 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.

2.16.2 In 2009 the Council agreed criteria for the identification and selection of 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.

2.16.3 A 'local list' has been prepared using the adopted selection criteria, and all of the buildings and structures on the list appear in Appendix C. The list itself contains a description with full details of each building or structure and the reasons for its inclusion. The purpose of preparing a revised local list is to celebrate local distinctiveness, help to safeguard these buildings and ensure that repairs, alterations and extensions are sympathetic to their character. The Council will periodically review the 'local list' and prepare design guidance.

2.16.4 Locally listed buildings do not have additional statutory protection. However, the Council has the ability to remove 'permitted development rights' via Article 4 of the Town and Country Planning (General Permitted Development) Order 1995 to preserve the character and appearance of any such building.

Relationship to Core Strategy Policies and Objectives

This policy supports:

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

2.17 PP17 – Ancient, Semi-Natural Woodland and Ancient and Veteran Trees

Policy PP17

Ancient, Semi-Natural Woodland and Ancient and Veteran Trees

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

- 2.17.1** Ancient, semi-natural woods are those areas of woodland which have had a continuous cover of native trees and plants since at least 1600AD, and have not been cleared and/or extensively replanted since then. These ancient woodlands are vitally important for biodiversity and as part of the historic landscape of the district. As a habitat, ancient semi-natural woodland is home to many of the UK's most threatened species. Peterborough is one of the least wooded areas of the UK. The main pockets of ancient, semi-natural woodland within the District lie to the west of Peterborough. Such woodland is rare in the Fens due to its historic wetland origins.
- 2.17.2** An ancient tree is one that is old relative to the longevity of other trees of the same species, that is in the ancient stage of its life or that has biological, aesthetic or cultural interest because of its age. A veteran tree is usually in the mature stage of its life and has important wildlife and habitat features.
- 2.17.3** 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:	CS21 - Biodiversity and Geological Conservation
Core Strategy objectives:	OB2 - Environment Capital OB19 - Climate Change OB20 - Sites of Environmental Importance

Planning Policies

2.18 PP18 – Habitats and Species of Principal Importance

Policy PP18

Habitats and Species of Principal Importance

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

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

- 2.18.1** 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.
- 2.18.2** The S41 list is used to guide decision-makers such as public bodies, including local and regional authorities, in implementing their duty under section 40 of the Act, to have regard to the conservation of biodiversity in England, when carrying out their normal functions.
- 2.18.3** Fifty-six habitats of principal importance are currently included on the S41 list. These are all the habitats in England that have been identified as requiring action in the UK Biodiversity Action Plan (UK BAP). They include terrestrial habitats such as upland hay meadows to lowland mixed deciduous woodland, and freshwater and marine habitats such as ponds and sub-tidal sands and gravels.
- 2.18.4** There are currently 943 species of principal importance included on the S41 list. These are the species found in England which have been identified as requiring action under the UK BAP. In addition, the Hen Harrier has also been included on the list because without continued conservation action it is unlikely that the Hen Harrier population will increase from its current very low levels in England. In accordance with S41(4) the Secretary of State will, in consultation with Natural England, keep this list under review and will publish a revised list if necessary.
- 2.18.5** Developers are advised to contact the City Council at an early stage to determine if their proposal would affect any habitat or species of principal importance.
- 2.18.6** In implementing policy PP18, the assessment of harm relates to the proposed development as a whole, taking into account any mitigation and compensation measures that are proposed.
- 2.18.7** Many wildlife species benefit from statutory protection under a range of legislative provisions. These species do not require a policy in this DPD to protect them. Where a species receives statutory protection but is also included in the S41 list, the protection afforded by legislation and national policy will take precedence over policy PP18.

Relationship to Core Strategy Policies and Objectives

This policy supports:

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

2.19 PP19 – Flood and Water Management

Policy PP19

Flood and Water Management

Development will not be permitted unless:

(a) it makes provision for suitable flood risk management measures (covering both surface water and main river flooding) that are necessary and commensurate with the scale, nature and location of the development that is proposed: and

(b) it can be demonstrated that it does not compromise the achievement of 'good ecological status' in any watercourse under the Water Framework Directive.

The Peterborough Flood and Water Management Supplementary Planning Document (SPD) will provide detailed guidance on how to address site-based surface water flooding matters. It will cover:

- sustainable drainage measures appropriate to the type and size of development
- the way in which those measures will vary across the Peterborough Local Authority area, depending on the location of the proposed development site
- information on the Council's requirements for the process of gaining SuDS approval for development sites
- the Council's requirements for the SuDS adoption process.

The SPD will also bring together other elements of integrated water management, setting out further guidance on how development can contribute positively to watercourses and their flood risk, water quality and potential for biodiversity.

2.19.1 Flood risk in Peterborough exists from a variety of sources. The principal sources are:

- Main Rivers
- Ordinary watercourses
- Groundwater
- Surface runoff
- The water and sewerage network.

