

Relevant Policies

Document Reference	Policy Number & Reference	Policy Details
<i>Planning Policy Statement 1: Delivering Sustainable Development (January 2005)</i>	General	<p>PPS 1 states that planning should promote sustainable development by:</p> <ul style="list-style-type: none"> • Making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life • Contributing to sustainable economic development • Protecting and enhancing the natural and historic environment, the quality and character of the countryside and existing communities • Ensuring high quality development through good and inclusive design and the efficient use of resources • Ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community
<i>Planning Policy Statement: Planning and Climate Change Supplement to Planning Policy Statement 1 (December 2007)</i>	General	<p>The planning system needs to support the delivery of the timetable for reducing carbon emissions from domestic and non-domestic buildings. Building a Green Future sets out a progressive tightening of Building Regulations to require major reductions in carbon emissions from new homes to get to zero carbon by 2016. There are similar ambitions to cut carbon emissions from new non-domestic buildings. The supplement sets out how regional and local planning can best support achievement of the zero-carbon targets alongside meeting community needs for economic and housing development.</p>
<i>Planning Policy Statement: Planning and Climate Change (Draft December 2006)</i>	General	<p>This draft sets out how planning, in providing for new homes, jobs and infrastructure needed by communities, should help shape places with lower carbon emissions and resilient to the carbon change now accepted as inevitable. When finalised, the PPS will supplement PPS1.</p>
<i>Planning Policy Statement: Housing (November 2006)</i>	General	<p>Seeks to ensure that everyone has the opportunity of a decent home. It provides guidance to ensure that the planning system delivers high quality housing that is well designed and built to a high standard, incorporates a mix of housing, both market and affordable, a sufficient quantity of housing in suitable locations and a flexible, responsive supply of land.</p> <p>Identifies that new housing development should be well designed and take account of the principles of sustainable development. The government sets a target of 60%</p>

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		of new development to be provided on previously developed land. Local Authorities should avoid the inefficient use of land of less than 30 dwellings per hectare net
<i>Planning Policy Statement: Planning for Town Centres (March 2005)</i>	General	Key objective is to promote their vitality and viability by planning for growth and development of existing centres and promoting and enhancing existing centres, by focussing development in such centres and encouraging a wide range of services in a good environment, accessible to all.
	Material consideration, paragraph 2.51 and 3.28	...physical regeneration; employment; economic growth and social inclusions
<i>Planning Policy Guidance 13: Transport (March 2001)</i>	General	<p>...ensure that jobs, shopping, leisure facilities and services are accessible by a choice of modes of travel including public transport, walking and cycling</p> <p>Focus land uses that are major generators of travel demand, in city, town and district centres and near to major public transport interchanges</p> <p>The guidance states that mixed use development can provide significant benefits by promoting walking as a primary mode of travel.</p> <p>Furthermore, the Guidance states that levels of parking provided in association with development should promote sustainable transport choices; provide designated parking spaces for disabled people and include convenient safe and secure cycle parking</p>
<i>Planning Policy Guidance 15: Planning and the Historic Environment (September 1994)</i>	General	States, that it is fundamental to the Government's policies for environmental stewardship that there should be effective protection for all aspects of the historic environment
<i>Planning Policy Guidance 16: Archaeology and Planning (November 1990)</i>	General	<p>Sets out the Secretary of State's policy on archaeological remains on land, and how they should be preserved or recorded both in an urban setting and in the countryside.</p> <p>Archaeological remains should be seen as a finite and non-renewable resource, in many cases highly fragile and vulnerable to damage and destruction. Appropriate</p>

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		management is therefore essential to ensure that they survive in good condition. In particular, care must be taken to ensure that archaeological remains are not needlessly or thoughtlessly destroyed. They can contain irreplaceable information about our past and the potential for an increase in future knowledge. They are part of our sense of national identity and are valuable both for their own sake and for their role in education, leisure and tourism.
<i>Planning Policy Statement 25: Development and Flood Risk (December 2006)</i>	General	All forms of flooding and their impact on the natural and built environment are material planning considerations Promote Sustainable Urban Drainage Systems
<i>Regional Spatial Strategy for the East of England (May 2008)</i>	Policy SS1: achieving sustainable development	The spatial strategy aims to achieve a sustainable relationship between jobs, homes and services at the strategic and local level... Conserving the region's environment, quality of life, local character and natural resources, whilst adapting to climate change, together with tackling the problems of social inclusion and deprivation are also key strands in achieving sustainable development...In most instances development will be focused in or adjacent to major urban areas where there is good public transport accessibility and where strategic networks (rail, road, bus) connect.
	Policy SS2: overall approach to the spatial strategy	In order to achieve a close correlation between homes, jobs and community facilities, urban areas will be the main focus for development and redevelopment in the region.
	Policy SS3: key centres for development and change	Peterborough is identified as a key centre.
	Policy SS4: development in towns other than key centres and in rural areas	local development documents should define the approach to development in towns and city's including Peterborough. <ul style="list-style-type: none"> • Support urban and rural renaissance • Secure appropriate amounts of new housing, including affordable housing, and local employment and other facilities • Improve the town's accessibility, especially by public transport

