



Peterborough Housing Land Supply/Availability Study

Prepared on behalf of Opportunity Peterborough and Peterborough City Council

February 2008

Prepared by

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1.0 Executive Summary

- 1.1 Knight Frank were instructed by Opportunity Peterborough (OP) on 21 December 2006 to assist OP and Peterborough City Council (PCC) undertake the Peterborough Strategic Housing Land Supply / Availability Study to identify potential land and buildings that are / could be available for housing led regeneration to support the sustainable and planned growth of the city.
- 1.2 The scope of the assignment identified in the Client's brief was three fold:
1. Identification of potential housing sites
 2. Testing of these sites to assess their deliverability
 3. Preparation of the final report.
- 1.3 The likely residential densities that can realistically be assumed for identified housing sites will be a key determinant of the number of dwellings that can be brought forward in the period to 2021. In relation to identified sites we have relied upon site specific net densities provided by Peterborough City Council (PCC) taken from the Peterborough Residential Density Study 2007 prepared by Halcrow Group Limited under PCC's instructions. The density bands identified in the Halcrow report are defined by area and relate to the wards as follows:

| Area | Density Band | Wards |
|-----------------------|--------------|---|
| City Centre | 100 dph | Central |
| Inner city | 70 dph | Fletton, Dogsthorpe, Park, East, West |
| Urban area (Suburban) | 40 dph | Bretton North & South, Walton, Ravensthorpe, Stanground West & East, Werrington North & South, Orton Waterville |
| Urban fringe | 45 dph | East of England Showground |

- 1.4 From our analysis of the sites these were rated having regard to their developability expressed having regard to the likely time when these sites might be brought forward and also the extent to which other physical constraints might be overcome as follows:
- Green: Deliverable, with limited infrastructure investment:
 - Amber: Deliverable but with constraints, which we anticipate could be overcome without rendering these sites unviable:

- Red: Undeliverable at an economic cost resulting in an unviable development, or inadequate infrastructure provision that cannot be overcome, or other constraints that we also consider would render these sites undevelopable.

1.5 Our analysis in Appendix B shows that the number of units that are likely to be achieved is 4,011 dwellings of which we anticipate 1,424 dwellings (green sites) are readily available and are likely to be completed within 10 years of which 799 dwellings are anticipated to be completed within the initial 5 years. Similarly, we anticipate that a further 2,527 dwellings (amber sites) are also likely to be completed within 15 years of which 90 dwellings may reasonably be expected to be completed within the first 5 years and 1,773 and 664 dwellings being constructed within the next 5-10 and 11-15 years respectively. There is appreciably more risk associated with the delivery of the amber sites having regard to the infrastructure issues which have been identified for these. Finally, there remains one site which offers more challenging infrastructure and delivery conditions where we anticipate 60 dwellings (red site) might be constructed late in the development trajectory. There will of course be greater risk associated with the delivery of this site compared with either the green or amber sites.

| Site | 0-5 years | 6-10 years | 11-15 years | Total |
|--------------|------------|--------------|-------------|--------------|
| Green | 799 | 625 | 0 | 1,424 |
| Amber | 90 | 1,773 | 664 | 2,527 |
| Red | 0 | 0 | 60 | 60 |
| Total | 889 | 2,398 | 724 | 4,011 |

1.6 The sites were further assessed according to the likely timeframe within which they might come forward for development. Our findings show that the following number of anticipated units will be brought forward in each period:

| Period | Anticipated Units from study sites |
|-------------------------------|------------------------------------|
| 0-5 years | 889 units |
| 6-10 years | 2398 units |
| 11-15 years | 724 units |
| Total for study area:: | 4,011 units |

| Number of units already built / allocated since 2001: | |
|--|---------------------|
| Dwellings already built: | 4,863 units |
| Dwellings under construction: | 1,282 units |
| Dwellings with full/outline planning permission: | 9,094 units |
| Total built / allocated: | 15,239 units |
| Target: | 25,000 units |
| Deficit: | 5,750 units |

- 1.7 This table shows the total that the study area will generate 4,011 units based on our analysis. In addition the number of units already built, permitted and allocated (15,239 units) is added to our total. This gives a deficit for the Peterborough area of 5,750 units from the target 25,000 by 2021.
- 1.8 On this basis, at an average density of 59 DpH approximately 97 net ha of land will be required. This net area may be assumed to be only 60% of the total land that would be required due to the necessary provision of further infrastructure that this level of development will require thus giving a gross total of approximately 162 ha. To put this in context, this means an area of land over 1.8 times the area of the East of England Showground (~87ha) would need to be identified and allocated to facilitate residential development expected up to 2021.
- 1.9 We would stress that this analysis does not include potentially surplus land that may be identified in the parallel employment land study and which might be considered appropriate for residential development over the next 15 years.