Planning Policies

- 2.19.2** The Nene Washes provides flood protection to Peterborough from flood events with a probability of up to 0.5% (1 in 200 chance) in any one year.
- 2.19.3** Peterborough has 18 rivers of a variety of sizes, which have been classified as 'main river' and are managed by the Environment Agency. Main River classification is based upon the levels of flood risk from a river, and not the size of the channel. Core Strategy policy CS22 addresses flood risk from main river flooding and should be referred to alongside policy PP19. This policy and the associated Flood Risk and Water Management SPD expand upon the detail of CS22, providing further guidance on how water management should be considered during site design.
- 2.19.4** Peterborough has many ordinary watercourses managed by landowners (riparian owners), the City Council and the Internal Drainage Boards. Ordinary watercourses are all rivers not designated as Main River.
- 2.19.5** Groundwater is defined as all water which is below the surface of the ground and in direct contact with the ground or subsoil.
- 2.19.6** Surface runoff is caused by high intensity rainfall (large volumes falling in a small period of time) when water is ponding or flowing over the ground surface before it enters the drainage network or watercourse, or where it cannot enter the network or watercourse because these are full. The flooding caused is known as pluvial flooding.
- 2.19.7** Flooding from the water and sewerage network can be split into two types:
- That which occurs when the capacity of underground systems is exceeded due to heavy rainfall, resulting in flooding inside and outside of buildings.
 - Operational issues such as burst water mains, or sewer flooding in dry weather, or that caused by blocked gullies. This type of flooding is not dealt with in planning policy as it is the sole responsibility of the water and sewerage provider.
- 2.19.8** The frequency of flooding is likely to increase in the future as a result of climate change. Particular care must be taken to ensure that new development is neither at risk of flooding, nor increases the risk of flooding elsewhere.
- 2.19.9** The Flood and Water Management Act 2010 established unitary or county councils as 'Lead Local Flood Authorities', responsible for the management of flood risk from surface runoff, groundwater and ordinary watercourses. While the proposed Flood and Water Management SPD does not ignore other sources of flood risk, it is principally in this context that it is being produced. This will enable the Council to act on its responsibilities and improve management of local flood risk in its area.
- 2.19.10** The Council is required to establish a Sustainable Drainage Systems (SuDS) Approving Body, which will review, approve and adopt drainage strategies and systems. The main aim of SuDS is to, as much as possible, make drainage follow natural processes. The SPD will set out an initial framework for the way that the review and approval process will function in Peterborough alongside the current planning process.
- 2.19.11** Guidance about the way in which the SuDS Approval Body will undertake its role and about expected standards for SuDS will be set out by Defra. The SPD will complement this guidance and will be reviewed and updated should the need arise due to changes in the national guidance or in local conditions.

2.19.12 In Peterborough there are many drainage catchments, defined by the systems to which they drain, the prevailing bedrock, subsoil and topsoil and the capacity of the systems. The characteristics of each catchment were used to define initial Flood Risk and Surface Water Management Units in the Peterborough Strategic Flood Risk Assessment Level 2. These management units have since been refined and will be used in the SPD to improve management of flood risk from surface runoff. The intention is that in future all partners involved in designing or advising on flood risk /surface water management /drainage schemes will be able to consult the SPD for guidance on what types of drainage systems may or may not be appropriate in each management unit. The management units will pinpoint any further detail or local variations that are appropriate due to sub-catchment characteristics.

2.19.13 Management of water quality is an essential part of integrated water management and it is important that measures to prevent reductions in the ecological potential of watercourses are embedded into local policy. Ideally, improvements in the quality and biodiversity are sought, as discussed in policy PP14. The Council and all of its water management partners are keen to work towards such improvements and hence it is recommended that developers of riverside sites, or those containing large aquatic environments, engage with the Council early on to discuss potential projects.

Relationship to Core Strategy Policies and Objectives

This policy supports:

Core Strategy policy:	CS22 - Flood Risk
Core Strategy objectives:	OB19 - Climate Change OB29 - Flood Risk

Planning Policies

Implementation and Monitoring

Implementation

- 3.0.1** 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.
- 3.0.2** 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.
- 3.0.3** 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.

Monitoring

- 3.0.4** Preparation of a plan is not a 'one-off' activity; it is part of a process that involves keeping a check on how successful the plan is in delivering what it sets out to do, and making adjustments to that plan if the checking process reveals that changes are needed. An important aspect of the planning system is the ability to produce various local development documents at different times. This allows the Council to respond quickly to changing circumstances and priorities in Peterborough.
- 3.0.5** 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 consequence
 - to establish whether targets are being achieved
- 3.0.6** It is important to ensure that the scale of intended monitoring work is commensurate with the resources available to undertake it. It is neither necessary nor possible to monitor every aspect of every policy. The Council has identified a number of monitoring indicators which have been selected in the light of the indicators for the Peterborough Core Strategy; and to ensure that there is no duplication of effort in respect of indicators that are more appropriately monitored elsewhere (for example, for the Council's Local Transport Plan).
- 3.0.7** 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 Report, which will be published by the end of each year.
- 3.0.8** The table below shows our monitoring framework.