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	Policy SS5: Priority areas for regeneration	Peterborough is identified as an area with significant deprivation. The policy states that Local Development Documents and relevant non-statutory plans should set out policies to tackle the problems of economic, social and environmental deprivation in these areas and other places with locally significant regeneration needs.
	Policy SS6: City and town centres	Local Development Documents, local transport plans, sustainable community strategies and relevant economic, environmental and cultural strategies should: <ul style="list-style-type: none"> • define the role (or redefine it where necessary) of each city or town centre and include a strategy to manage change, promote a healthy mix of uses, build upon positive elements of its distinctive character, and support the development and consolidation of the local cultural heritage; • ensure that land is allocated or can be made available to meet the full range of the city or town centre's identified needs; and • protect and enhance existing neighbourhood centres and, where the need is established, promote the provision of new centres of an appropriate scale and function to meet local day to day needs.
	Policy SS8: land in the urban fringe	Ensure that new development contributes to enhancing the character, appearance, recreational and biodiversity value of the urban fringe.
	Policy E1: job growth 2001 to 2021	Local development documents will include policies to secure the job growth targets identified below. Job growth 2001-2021 Peterborough UA 20,000 Cambridgeshire and Peterborough 95,000
	Policy E2 – provision of land for employment	Local development documents should ensure that an adequate range of sites/premises (including dedicated land/sites and sites within mixed use areas and town/district centres) is identified and then subsequently allocated.....
	Policy E3: Strategic Employment Sites	LDDs to allocate sites in Peterborough to achieve regeneration, attract business activities and key sectors and clusters including environmental services.
	Policy E4: Cluster Development	local development documents should support the sustainable and dynamic growth of inter-regional and intra-regional sectors and business clusters, especially the regionally significant clusters which includes Environmental Industries focussed

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		upon Peterborough.
	Policy E5: Regional Structure of Town Centres	Peterborough is identified as a regional centre of strategic importance. The policy states that "Major new retail development and complementary town centre uses should primarily be located in the above centres and be consistent in scale with the size and character of the centre and its role in the regional structure."
	Policy E6: Tourism	This policy states that LDDs should include policies to encourage realistic and sustainable investment in the maintenance, improvement, regeneration, extension and diversification of the region's tourist industry;
	Policy H1 – regional housing provision 2001 to 2021	Housing provision 2021 Peterborough UA 25,000 Cambridgeshire and Peterborough 98,300
	Policy H2: affordable housing	...at the regional level, delivery should be monitored against the expectation that some 35% of housing coming forward as a result of planning permission granted after the adoption of the RSS are affordable...
	Policy C1: Cultural Development	Local Development Documents and the wider strategies of local authorities should include policies that support and grow the region's cultural assets. In doing this local authorities should: <ul style="list-style-type: none"> • take account of the Regional Cultural Strategy and any local cultural and community strategies and liaise with Living East, including in regard to site allocations for cultural facilities; and • recognise the contribution that cultural sectors can make to regeneration and urban and rural renaissance, particularly in the priority areas for regeneration.
	Policy C2: Provision and Location of Strategic Cultural Facilities	Regionally or nationally significant leisure, sport, recreation, arts or tourism facilities, will be supported in locations where proposals: <ul style="list-style-type: none"> • satisfy the sequential test. • do not adversely affect areas designated for their ecological, landscape or historic value • meet sustainable development objectives • maximise opportunities to use means of transport other than the car • are well related to Regional Interchange Centres • minimise their use of energy and natural resources and their impact on

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		public services <ul style="list-style-type: none"> • have appropriate scale and impact • meet other relevant criteria or considerations specific to the proposed location of the development.
	Policy T1: regional transport strategy objectives	...improve opportunities for all to access jobs, services and leisure/tourist facilities...enable infrastructure programmes and transport service provision to support both existing development (addressing problems of congestion) and that proposed in the spatial strategy (economic regeneration needs and further housing growth)
	Policy T2: changing travel behaviour	to bring about a significant change in travel behaviour and shift towards greater use of sustainable modes of transport, the regional and local authorities, transport providers and other delivery agencies should implement a concerted programme of policies to: <ul style="list-style-type: none"> • raise awareness • encourage wider implementation • introduce educational programmes • invest in business initiatives • investigate ways of providing incentives
	Policy T5: inter urban public transport	improvements to inter urban public transport should be focussed on the regional transport nodes.... Of which includes Peterborough
	Policy T9: walking, cycling and other non-motorised transport	Walking, cycling and other non-motorised transport will be encouraged and provision will be improved.
	Policy T13: public transport accessibility	Public transport provision will be improved and its use encouraged. Levels of public transport accessibility will be increased...
	Policy T14: parking	parking controls, such as the level of supply or the changes, should used as part of packages for influencing travel change, alongside measures to improve public transport accessibility, walking and cycling, and with regard to the need for co-