2.0 Introduction

2.1 Knight Frank were instructed by Opportunity Peterborough (OP) on 21 December 2006 to assist OP and Peterborough City Council (PCC) undertake the Peterborough Strategic Housing Land Supply / Availability Study to identify potential land and buildings that are / could be available for housing led regeneration to support the sustainable and planned growth of the city.

2.2 The scope of the assignment identified in the Client's brief was three fold:

1. Identification of potential housing sites
2. Testing of these sites to assess their deliverability
3. Preparation of the final report.

2.3 The sites identified in this study will be used to inform the core strategy and integrated growth strategy and therefore assist Peterborough deliver on its growth targets in a sustainable and phased approach.

2.4 We outline the study requirements from the Client's brief below:

To enable appropriate intervention sites to be identified, tested and programmed to deliver comprehensive and sustainable regeneration of the city to maximum advantage to Peterborough's housing and economic growth, we foresee the scope of the assignment as follows:

i) Identification of sites

1. to review the sites identified in PCC's capacity study and to identify others that are vacant, derelict or under used and where potential exists for development of those sites for residential led, and in some cases, mixed use development. The site search should be restricted to sites of 0.3 ha and above.
2. regard must be had to sites currently identified for residential development in the existing First Replacement Local Plan adopted July 2005, those currently in the planning process as pre application discussions or submissions for outline or full approval/reserved matters of schemes.
3. consideration of sites currently in non residential use where there is a logical need for a change of use to residential due to changing circumstances in surrounding uses, proximity to new access routes etc
4. the site search is to be limited to within the defined urban area of Peterborough.

ii) Testing of the sites so identified to assess their deliverability against the following criteria:

5. prospect of securing planning permission under the extant policies of the Development Plan, draft RSS and central government planning guidance and policy.
6. other policy constraints on development including transport, heritage and ecological issues etc
7. physical constraints on development including availability/capacity of local services, flooding, adverse ground conditions etc
8. viability in terms of likely private sector market interest in development

iii) Preparation of a final short list of recommended sites:

9. Identifying (a) preferred sites and (b) sites considered, but rejected
10. how each site has performed against the selection criteria
11. Recommendations on scale (in terms of the number of dwellings) and type of development appropriate to each site (with alternative density options)
12. Indication of likely timescales for availability and deliverability of each site
13. Description of what action needs to be taken, and by whom, to overcome any obstacles or constraints identified for each site.

PPS3

- 2.5 In March 2003 the Council's Urban Capacity Study was carried out under the guidance of PPG3 and the methodology outlined in "Tapping the Potential"¹. This study has developed the work carried out by the Council and brought the results into line with the requirements of PPS3 which was published in November 2006. The potential of windfall sites has been excluded in accordance with PPS3. It is understood through consultation with the Client group that the amount of windfall sites likely to decline in future years and play a relatively insignificant part in meeting housing requirements.
- 2.6 PPS3 requires areas wider than Local Authority Boundaries should be taken into account in the formulation of housing policies and comprehensive housing strategies. However, this study is only concerned with the urban area of Peterborough.
- 2.7 The East Midlands RSS has identified Peterborough as a "sub regional housing market" due to the absence of major towns and employment areas between Lincoln and Peterborough resulting in lengthy travel to work times in areas of South Lincolnshire. A "Peterborough Sub Regional Housing market Assessment" is currently being carried out and includes the six neighbouring Local Authorities

¹ 'Tapping The Potential - Assessing Urban Housing Capacity: Towards Better Practice', December 2000

of South Holland, South Kesteven, Rutland, Fenland, East Northamptonshire and Huntingdonshire. The results of the Peterborough Housing Market Area Study together with the results of this Housing Land Availability Study will help inform the Core Strategy and production of the council's LDF.