Table 1

Policy	Indicator	Target
PP1 – Design Quality	Customer and user feedback	High levels of satisfaction

Implementation and Monitoring

Policy	Indicator	Target
PP2 - Impacts of New Development	Customer and user feedback	High levels of satisfaction
PP3 - Amenity Provision in New Residential Development	Customer and user feedback	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	Feedback from Local Enterprise Partnership	N/A
PP7 - Development for Retail and Leisure Uses	Amount of completed A1 floorspace (gross and net) by location	Increase by 2026
PP8 – Primary Retail Frontages in District Centres	Amount of completed A1 floorspace (gross and net) by location	Increase by 2026
	Amount of completed A2 – A5 floorspace (gross and net) by location	N/A
PP9 – Shop Frontages, Security Shutters and Canopies	Customer and user feedback	High levels of satisfaction
PP10 – The Transport Implications of Development	Indicators for this policy are determined via an up-to-date Local Transport Plan (LTP)	As set out in an up-to-date LTP
PP11 – Parking Standards	Customer and user feedback	High levels of satisfaction
PP12 – 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
PP13 – Nene Valley	Customer and user feedback	High levels of satisfaction

Implementation and Monitoring

Policy	Indicator	Target
PP14 – 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
PP15– Heritage Assets	Number of entries for Peterborough on English Heritage's Heritage at Risk (HAR) Register	Reduce
	Number of entries on Peterborough's Heritage at Risk Register	Reduce
	Number and area of designated conservation areas and Article 4 Directions	Maintain or increase
	Change in the number of Listed Buildings and scheduled monuments	Maintain or increase
PP16 – Buildings of Local Importance	Number of Buildings of Local Importance which are demolished	None other than where policy PP16 allows
PP17 – Ancient, Semi-Natural Woodland and Veteran Trees	Area of ancient, semi-natural woodland and number of veteran trees which are lost	None other than where policy PP17 allows
PP18 – Habitats and Species of Principal Importance	Improved local biodiversity - active management of local sites	Improve
PP19 - Flood and Water 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

Implementation and Monitoring

Appendix A - Parking Standards (Policy PP11)

Parking Standards (Policy PP11)

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

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

The disabled parking standards in the tables below range from 2%-6% of all spaces, depending on the type of development proposed. Disabled parking provision in large mixed development schemes should be distributed so that disabled people can access all of the site and not just the entrance to a single building.

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled
A Uses	Maximum	Minimum	Minimum	Minimum
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 1 st 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
A1 – Food stores	1 space per 14 sqm gross floorspace			
Informative notes				
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.				
A2 - Financial and Professional Services	1 space per 20 sqm gross floorspace	1 stand per 150 sqm gross floorspace for staff plus 1 stand per 400 sqm gross floorspace for customers	1 space, + 1 per 20 car spaces (for 1 st 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 PP11)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled
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 1 st 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
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		
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 1 st 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
Informative notes				
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.				
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 1 st 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 PP11)

Use	Car/Man	Cycle	Powered Two Wheeler	Disabled
B Uses	Maximum	Minimum	Minimum	Minimum
B1 – Business	1 space per 30 sqm gross floorspace	1 stand per 90 sqm gross floorspace for staff plus 1 stand per 200 sqm gross floorspace for visitors	1 space, + 1 per 20 car spaces (for 1 st 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
Informative notes				
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 1 st 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
Informative notes				
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 1 st 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 PP11)

Use	Car/Man	Cycle	Powered Two Wheeler	Disabled
B8 with retail element	3 parking spaces per unit plus 1 space per 300 sqm gross floorspace +1 space per 20 sqm gross floorspace for customer parking			
<p>Informative notes</p> <p>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 floorspace that has public access.</p> <p>If a site office is included in the development then a B1 parking standard should be applied for that area.</p>				

Appendix A - Parking Standards (Policy PP11)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled
C Uses	Maximum	Minimum	Minimum	Minimum
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 1 st 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
Informative notes				
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.				
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 1 st 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
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		
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		

Appendix A - Parking Standards (Policy PP11)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled
Residential Education Establishments – Primary/Secondary	1 space per full time equivalent staff	1 stand per 8 staff + 1 stand per 6 Students		1 bay or 5% of total capacity, whichever is greater
Residential Education Establishments – Further/Higher	1 space per full time equivalent staff + 1 space per 5 students	1 stand per 8 staff + 1 stand per 6 students		
<p>Informative notes</p> <p>Parking Standards for retirement developments that are warden assisted yet provide independent living should fall under Class C3.</p> <p>Hospital parking It should be acknowledged that particular needs of hospitals arising from their 24 hour service (which impacts on accessibility for patients and visitors and on staff working patterns) should be taken into account and parking provision provided accordingly. The impact of parking on the surrounding area should be considered and if necessary provision should be made for appropriate traffic management measures (e.g. resident parking scheme) to prevent illegitimate parking on neighbouring streets by people travelling to the hospital site. Travel plans for staff, patients and visitors play an important role in traffic reduction and especially encourage modal shift for staff. * Independent Sector Treatment Centre</p>				
C2A - Secure Residential Institution	1 space per full time equivalent staff,	1 stand per 8 full time equivalent staff,	1 space, + 1 per 20 car spaces (for 1 st 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
	Visitor – on a case-by-case basis	Visitor – on a case-by-case basis		Over 200 bays = 6 bays plus 2% of total capacity