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		ordinated approaches in centres which are in competition to each other
	Policy ENV1: green infrastructure	area and networks of green infrastructure will be identified, developed and implemented in the region to ensure that a healthy and enhanced environment is provided for the benefit of present and future communities and to contribute to economic objectives...
	Policy ENV2: landscape conservation	Planning authorities and other agencies in their plans, policies and programmes will provide the strongest levels of landscape character protection...
	Policy ENV3: biodiversity and earth heritage	...ensure that the internationally and nationally designated sites in the region, shown on map 9.2, are given the strongest level of protection. The region's biodiversity, earth heritage and natural resources will be protected and enriched through conservation, restoration and re-establishment of key resources
	Policy ENV6: the historic environment	...identify, protect, conserve and, where appropriate, enhance the historic environment of the region, its archaeology, historic buildings and areas and historic landscapes, including those features and sites (and their settings) especially significant in the East of England
	Policy ENV7: Quality in the built environment	...requires new development to be of high quality which complements the distinctive character and best qualities of the local area and promoted urban renaissance and regeneration, assisting where necessary, the process of transition.
	Policy ENG1: Carbon Dioxide Emissions and Energy Performance	To meet regional and national targets for reducing climate change emissions, new development should be located and designed to optimise its carbon performance: <ul style="list-style-type: none"> • maximise opportunities in major growth locations for development and change • promote innovation through incentivisation, masterplanning and development briefs • encourage the supply of energy from on site renewable and/ or decentralised renewable or low carbon energy sources
	Policy ENG2: Renewable Energy Targets	The development of new facilities for renewable power generation will be supported, with the aim of meeting the following regional targets:

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		<ul style="list-style-type: none"> • by 2010 at least 1192 Megawatts of installed capacity for renewable energy • by 2020 at least 4250 Megawatts of installed capacity
	Policy PB1: Peterborough Key Centre for Development and Change	<p>The strategy is for growth and regeneration to strengthen Peterborough's role as a major regional centre and focus of the northern part of the London-Stansted-Cambridge-Peterborough Growth Area. Policies will seek to achieve an increase of at least 20,000 additional jobs in the period 2001-2021 together with strong housing growth, sustainable transport improvements and provision of social, community and green infrastructure. These policies will include:</p> <ul style="list-style-type: none"> • development and regeneration of the city centre to create an improved range of services and facilities including retailing, housing, leisure, cultural and green infrastructure provision; • the regeneration of inner urban areas; • delivery of a significant and sustained increase in housing; • seeking to attract investment in sectors of the economy with scope for expansion such as knowledge based industries, public administration, retail and leisure services and environmental industries; • taking advantage of and building on its credentials as an Environment City; • improving access to locally based further and higher education facilities through a strategy to establish and expand the provision of higher education and work towards the provision of a university; • Provide improved transport choices both within the urban area and between the town and its hinterland".
<i>Cambridgeshire and Peterborough (adopted) Structure Plan 2003</i>	Policy P2/3 – Strategic Employment Locations	Strategic employment sites in Cambridgeshire and Peterborough will be provided where there are good transport links, a locally available labour supply and the potential for business or industrial expansion.
	Policy P2/4 – Development and Location of Employment Clusters	Supports linkages and partnerships between successful clusters in the Cambridgeshire sub-region and clusters in Peterborough and elsewhere in the Plan area, will be facilitated to help spread the benefits of cluster growth.
	Policy P2/5 – Distribution, Warehousing and Manufacturing	Distribution, warehousing and manufacturing activities which generate large volumes of freight movement will only be located on sites with good access to rail

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		freight facilities, and to motorways, trunk or other primary routes.
	Policy P1/3 – Sustainable Design in Built Development	<p>A high standard of design and sustainability for all new development will be required which minimises the need to travel and reduces car dependency by providing; an appropriate mix of land uses and accessible services and facilities ...</p> <p>Provides a sense of place which; responds to the local character of the built environment ... Makes efficient use of energy and resources by: including energy conservation measures and energy efficient siting of buildings...</p> <p>Takes account of community requirements by: involving the local community and the providers of community services in the design process ...</p>
	Policy P4/4 – Water-Based Recreation	The use of waterways and other water bodies for appropriate recreation, tourism and economic development will be supported in Peterborough
	Policy P6/1 – Development related Provision	Development will only be permitted where the additional infrastructure and community requirements generated by the proposals can be secured, which may be by condition or legal agreement or undertaking. Local Plans should include appropriate policies and identify the key infrastructure requirements in their site specific policies.
	Policy P8/3 – Area Transport Plans	Area Transport Plans will be developed for...Peterborough. These will identify transport improvements to be made over the Plan period and provide the basis for identifying transport contributions that will need to be made by developers.
	Policy P8/6 – Improving Bus and Community Transport Services	Key elements will include: a network of High Quality bus Public Transport services (ie. one that provides at least a 10 minute bus frequency during the peak periods and a 20 minute frequency inter peak...)
	Policy P8/10 – Transport Investment Priorities	<p>Implementation of the following transport schemes will be sought over the Structure Plan period to meet strategic requirements and the needs of major developments, including;</p> <ul style="list-style-type: none"> • Multi Modal Studies; Buses; Rail; Cycling and Walking

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		<ul style="list-style-type: none"> • Measures to increase the capacity, usage and safety of pedestrian and cycle routes; • extension of the Core Traffic Scheme and pedestrianisation with appropriate facilities for cyclists
<i>Peterborough Local Plan (First Replacement) – July 2005</i>	Policy H1 Structure Plan Dwelling Requirement (other than Hampton)	Land will be made available during the period from mid 1991 to mid-2006 which allows for the provision of approximately 9,800 dwellings on sites other than at Hampton
	Policy H3 Allocation of Housing Land: Urban Area	South Bank Opportunity Area is allocated primarily for residential use.
	Policy H5 London Road Opportunity Area	<p>Land either side of London Road, as shown on the Proposals Map, is identified as an Opportunity Area that is expected to accommodate a mix of uses. The redevelopment of the area will be primarily for residential and employment uses. Any proposals will be required to accommodate the following:</p> <ul style="list-style-type: none"> • sufficient housing to create a viable residential environment; • a minimum of 7 hectares of employment land; • a range of dwellings, local services and facilities associated with creating a balanced and mixed community; • on and offsite infrastructure necessary to integrate the development with adjacent developments and the surrounding area; • an overall net density of at least 30 dwellings per hectare.
	Policy H15 Residential Density	<p>New residential development throughout the Plan area should be undertaken at the highest net residential density that is compatible with: the character and appearance of the site and the surrounding area; the living conditions of local residents, particularly in terms of privacy, light, aspect and avoidance of excessive noise; achieving a good standard of design and layout; providing adequate open space appropriate to the type of development.</p> <p>Net densities should be within the range 30-50 dwellings per hectare unless the above criteria determine otherwise and the proposal is acceptable in all other respects. Higher densities are appropriate in the City Centre, District Centres, and within 400 metres of bus stops along the Primary Public Transport Corridor. Net</p>