Appendix A - Parking Standards (Policy PP11)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled
<p>Informative notes</p> <p>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.</p>				
	Minimum*	Minimum*	Minimum*	Minimum*
C3 – Dwelling houses	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
1 bedroom	2 spaces per dwelling (plus spaces for visitors at the rate of 1 space for every 6 - 8 dwellings (unallocated))			Over 200 bays = 4 bays plus 4% of total capacity
2+ bedroom	2 spaces per dwelling (plus spaces for visitors at the rate of 1 space for every 4 dwellings (unallocated))			
4+ bedroom	1 space per dwelling	1 stand per 8 units (residents)	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	
Retirement developments (e.g. warden assisted independent living accommodation)	1 space per bedroom	1 secure covered space per bedroom. None if garage or secure area is provided within curtilage of dwelling	N/A	
C4 – Houses in multiple occupation				

Appendix A - Parking Standards (Policy PP11)

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

Appendix A - Parking Standards (Policy PP11)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled
D Uses	Maximum	Minimum	Minimum	Minimum
D1- Medical Centres	1 space per full time equivalent staff + 2 per consulting room + drop off/pick up facilities	1 stand per 8 staff plus 1 stand per 2 consulting rooms for visitors	1 space, + 1 per 20 car spaces (for 1 st 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
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
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
Informative notes				
A lower provision may be appropriate for educational establishments in an urban location where there is good access to alternative forms of transport to allow sustainable travel. Parking/drop off arrangements for Special Schools must be taken into consideration as generally extra staff are required and most pupils/students arrive by taxi or car. Coach parking and facilities must be considered for all D1 uses.				
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 1 st 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 PP11)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled
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		
Team sports (outdoor sports pitches)	20 spaces per pitch plus 1 space per 10 spectator seats + drop off/pick up facilities + space for parking of 2 coaches or buses	1 stand per 8 staff plus visitor parking on a case-by-case basis		
Swimming Pools, Gyms, Sports Halls	1 space per 22 sqm of public area + drop off/pick up facilities + space for parking of 2 coaches or buses	1 stand per 8 staff plus visitor parking on a case-by-case basis		
Golf Clubs	3 spaces per hole + drop off/pick up facilities	On a case-by-case basis		
Other Sports facilities	Individual merit + drop off/pick up facilities + space for parking of 2 coaches or buses	On a case-by-case basis		
Informative notes				
Coach parking and facilities must be considered for all D2 uses. Multifunctional uses must be considered per individual use class and adequate parking allocated to encompass all uses, when assessing the parking requirements of a development, taking into account cross-visitation.				

Appendix A - Parking Standards (Policy PP11)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled
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 1 st 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
Bus Stops (Key)	N/A	On a case-by-case basis	Individual merit	N/A
Caravan Parks	1 space per pitch + 1 space per full time staff equivalent	1 stand per 10 pitches	1 space, + 1 per 20 car spaces (for 1 st 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		200 bays or less = 3 bays or 6% of total capacity, whichever is greater Over 200 bays = 4 bays plus 4% of total capacity
Cash & Carry/Retail warehouse clubs	1 space per 30sqm gross floorspace	1 stand per 8 staff; on a case-by-case basis for visitors		200 bays or less = 3 bays or 6% of total capacity, whichever is greater Over 200 bays = 4 bays plus 4% of total capacity
Conference Facilities (see Informative notes)	1 space per 5 seats (sustainable locations)	1 stand per 8 staff plus visitor parking on a case-by-case basis		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 PP11)

Use	CarVan	Cycle	Powered Two Wheeler	Disabled
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		200 bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 bays = 4 bays plus 4% of total capacity
Hostel	1 space per full time staff equivalent	on a case-by-case basis		Over 200 bays = 4 bays plus 4% of total capacity
Marina	1 space per 2 mooring berths	on a case-by-case basis		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 Service Centres	1 space per full time staff equivalent + 1 space per 35 sqm gross floorspace	1 stand per 4 staff; on a case-by-case basis for visitors		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 45 sqm show area	1 stand per 8 staff plus customer parking; on a case-by-case basis for visitors		200 bays or less = 3 bays or 6% of total capacity, whichever is greater Over 200 bays = 4 bays plus 4% of total capacity
Nightclubs	1 space per 50 sqm gross floorspace	1 stand per 8 staff		200 bays or less = 3 bays or 6% of total capacity, whichever is greater Over 200 bays = 4 bays plus 4% of total capacity
Petrol Filling Stations (see Informative notes)	1 space per 20 sqm gross floorspace	1 stand per 8 staff plus customer parking on a case-by-case basis		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 (main stations) or 20 stands per peak period service (minor stations)		

Appendix A - Parking Standards (Policy PP11)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled
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		<p>200 bays or less = 2 bays or 5% of total capacity, whichever is greater</p> <p>Over 200 bays = 6 bays plus 2% of total capacity</p>
Stadia (see Informative notes)	1 space per 15 spectators	1 stand per 8 staff plus 10% of vehicle parking provision for visitors		<p>200 bays or less = 3 bays or 6% of total capacity, whichever is greater</p> <p>Over 200 bays = 4 bays plus 4% of total capacity</p>
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		<p>200 bays or less = 2 bays or 5% of total capacity, whichever is greater</p> <p>Over 200 bays = 6 bays plus 2% of total capacity</p>
Theatres (see Informative notes)	1 space per 5 seats	1 stand per 8 staff plus 1 stand per 40 seats		<p>200 bays or less = 3 bays or 6% of total capacity, whichever is greater</p> <p>Over 200 bays = 4 bays plus 4% of total capacity</p>

Appendix A - Parking Standards (Policy PP11)

Use	Car/Van	Cycle	Powered Two Wheeler	Disabled
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		<p>200 bays or less = 2 bays or 5% of total capacity, whichever is greater</p> <p>Over 200 bays = 6 bays plus 2% of total capacity</p>
<p>Informative notes</p> <p>Shared use facilities: When a use forms part of a shared use facility, parking standards must be looked at for all uses and the appropriate amounts supplied. For example when conference facilities are included in a hotel facility, appropriate parking standards must be applied for each use, however cross-visitation must be taken into account.</p> <p>Conference facilities: If in rural/semi rural location, standards to be considered on individual merits, subject to a Transport Assessment (TA).</p> <p>Garden Centres: Garden Centres attached to DIY stores should be considered under A1 use.</p> <p>Motor Vehicle Showrooms: Show area to include space inside and outside, used for the display of cars. Layout must be considered for car transporters to load/unload off of the highway.</p> <p>Petrol Filling Stations: Consider layout of forecourt to include allowance for loading, unloading and turning of delivery vehicles and ATM (if present) users.</p> <p>Recycling Centre/Civic Amenity Site: Parking is required as close to end destinations as possible for short periods of time (drop-off), naturally queues will form. Stack back facilities should be provided to minimise queueing onto a major route. A TA will be required to look at predicted queue lengths and other factors.</p> <p>Stadia: Consider adequate coach parking. A TA will be required.</p> <p>Theatres: Shared parking for evening events should be considered on daytime parking sites. Consider adequate coach parking.</p> <p>Vehicle rental/hire: Sufficient allocation of visitor parking is required. Provision for 'hired' car parking must be considered, although not included in the parking space allocation.</p>				

Appendix B - Open Space Standards (Policy PP12)

Open Space Type	Quantity Standard	Accessibility Standard	Quality Standard
Neighbourhood Parks	1.49ha per 1,000 population	560m straight line distance	All spaces should meet Green Flag standard wherever possible
Country Parks	No standard – provision should be opportunity led and requested on a case by case basis	5.25km straight line distance	All spaces should meet Green Flag standard wherever possible
Children's Play	Doorstep Outdoor Play Space – no quantity standard Junior Outdoor Play Space – one facility per 2,000 population Youth Outdoor Play Space – one facility per 8,000 population Family Outdoor Play Space – one facility per 35,000 population	Doorstep Outdoor Play Space – no accessibility standard Junior Outdoor Play Space – 450m straight line distance Youth Outdoor Play Space – 800m straight line distance Family Outdoor Play Space – 1,750m straight line distance	Children's play provision should provide a range of facilities associated with the type of facility. Children's Play Strategy provides further details
Natural Greenspace	1ha of Local Nature Reserve (or equivalent) per 1,000 population	300m to natural greenspace of at least 2ha 2km to natural greenspace of at least 20ha 5km to natural greenspace of at least 100ha 10km to natural greenspace of at least 500ha	Areas of natural and semi-natural greenspace should be of adequate quality and support local biodiversity

Appendix B - Open Space Standards (Policy PP12)

Open Space Type	Quantity Standard	Accessibility Standard	Quality Standard
Allotments	0.28ha per 1,000 population	560m straight line distance	Allotment sites should be of adequate quality and support the needs of the local community. Allotment sites which under perform in terms of their value to the local community should be improved
Playing Pitches / Outdoor Sports	1ha of outdoor sports provision per 1,000 population, including grass pitches, tennis courts, bowling greens, but not golf courses. (This 1ha is split into 0.7ha for formal sports provision and 0.3ha for informal sports provision.) PLUS 279sq.m of Synthetic Turf Pitch (STP) per 1,000 population	480m straight line distance to formal outdoor sports provision 260m straight line distance to informal outdoor sports provision 15 minutes walk time in urban areas, or 15 minutes drive time in rural areas, to STP	Formal sports facilities should meet the minimum standard based on 'Good' as defined by Sport England assessment methods, but also taking into account basic requirements as appropriate as specified by Governing Body and Sport England Technical Factsheets. Synthetic Turf Pitches should be developed to an agreed performance specification complying with relevant governing body of sport requirements
Amenity Greenspace	No standard – should be design-led	No standard – should be design-led	Amenity greenspace provision within the City should be of adequate quality and provide a range of facilities associated with the size of the facility

Appendix C - Buildings of Local Importance (Policy PP16)

This Appendix lists all of the Buildings of Local Importance in Peterborough. Full details of each of the buildings and structures are contained in the separate publication 'Buildings of Local Importance in Peterborough' (2011).