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		densities below 30 dwellings per hectare should be avoided.
	Policy H16 Residential Design and Amenity	<p>Planning permission will only be granted for residential development (including changes of use) if the following amenities are provided to a satisfactory standard:</p> <ul style="list-style-type: none"> • daylight and natural sunlight; • privacy in habitable rooms; • noise attenuation; • a convenient area of private garden or outdoor amenity space with reasonable privacy.
	Policy H20 Range of Accommodation to meet Housing Needs	In considering proposals for residential developments, the City Council will seek to secure a variety of both size and type of accommodation. It will also seek to secure the provision of a suitable proportion of residential accommodation to meet the needs of single person households, young people, homeless households, people with a learning or physical disability, older people as well as large family groups.
	Policy H21 Affordable Housing	An element of affordable housing equivalent to 30% of all dwellings will be sought by negotiation on sites proposed for housing development
	Policy H23 Lifetime Homes and Wheelchair Housing	The City Council will seek to negotiate the provision of Lifetime Homes and Wheelchair Housing on housing developments
	Policy OIW5 Office Uses in City and District Centres	<p>Within the City and District Centres and Hampton Township Centre, as shown on the Proposals Map, development within Use Class B1(a) will be permitted, provided that:</p> <ul style="list-style-type: none"> • the proposed development would provide safe and convenient access by foot, cycle and public transport • maximise the proportion of trips generated by these modes; • would not generate levels of traffic or parking which would result in unacceptable congestion or road safety hazard; • the form, bulk and design of the proposed development would be in keeping with its surroundings; • would not have a significant detrimental impact on the environment or the amenity of occupiers of nearby properties;

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		<ul style="list-style-type: none"> the proposed development would not have a significant detrimental impact on any other functions of the Centre.
	Policy OIW8 Working from Home	Proposals for a change in the use of residential premises to allow working from home will be permitted, provided that the development would not have a detrimental impact on the local environment or residential amenity, or significantly increase traffic levels.
	Policy T1 Transport Implications of New Development	Planning permission will only be granted for development if appropriate provision has been made for safe and convenient access to, from and within the site by all user groups taking account of the priorities set out in the Transport User Hierarchy of the Local Transport Plan; and it will not result in unacceptable impact on any element of the transportation network.
	Policy T2 Development Affecting Footpaths and Public Rights of Way	<p>Planning permission will only be granted for development that affects a footpath or public right of way if the route is satisfactorily incorporated into the development or diverted, unless:</p> <ul style="list-style-type: none"> there is no prospect of the footpath or right of way serving a beneficial purpose; or in the case of a footpath, its closure would be in the best interests of crime reduction.
	Policy T3 Accessibility to Development - Pedestrians and those with Mobility Difficulties	Planning permission will only be granted for new development if it is safely and easily accessible by pedestrians and those with mobility difficulties. Provision should be made for new connections and improvements to pedestrian routes, where they are directly related to the proposed development.
	Policy T4 Development Affecting the Cycle Route Network	Planning permission will not be granted for any development that would prejudice the safety of, or cause significant inconvenience to, cyclists using any element of the cycle route network, as shown on the Proposals Map.
	Policy T5 Accessibility to Development – Cyclists	Planning permission will only be granted for development which has significant transport implications if it provides safe and convenient access for cyclists.

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		Provision should be made for new connections and improvements to the cycle route network, as shown on the Proposals Map, where they are directly related to the proposed development.
	Policy T6 Development Affecting the Primary Public Transport Corridor	Planning permission will not be granted for any development that would prejudice the implementation of the Primary Public Transport Corridor shown on the Proposals Map
	Policy T7 Public Transport Accessibility to Development	Planning permission will only be granted for development which has significant transport implications if it is well served by public transport or if infrastructure/service improvements are to be made to create safe and convenient access to the development by public transport.
	Policy T8 Connections to the Highway	<p>Planning permission will only be granted for a development if vehicular access is on to a highway whose design and function is appropriate for the level and type of vehicular traffic likely to be generated by the proposed development. Planning permission will only be granted for development requiring an access on to or off any existing or proposed Primary Route or Principal Road where:</p> <ul style="list-style-type: none"> • it is by way of an existing intersection; or • it is by way of a proposed intersection safeguarded in this Plan; or • in the case of Motorways and Trunk Roads, it would provide a junction with other Primary Routes or Principal Roads, or access to major transport infrastructure facilities; or • in the case of routes other than Motorways and Trunk Roads, it would support integrated transport and sustainable development initiatives.
	Policy T9 Cycle Parking Requirements	Planning permission will not be granted for development outside the City Centre unless it provides high quality off-street cycle parking in accordance with the minimum standards set out in Appendix IV. The provision of cycle parking for development in the City Centre will be assessed against policy CC16.
	Policy T10 Car and Motorcycle Parking Requirements	Planning permission will only be granted for car and motorcycle parking outside the City Centre if it is in accordance with the standards set out in Appendix V. Car and motorcycle parking in the City Centre will be assessed against policy CC15.