URBAN	
RAVENSTHORPE	
1	Former Baker Perkins Apprentice School, 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, Netherpton, PE3 9TZ
2	42 & 44 Williamson Avenue, West Town, PE3 6BA
3	125 & 127 Mayors Walk, West Town, PE3 6EZ
4	Memorial Wing, Peterborough District Hospital, Midland Road, PE3 6DA
5	1 Aldermans Drive, West Town, PE3 6AR
6	3 & 5 Aldermans Drive, West Town, PE3 6AR
7	53 & 55 Thorpe Road, PE3 6AN
8	60 & 62 Thorpe Road, PE3 6AP
9	64 Thorpe Road, PE3 6AP
10	61 Thorpe Road, PE3 6AW
11	83 Thorpe Road (Thorpe Lodge Hotel), PE3 6JQ
12	87 & 87a Thorpe Road, PE3 6JQ
13	91 Thorpe Road, PE3 6JQ
14	95 Thorpe Road, PE3 6JQ
15	97 Thorpe Road PE3 6JQ
16	111 Thorpe Road, PE3 6JQ
17	113 & 115 Thorpe Road, PE3 6JQ
18	4 Thorpe Avenue, PE3 6LA
19	5 Thorpe Avenue, PE3 6LA
20	15 Westwood Park Road, PE3 6JL

Appendix C - Buildings of Local Importance (Policy PP16)

21	17 Westwood Park Road, PE3 6JL
22	19 Westwood Park Road, PE3 6JL
DOGSTHORPE	
1	Our Lady of Lourdes Catholic Church, Welland Road, PE1 3SP
NORTH	
1	7a Francis Gardens, Dogsthorpe, PE1 3XX
PARK	
1	Lincoln Road Centre, Lincoln Road, New England, PE1 2PE
2	St Pauls Road Gospel Hall, St Pauls Road, New England, PE1 3RL
3	18 St Martins Street, Millfield, PE1 3BB
4	Victoria Square, Alma Road, Millfield, PE1 3A
5	Congregational Church, St Martins Street, Millfield, PE1 3BD
6	'The Hand and Heart' Highbury Street, Millfield, PE1 3BE
7	'Rutlands' 241 Lincoln Road, Millfield, PE1 2PL
8	220 Dogsthorpe Road, Millfield, PE1 3PB
9	'Gablecote' 2 Garton End Road, Millfield, PE1 4EW
10	21 Princes Street (Palm Villa), PE1 2QP
11	Broadway Cemetery gates, piers, ironwork, Broadway & Eastfield Road entrances
12	Broadway Cemetery, memorial to Smith / Walker families (south west quarter)
13	Broadway Cemetery, monuments to the Thompson family (south east quarter)
14	Broadway Cemetery, gravestone to Robert Base (south east quarter)
15	Broadway Cemetery, memorial to SerGt. G. T. Hunter (south west quarter)
16	Broadway Cemetery, Cross of Sacrifice, Commonwealth War Graves Commission
17	Entrance gates to Central Park (south east)
18	Kings School, Park Road
19	150 Park Road, PE1 2UB
20	200 Broadway, PE1 4DT
21	Electrical sub-station, Broadway (adjacent. no. 195)
CENTRAL	
1	Ball Memorial Fountain, The Triangle, Lincoln Road, New England

Appendix C - Buildings of Local Importance (Policy PP16)

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	Clock Tower Shelter, The Triangle, Lincoln Road, New England
6	Former St Pauls Secondary Modern School, Lincoln Road, New England
7	Ghousia Mosque, 406 Gladstone Street, Millfield, PE1 2BY
8	Faizan E Medina Mosque, 169 Gladstone Street, Millfield, PE1 2BN
9	New England House, 555 Lincoln Road, New England, PE1 2PB
10	48 Taverners Road, New England, PE1 2JW
11	'Leighton House' 13 Norfolk Street, Millfield, PE1 2NP
12	St Barnabas Centre, Taverners Road, Millfield, PE1 2JR
13	57 Cobden Avenue, Millfield, PE1 2NX
14	148 Cobden Avenue, Millfield, PE1 2NU
15	149-157 (odd) Lincoln Road, Millfield, PE1 2PW
16	101 Lincoln Road (Dryden House) PE1 2SH
17	97 & 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 Lincoln Road Former vicarage to St Mark's Church, PE1 2SN
23	St Mark's Church, Lincoln Road, PE1 2SN
24	80 Lincoln Road, PE1 2SN
25	63, 65 Lincoln Road (PE1 2SF), 67, 69, 71 Lincoln Road (PE1 2SQ) (Rothsay Villas)
26	61 Lincoln Road, PE1 2SE
27	57 Lincoln Road, PE1 2RR
28	Walling, SE corner 57 Lincoln Road, PE1 2RR
29	16 Lincoln Road, PE1 2RL
30	Former Masonic Hall, Lincoln Road, PE1 2RJ
31	St Theresa's House, Manor House Street, PE1 2TL

Appendix C - Buildings of Local Importance (Policy PP16)

32	19 Manor House Street, PE1 2TL
33	10 Burghley Road, PE1 2QB
34	44 Burghley Road, PE1 2QB
35	2-10 Towler Street, PE1 2TX
36	68 Monument Street, PE1 4AG
37	Adult Education Centre, Brook Street, PE1 1TU
38	1-15 odd Crowthorne Street, PE1 4AD
39	79 Broadway, PE1 4DA
40	77 Broadway (Conservative club), PE1 4DA
41	75 Broadway, PE1 1SY
42	72 & 74 Broadway, PE1 1SU
43	Former Central Library, Broadway (currently Imperial Bento) PE1 1RS
44	Former Technical College, Broadway (currently College Arms) PE1 1RS
45	16-22 Broadway, PE1 1RS
46	123 Park Road (The Gables), PE1 2UD
47	124 Park Road,
48	107 & 109 Park Road,
49	89 Park Road, PE1 2TR
50	85 Park Road, PE1 2TN
51	63 Park Road, PE1 2TN
52	40 Park Road, PE1 2TG
53	Park Road Baptist Church, Park Road, PE1 2TF
54	4-16 (even) Park Road, PE1 2TD
55	2 Park Road, PE1 2TD
56	24 & 26 (Fleet Villas) & 32 & 34 (Ashley Villas) Fitzwilliam Street, PE1 2RX
57	16 Fitzwilliam Street, PE1 2RX
58	Alma House, Park Road, Fitzwilliam Road junction PE1 2UQ
59	28-34 North Street, PE1 2RA
60	26 North Street, PE1 2RA
61	The Ostrich Public House, North Street, PE1 2RA

Appendix C - Buildings of Local Importance (Policy PP16)

62	1 North Street, PE1 2RA
63	Great Northern Hotel, Station Road, PE1 1QL
64	Westgate Methodist Church, Westgate, PE1 1RG
65	44-48 (even) Westgate and 5-7 (odd) Lincoln Road, PE1 1RE
66	Westgate House Buildings, Westgate.
67	33 Westgate, PE1 1PZ
68	The Westgate Arcade, Westgate, PE1 1PY
69	10-14 Westgate (Mansion House Chambers), PE1 1RA
70	15 Westgate, PE1 1PY
71	7 Westgate, PE1 1PX
72	5 Westgate, PE1 1PX
73	3 Westgate, PE1 1PX
74	1 Westgate, PE1 1PX
75	36 Long Causeway, PE1 1YJ
76	34 & 35 Long Causeway, PE1 1YJ
77	27 Long Causeway, PE1 1YJ
78	26 Long Causeway, PE1 1YJ
79	24 & 25 Long Causeway, PE1 1YJ
80	21 Long Causeway, PE1 1YQ
81	Market Chambers, Long Causeway Chambers, Long Causeway, PE1 1YD
82	96-100 (even) Bridge Street, PE1 1DY
83	92 Bridge Street, PE1 1DY
84	102 Bridge Street, PE1 1DY
85	40 & 42 Bridge Street, PE1 1DT
86	20-24 Bridge Street, PE1 1DW
87	4-6 Bridge Street, PE1 1DW
88	Peterborough Town Hall, Bridge Street, PE1 1HG
89	41 Priestgate, PE1 1FR
90	31 Priestgate, PE1 1JP
91	25 Priestgate, PE1 1JL

Appendix C - Buildings of Local Importance (Policy PP16)

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

WALTON

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

EAST

Appendix C - Buildings of Local Importance (Policy PP16)

1	60 St Johns Street, PE1 5DD
2	27 Star Road, PE1 5HR
3	Granby Street, Eastgate (old walling)
FLETTON	
1	Phorpres House, 189 London Road, Fletton. PE2 9DS
2	Old Fletton Primary School, London Road, Fletton PE2 9DR
3	120-126 (even) London Road, Fletton, PE2 9BY
4	112-118 (even) London Road, Fletton, PE2 9BY
5	108 & 110 London Road, Fletton, PE2 9BY
6	St, Michael's House, 185 London Road, Fletton, PE2 9DS
7	84, 86, 88 London Road, Fletton, PE2 9BT
8	16-22 (even) London Road, Fletton, PE2 8AR
9	The Peacock Public House, 26 London Road, Fletton, PE2 8AR
10	Relief on side wall of Bridge House, Town Bridge, Fletton, PE1 1HB
11	Main Range, Whitworths Mill, East Station Road, Fletton, PE2 8AD
12	Cemetery Chapel, Fletton Cemetery, Fletton Avenue, Fletton, PE2 8DF
13	107-113 (odd) Fletton Avenue, Fletton, PE2 8BA
14	50 & 52 Fletton Avenue, Fletton, PE2 8AU
15	48 Fletton Avenue, Fletton, PE2 8AU
16	33 Fletton Avenue, Fletton, PE2 8AX
17	29 Fletton Avenue, Fletton, PE2 8AX
18	21& 23 Fletton Avenue, Fletton, PE2 8AX

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

Appendix C - Buildings of Local Importance (Policy PP16)

STANGROUND SOUTH	
1	118 High Street, Stanground South, PE2 8DT
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
3	Terra Cotta House, First Drift, PE9 3JL
PEAKIRK	
1	St Pegas Granary, St Pegas Road, PE6 7NF
2	Water trough commemorating the reign of Queen Victoria, 3a St Pegas Road, PE6 7NF
3	Village water pumps, near village cross and junction of Thorney Road / St Pegas Road
HELPSTON	
1	Railway signal and level crossing box, Helpston Road
2	Former Station Masters House, 97 Glinton Road, PE6 7DG
3	Old Schoolhouse, Glinton Road, PE6 7DG
4	John Clare's Gravestone, Helpston Church Yard, Church Lane, PE6 7DT
THORNEY	
1	Canary Cottage, Knarr Farm, Thorney Toll, PE6
2	"Paddy Kips" South Farm, Dairy Drove, Old Knarr Fen Road & Old Hall Farm, French Drove)
3	Duke of Bedford Junior School, Wisbech Road
4	Second World War 'pill box', east of nr Powder Blue Farm, Bukehorn Road
5	Former Duke of Bedford Smithy (John Downing's forge) Gas Lane, PE6 0SG
6	Post box to wall of Post Office, Abbey Place, PE6 0QA
7	Rose & Crown Public House, 2 Wisbech Road
8	The Tap Room, Rose and Crown Public House, Wisbech Road
9	Thorney Bridge, The Causeway
NEWBOROUGH	