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	Policy T11 Motorists with Mobility Difficulties	<p>Planning permission will not be granted for development (other than residential development falling within Class C3) unless there is parking provision for motorists with mobility difficulties. This should comprise whichever is the greater of the following:</p> <ul style="list-style-type: none"> • 1 space; or • 4% of the maximum number of spaces specified in Appendix V.
	Policy T20 Car Parks	<p>Planning permission will only be granted for a car park which is not associated with the operation of an existing development if it would be consistent with the parking and general strategy of the Local Transport Plan.</p>
	Policy R1 Retail Development within District and Local Centres	<p>Planning permission will be granted for new retail development within District and Local Centres where:</p> <ul style="list-style-type: none"> • it would not put at risk the retail strategy or the city centre strategy or proposals for their implementation; and • it would be of a scale and nature appropriate to the scale and function of the centre and its catchment; and • it would not be more appropriately located at a higher level in the search sequence as indicated in Appendix VI, because of its scale and nature.
	Policy CC1 New Retail Development in the Central Retail Area	<p>Retail development will be permitted within the boundary of the Central Retail Area, as shown on the Proposals Map, provided it would:</p> <ul style="list-style-type: none"> • not prevent or put at risk the achievement of the retail strategy; and • not act as a separate and isolated destination, but be fully integrated with the existing facilities within the Central Retail Area.
	Policy CC2 Non Retail Uses in Primary Retail Frontages of the Central Retail Area	<p>Within primary retail frontages of the Central Retail Area, as shown on the Proposals Map, planning permission for uses other than A1 will be granted, provided that the development would not:</p> <ul style="list-style-type: none"> • reduce the proportion of a frontage in Class A1 use to below 75% or further reduce the proportion of a frontage in A1 use where this is already below 75%; or • result in more than three non-retail uses adjacent to one another; or • be likely to have an unacceptably detrimental effect on the amenities of occupiers of nearby properties; or • be of an appearance inappropriate to its location within a retail centre.

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		<p>A3 proposals which do not meet criteria (a) or (b) will be permitted where they would contribute to the quality of the City Centre and improve the overall City Centre offer.</p> <p>Proposals for A3 uses outside the Central Retail Area will be considered against policy R7.</p>
	<p>Policy CC3 Non Retail Uses in Other Retail Frontages of the Central Retail Area</p>	<p>At locations within the Central Retail Area but outside primary retail frontages, planning permission will be granted for non-A1 uses, provided that the proposed use would not:</p> <ul style="list-style-type: none"> • be inappropriate within the Central Retail Area; or • generate levels of traffic or parking which would result in unacceptable congestion or road safety hazard; or • be likely to have an unacceptably detrimental effect on the amenities of occupiers of nearby properties
	<p>Policy CC4 Leisure Development</p>	<p>In the Central Retail Area and, subject to the sequential approach, at edge of centre locations (as defined by Appendix VI), planning permission will be granted for leisure development provided that the proposal:</p> <ul style="list-style-type: none"> • would provide safe and convenient access by foot, cycle and public transport and maximise the proportion of trips generated by these modes; and • would provide high quality links to the rest of the centre; and • would not be likely to generate levels of traffic or parking which would result in unacceptable congestion or road safety hazard; and • would not have an unacceptably adverse impact on neighbouring uses or any other functions of the centre; and • would be of high design quality appropriate to a City Centre location.
	<p>Policy CC6 Embankment</p>	<p>The Embankment west of Frank Perkins Parkway, as shown on the Proposals Map, shall remain a generally open area for social, recreational and cultural uses...</p> <p>Built development will be confined to the northern and western parts of the site. Proposals will be required to be of high design quality and improve pedestrian links to the core of the City Centre and, where appropriate, the South Bank Opportunity Area. Open views of the Cathedral from the south and south-east should be preserved.</p>

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	Policy CC7 Proposals for Key City Centre Uses	<p>Proposals for the development of key city centre uses (other than retail, food and drink, and leisure) which will attract large numbers of people, will be permitted in the Central Retail Area; and at other City Centre locations subject to the sequential approach (as set out in Appendix VI); provided that:</p> <ul style="list-style-type: none"> • it would not have an unacceptably adverse impact on any other City Centre uses; and • it would provide safe and convenient access by foot, cycle and public transport and maximise the proportion of trips generated by these modes; and • it would not be in a primary retail frontage
	Policy CC8 Housing Development	<p>New residential development and the change of use of buildings or part of buildings to residential use will be permitted within the City Centre, provided it: produces suitable amenity for residents; does not impair the operation of any existing commercial activity; does not have a significant adverse impact on the Central Retail Area.</p>
	Policy CC9 Loss of Housing	<p>Planning permission will not be granted for any proposal which would result in the loss of residential accommodation, either through change of use or redevelopment, in the following areas, as shown on the Proposals Map:</p> <ul style="list-style-type: none"> • St. Mark's Street area; • Rivergate flats; • St. Mary's Court; • New Road/Crawthorne Road; • Minster Precincts
	Policy CC10 North Westgate Opportunity Area	<p>Within the North Westgate Opportunity Area as shown on the Proposals Map, planning permission will be granted for a comprehensive mixed use redevelopment including retail. Housing will be required in accordance with policy H3. Leisure uses may also be acceptable in accordance with policy CC4. The scheme should:</p> <ul style="list-style-type: none"> • provide high quality links to the railway station and, as far as possible, relate to redevelopment of the Station Opportunity Area; and • provide satisfactory vehicular, cycle and pedestrian access to ensure the