Appendix C - Buildings of Local Importance (Policy PP16)

1	Decoy Public House, Thorney Road, Newborough
GLINTON	
1	Village water pump, Junction of High Street & North Fen Road
2	Street lighting, The Green, Glinton
ASHTON	
1	Barn Lodge, Bainton Green Road, PE9 3BA
2	Hawthorn Farm, Bainton Green Road, PE9 3BA
3	First House, Bainton Green Road, PE9 3BA
EYE	
1	Old Fire Station building, Back Road
2	Former mortuary building, Eye Cemetery, Crowland Road, PE6 7TN
WANSFORD	
1	Gate piers, 23 Old North Road, PE8 6LB
2	Swanhill House, 41 Old North Road, PE8 6LB
SUTTON	
1	Heath House, Sutton Heath Road (former Station Masters House), PE5 7XH
2	Wansford Road Station, (off A47)
3	Bridge No. 6 (group value)
ORTON WATERVILLE	
1	40a Cherry Orton Road (corrugated roofed barn to front garden), PE2 5EQ
AILSWORTH	
1	Memorial bus shelter, Peterborough Road

Appendix C - Buildings of Local Importance (Policy PP16)

Appendix D - Local Plan Policies to be Replaced

The Peterborough Local Plan (First Replacement), which was adopted by the Council on 20 July 2005, forms part of the current Development Plan for the area covered by this DPD. The majority, but not all, of the policies in that Plan were saved by a Direction from the Secretary of State for Communities and Local Government beyond 20 July 2008. Some of those saved policies were replaced by policies in the Peterborough Core Strategy DPD and some were replaced by policies in the Peterborough Site Allocations DPD. This appendix explains which of the remaining saved policies in the Local Plan are replaced by the policies in this Planning Policies DPD. There are also a number of policies that will be deleted either as they are no longer necessary or as they are superseded by national policy. Accordingly, policies in the right hand column will cease to have effect from the date of adoption of this Planning Policies DPD.

Local Plan Policies 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 Residential 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 - Development for Retail and Leisure Uses	
PP8 – Primary Retail Frontages in District Centres	R7, R8, R9, R13
PP9 – Shop Frontages, Security Shutters and Canopies	DA19, DA20, DA21
PP10 – The Transport Implications of Development	T2, T4, T6, T8
PP11 – Parking Standards	T9, T10, T11
PP12 – Open Space Standards	LT1, LT3
PP13 – Nene Valley	LNE8, LT11
PP14 – The Landscaping and Biodiversity Implications of Development	LNE9, LNE10
PP15 – Heritage Assets	DA9
PP16 – Buildings of Local Importance	CBE11
PP17 – Ancient, Semi-Natural Woodland and Ancient and Veteran Trees	

Appendix D - Local Plan Policies to be Replaced

Planning Policies DPD Policy	Policies in the Peterborough Local Plan (First Replacement) which are Replaced
PP18 – Habitats and Species of Principal Importance	
PP19 – Flood and Water 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 most of the 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.

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 is submitted to 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.

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

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.

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

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

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

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

Submission stage - the stage at which a DPD 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.

Appendix E - Glossary

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

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

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

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

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

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

Submission Proposals Maps

Submission Proposals Maps

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

The current adopted Proposals Map for Peterborough is the Proposals Map (with Insets) that forms part of the Peterborough Local Plan (First Replacement).

The submission version of this Peterborough Planning Policies DPD is accompanied by a Submission Proposals Map, in the form of individual maps at various scales.

The purpose of the Submission Proposals Map is to show how the adopted Proposals Map will be changed when the Planning Policies DPD is adopted. It is emphasised that the Planning Policies Submission Proposals Map will not replace the adopted Local Plan Proposals Map in its entirety. It will only replace certain elements, leaving the remainder unchanged.

The contents of the Submission Proposals Map will replace the following items shown on the adopted Proposals Map of the Peterborough Local Plan (First Replacement):

- Village Envelopes for Maxey, Newborough, Thorney and Wothorpe
- Conservation Areas for Ailsworth, Barnack, Glinton, Maxey, Northborough, Orton Waterville, Park, Peakirk, Thorney, Wansford, Werrington and Ufford
- Buildings of Local Importance
- Protected Green Spaces in Villages
- Protected Open Spaces or Gaps in Frontages in Villages
- Protected Treed or Hedged Frontages in Villages
- Protected Walls or Railings in Villages
- Primary Retail Frontages
- Hampton Township Centre
- Land Allocated for Public Open Space
- Primary Public Transport Corridor
- Cycle Route Network
- Padholme Surface Water Catchment

Submission Proposals Maps