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		<p>area is well integrated with the rest of the Central Retail Area; and</p> <ul style="list-style-type: none"> • be of high design quality integrated with and appropriate to its City Centre location; and • retain and respect the setting of significant buildings <p>Proposals for any development which would prejudice the comprehensive redevelopment of the Opportunity Area will not be permitted</p>
	Policy CC11 South Bank Opportunity Area	<p>Planning permission will be granted for mixed redevelopment within a comprehensive framework. Housing will be required in accordance with policy H3. Offices, leisure and cultural uses may also be acceptable. The redevelopment should:</p> <ul style="list-style-type: none"> • maximise the advantages of its riverside setting and be of high design quality; • provide a sense of cohesion between the various elements to give the area a sense of identity; • improve pedestrian and cycle links between the site and the rest of the City Centre and adjacent areas, and provide pedestrian access along the river frontage; • provide safe and convenient access by foot, cycle and public transport and maximise the proportion of trips generated by these modes. <p>Proposals for any development which would prejudice the comprehensive redevelopment of the Opportunity Area will not be permitted.</p>
	Policy CC12 Railway Station Opportunity Area	<p>Within the Railway Station Opportunity Area as shown on the Proposals Map, planning permission will be granted for comprehensive redevelopment. Priority will be given to railway operational requirements and ancillary uses. Potential uses include a transport interchange, offices, hotel, leisure, conference facilities and, possibly, housing. The suitability of a particular use will depend on its location within the Opportunity Area. Developments which would attract a significant proportion of journeys by rail may also be considered suitable</p> <p>Redevelopment must substantially improve the pedestrian and cycle accessibility of</p>

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		<p>the station area from Westgate, the bus station/Queensgate and adjacent areas. Vehicle circulation and the provision of car parking for future expansion in the use of the station must also be satisfactorily resolved</p> <p>Proposals for any development which would prejudice the comprehensive redevelopment of the Opportunity Area will not be permitted</p>
	Policy CC13 Hospital Opportunity Area	<p>Within the Hospital Opportunity Area as shown on the Proposals Map, planning permission will be granted for the comprehensive redevelopment or re-use of the site</p> <p>The area would be suitable for an educational/university facility and/or mixed use development including housing, hotels, offices and other small-scale employment uses, as well as small-scale leisure uses and shops to meet local needs and community facilities</p> <p>It is envisaged that housing will be the predominant use on the western part of the Opportunity Area, while the eastern part may include a greater range of uses, reflecting its more central location adjacent to the railway station</p> <p>Proposals for any development which would prejudice the comprehensive redevelopment of the Opportunity Area will not be permitted</p>
	Policy CC14 Pedestrian and Cycle Access	<p>All new City Centre development should be accessible to pedestrians of all levels of mobility and to cyclists. Safe, high quality links should be provided to ensure new development, particularly those in peripheral locations, is properly integrated with the rest of the City Centre and is well connected to adjacent areas. Proposals for developments which consist of a variety of elements should ensure there is a high level of accessibility between them.</p>
	Policy CC15 Car Parking	<p>Within the City Centre, the provision of car parking spaces to serve a proposed or existing development will not be permitted where alternative off-street spaces are available. Where this is not the case, the number of new car parking spaces should be that which serves operational requirements and the needs motorists with mobility</p>

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		<p>difficulties. Measures to improve accessibility by means of transport other than the car should be provided in preference to new car parking.</p> <p>Opportunities for shared use of existing car parks should be investigated before new parking is provided. Where practicable, new parking should serve the centre as a whole throughout the day and not be reserved for use in connection with an individual development.</p>
	Policy CC16 Cycle Parking	<p>New City Centre development should provide secure, safe, convenient and high quality parking for cycles in accordance with the minimum standards set out in Appendix IV. Spaces for employees should be provided on-site. Payment towards the provision of communal cycle parking available to all City Centre users will normally be accepted through planning obligations in lieu of dedicated on-site provision for customers or visitors.</p>
	Policy CC17 Cathedral Views	<p>Planning permission will not be granted for any development, whether located within the City Centre or elsewhere, whose height, location, design or bulk would unacceptably detract from views of the Cathedral or its setting.</p>
	Policy CC18 Public Spaces	<p>The City Council will require large-scale development schemes in the City Centre to include attractive outdoor spaces available for use by the general public.</p>
	Policy LT1 Open Space in New Residential Development	<p>Planning permission will not be granted for residential development of 9 or more dwellings unless open space is provided and laid out in accordance with the minimum standards set out in Appendix VII, which forms part of this policy. If there are particular deficiencies in open space in the surrounding area, the City Council may seek variations in the component parts of the required provision to overcome them</p>
	Policy LT2 Off-site Contributions towards the Provision of Open Space for New Residential Development	<p>.... proposals of 9 or more dwellings will be granted if the developer has first entered into a planning obligation to make a financial contribution towards meeting the open space needs of the proposed residential development off-site</p>

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	Policy LT6 Access to Open Spaces	Planning permission will not be granted for any development which would adversely affect accessibility to existing open spaces or to sites safeguarded for use as open space. Proposals for the improvement of accessibility to existing open spaces will generally receive favourable consideration
	Policy LT9 Development of Leisure Facilities	<p>In all locations other than those covered by policy CC4, proposals for leisure development (including extensions to existing leisure facilities) will be subject to the following policy</p> <p>If the site of the proposed development is within a District Centre or Hampton Township Centre as defined on the Proposals Map, planning permission will be granted provided that the nature and scale of the development would be appropriately related to the catchment area served by that Centre.</p> <p>If the site of the proposed development is outside a District Centre or Hampton Township Centre, the applicant will be required to demonstrate both the need for the development and that a sequential approach to site selection has been applied</p>
	Policy LT10 Development of Sports Facilities	The City Council will give favourable consideration to any proposal which would provide new or additional types of sports facilities in accordance with the City Council's Sports Strategy in order to overcome a specific identified deficiency in sports provision
	Policy CFC University	<p>The City Council will encourage the development of new university premises in Peterborough in a way that would maximise the educational, social and economic benefits to the city.</p> <p>Planning permission for the development of land, or change of use of existing buildings, to provide new University and ancillary buildings will be granted.</p>
	Policy CF8 Development of Community Buildings	<p>Planning permission for the development of land, or change of use of an existing building, to provide a new community building will be granted, provided that:</p> <ul style="list-style-type: none"> • the development would not result in the loss of land allocated for residential use or office, industrial and warehousing use for which there is

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		<p>an over-riding need the development would provide a safe and convenient access by foot, cycle and public transport, and would be sufficiently well located in relation to its intended catchment population to offer a reasonable prospect of a substantial number of trips by these modes</p> <ul style="list-style-type: none"> • the noise and disturbance likely to be caused by the use of the premises would not be unacceptably detrimental to the amenities of occupiers of nearby properties • the vehicular traffic and pedestrian activity likely to be generated would not be unacceptably detrimental to the amenities of occupiers of nearby properties or be likely to result in unacceptable congestion or hazard to road safety • any associated car parking area to be provided would not be unacceptably detrimental to the character or appearance of the area
	Policy CF9 Day Nurseries, Crèches and Playgroups	<p>Planning permission for the development of land, or change of use of an existing building, to provide a new day nursery, crèche or playgroup will be granted, provided that:</p> <ul style="list-style-type: none"> • the development would provide a safe and convenient access by foot, cycle and public transport, and would be sufficiently well located in relation to its intended catchment population to offer a reasonable prospect of a substantial number of trips by these modes • the noise and disturbance likely to be caused by the use of the premises would not be unacceptably detrimental to the amenities of occupiers of nearby properties • the vehicular traffic and pedestrian activity likely to be generated would not be unacceptably detrimental to the amenities of occupiers of nearby properties or be likely to result in unacceptable congestion or hazard to road safety • any associated car parking area to be provided would not be unacceptably detrimental to the character or appearance of the area
	Policy DA1 Townscape and Urban Design	<p>Planning permission will only be granted for development if it is compatible with, or improves, its surroundings in respect of its relationship to nearby buildings and spaces, and its impact on longer views; creates or reinforces a sense of place; does</p>

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		not create an adverse visual impact.
	Policy DA2 The effect of Development on the Amenities and Character of an Area	Planning permission will only be granted for development if, by virtue of its density, layout, massing and height, it can be satisfactorily accommodated on the site itself; would not adversely affect the character of the area; would have no adverse impact on the amenities of occupiers of nearby properties.
	Policy DA3 Materials	The City Council will only grant planning permission for built development if the external finish of the building would harmonise with the established building materials of the locality
	Policy DA4 Under-Use of Land	The City Council will not grant planning permission for development which would result in the under-use of land.
	Policy DA7 Design of the Built Environment for Full Accessibility	Planning permission will not be granted for the development, change of use, alteration or extension of any building which is open to the public, or any building which is used for employment or education purposes, unless provision has been made to meet the needs of people with disabilities in terms of access into and within that building and the provision of appropriate facilities
	Policy DA11 Design for Security	Planning permission will not be granted for a development unless vulnerability to crime has been satisfactorily addressed in the design, location and layout of the proposal.
	Policy DA12 Light Pollution	<p>Planning permission will only be granted for lighting schemes if:</p> <ul style="list-style-type: none"> • the level of lighting proposed does not exceed the minimum necessary to achieve its purpose; and • the design of the lighting installation minimises glare and light spillage from the site; and • the design of the installation and the nature of the light emitted does not adversely affect the amenity of the area.
	Policy DA13 Noise	Planning permission will only be granted for noise generating, or noise sensitive, development if adequate provision has been made to mitigate the adverse effects of

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		noise likely to be generated or experienced by the development
	Policy DBE3 Development Affecting Conservation Areas	The City Council will require all proposals for development which would affect a conservation area (whether the site of the development is inside or outside the boundary) to preserve or enhance the character or appearance of that area.
	Policy DBE4 Demolition of Buildings in Conservation Areas	<p>The City Council will not grant consent for proposals to demolish any unlisted building which makes a positive contribution to the character or appearance of a conservation area unless:</p> <ul style="list-style-type: none"> • there are overriding environmental, economic or practical reasons; or • there are firm proposals to replace the building with a development which makes an equal or greater positive contribution
	Policy CBE11 Buildings of Local Importance	Proposals for development will not be permitted if they would involve the demolition of, or substantial alteration to the external appearance of, any building designated as of local importance
	Policy IMP1 Securing Satisfactory Development	<p>Planning permission will not be granted for any development unless provision is secured for all additional infrastructure, services, community facilities and environmental protection measures, which are necessary as a direct consequence of development and fairly and reasonably related to the proposal in scale and in kind.</p> <p>The provision of such requirements shall be secured as part of development proposals or through the use of conditions attached to planning permissions, or sought through planning obligations.</p> <p>Where provision on an application site is not appropriate or feasible, provision elsewhere, or a contribution towards this provision, will be sought where necessary.</p> <p>Where a planning application is for part of a larger area planned for development, a pro rata provision of any necessary facilities, services or infrastructure, or a contribution towards them, will be sought".</p>

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	Policy LNE5 Area of Best Landscape	New development within the Area of Best Landscape should conserve and, where possible, enhance the Area's distinctive landscape character. Planning permission will not be granted for any development that would fail to: respect local building forms in terms of scale, mass, style and materials; or retain trees that form an important element in the landscape; or reflect the relationship between a settlement and its landscape setting; or retain important and distinctive historical, wildlife, architectural or landscape features; or safeguard important views; or be sympathetic to the local topography.
	Policy LNE14 Sites of International Nature Importance	<p>Proposals for development which may affect a designated or proposed designated European site of nature conservation importance will be subject to the most rigorous examination.</p> <p>Where the proposals site concerned hosts a priority habitat type and/or a priority species, development proposals will not be permitted unless necessary for reasons of human health or public safety or for benefits for primary importance for nature conservation.</p>
	Policy LNE15 Sites of National Nature Conservation Importance	Proposals for development in or likely to have an adverse effect on a Site of Special Scientific Interest will be subject to special scrutiny. Planning permission will not be granted for development which may have an adverse effect on the special interest of the site inless the reasons for development outweigh the nature conservation value of the site and national policy to safeguard the national network of such sites.
<i>Peterborough Second Local Transport Plan – 2006</i>	Priority One: to strengthen and diversify the economy	<p>In order to strengthen and diversify the economy of Peterborough, the Council aims to:</p> <ul style="list-style-type: none"> • ensure the economy is well balanced and encourages sustainable growth; • provide the environment to maintain and support existing local businesses and encourage new businesses to set up in the area; • bring money into the local economy by ensuring people get the benefits they are entitled to.
	Priority Two: to plan and deliver an attractive and environmentally friendly city	To ensure that an attractive and environmentally friendly Peterborough is both planned and delivered, the Council aims to:

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		<ul style="list-style-type: none"> • improve the public realm, open spaces and management of its streets through attracting investment, continuing to improve services and legal enforcement; • improve the provision of, and accessibility to, sustainable transport, in order to reduce congestion, air pollution and noise pollution; • plan for both physical and economic future of the city in a co-ordinated way; • carry out plans for the city today, whilst building the foundations of the future.
	Priority Three: to improve the safety and feel of the city	<p>In order to improve safety and feel of the city, the Council aims to:</p> <ul style="list-style-type: none"> • provide services and support to prevent crime by addressing the underlying causes; • provide the environment that removes the opportunity for crime; • engage with the community to ensure that the fear of crime reflects the reality and encourage cohesion and community spirit.
	Priority four: to achieve the best possible health and well-being	<p>To achieve the best possible health and well-being for the people of Peterborough, the Council aims to:</p> <ul style="list-style-type: none"> • prevent situations of illness or injury; • ensure access to effective high quality treatment, care and rehabilitation services; • enable people to receive effective care in the most appropriate place; • ensure partners are delivering services to improve the health and well-being of the community.
	Priority five: to provide high quality opportunities for learning and ensure children are safe	<p>To provide high quality opportunities for learning and ensure children are safe in Peterborough, the Council aims to:</p> <ul style="list-style-type: none"> • ensure children and young people are healthy, enjoying good physical exercise and mental health and living a healthy lifestyle; • ensure children and young people stay safe, being protected from harm and neglect and growing up to look after themselves; • ensure young people enjoy and achieve by getting the most out of life and developing broad skills for adulthood;

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		<ul style="list-style-type: none"> • ensure children and young people make a positive contribution to the community and society; • ensure children and young people achieve economic well-being.
	Priority six: to provide an effective, efficient and accessible council	<p>To provide an effective, efficient and accessible Council for Peterborough, the Council aims to:</p> <ul style="list-style-type: none"> • communicate well to promote trust and understanding; • be clear about what it is doing and how it is achieving against its delivery programme; • be contactable by people when they want and to get what they want, as soon as possible; • ensure it uses public money in the most effective and responsible way possible; • engage the community and voluntary sector with the work of the Greater Peterborough Partnership.
<i>The Cambridgeshire and Peterborough City Council Waste Local Plan 2003</i>	Policy WLP1 Sustainable Waste Management	To achieve sustainable waste management all proposals for waste development will be considered in the context of achieving the best practicable environmental option taking into account regional self-sufficiency, the proximity principle and the waste hierarchy.