3.0 Methodology

3.1 The method used to undertake this study in accordance with the Client's brief is explained below.

Stage 1 – Identification of Sites of greater than 0.3 ha

3.2 Following the steps outlined in the Client's brief, we reviewed sites identified in PCC's urban capacity study including sites identified for housing in the Peterborough Local Plan (First Replacement) July 2005, and those currently in the planning process as pre-application discussions or submissions for outline or full approval/reserved matters of schemes. We also identified sites which have the potential for change of use to residential due to changing circumstance in surrounding uses or proximity to new access routes. The National Land Use Database and the Register of Surplus Public Sector Land were investigated; a physical survey of Peterborough was undertaken and local agent interviews were conducted to draw out additional sites (details of agents contacted and their comments can be found in Appendix A). The site search was restricted to the urban area of Peterborough.

Stage 2 – Site Testing

- 3.3 Further to the Stage 1 identification process, a hierarchy of the potential residential development sites was compiled based upon the following criteria:
- (a) sites with planning permission for residential development and currently under construction;
 - (b) sites within planning permission for residential development where construction has yet to commence;
 - (c) sites currently within the planning system as pre-application discussions or submissions for full / outline planning permission;
 - (d) sites allocated for residential development in the existing 2005 Peterborough Local Plan (First Replacement) but without planning permission;
 - (e) sites which are currently unallocated, but vacant / derelict, with opportunities for residential development;
 - (f) brownfield sites which are currently in a non-residential use but where specific operational and locational factors provide an opportunity for future residential redevelopment.

3.4 The following criteria were used to assess the sites:

- Sequential Test
- Access
- Infrastructure
- Access to Services
- Heritage
- Environmental and Ecological Constraints
- Flooding
- Ground Conditions
- Review of Non-Residential Allocations
- Ability to develop
- Market Interest
- Financial Viability

3.5 In assessing potential sites none have been included which lie within the designated flood plain within PCC's administrative area as defined by the Environment Agency.

3.6 Due to the diverse nature of the sites that are found in Peterborough mass financial appraisal using generalised assumptions was considered inappropriate because in practice sites will have unique characteristics that would render mass appraisal inaccurate and not sufficiently robust for this analysis. To generate results that are sufficiently robust the financial testing was performed on an indicative and qualitative basis. Four major cost criteria were identified as:

- Demolition
- Land Servicing
- Decontamination
- Site Clearance

3.7 To undertake accurate financial viability testing, each site would have to be individually considered as the cost associated with each of the above is highly sensitive to site specificities such as the age, type and size of building to be demolished, or the type and extent of contamination that would need to be treated. Therefore, each site was tested to assess the quantity of cost factors from this list that it is likely to have to bear.

3.8 Further to this analysis, the sites were rated having regard to the likely time when they might be brought forward. The sites were then colour coded as a consequence of the analysis as follows:

Green: Deliverable, with limited infrastructure investment;

Amber: Deliverable but with constraints, which we anticipate could be overcome without rendering these sites unviable;

Red: Undeliverable at an economic cost resulting in an unviable development, or inadequate infrastructure provision that cannot be overcome, or other constraints that we also consider would render these sites undevelopable.

3.8 The sites colour coded green are those which we consider are most likely to be brought forward quickly, as being those likely to be the most appealing to developers due to the potential ease with which they might be developed. Those coloured amber have some constraints, but are likely to be brought forward in the medium term, whilst a single site coloured red is unlikely to be brought forward in the period to 2021.

3.9 Land designated for employment use has been discounted from this study. It is anticipated that there will be sites under this designation that would be appropriate to bring forward as housing land. However, these sites will be identified in the Employment Land Study.

Stage 3 – Preparation of the Final Shortlist and Report

3.10 Site summary sheets were prepared detailing location, boundary plans and displaying a photo of the site as well as results against each of the test criteria. Constraints and possible solutions are also prepared and included in the comments section for each site. The results matrices are presented in Appendix F and considered in the Findings Section of this report.

4.0 Analysis and Assumptions

4.1 The following assumptions were adopted in the assessment of the identified sites:

- Windfall sites – these were not accounted for in light of PPS3 which states:

“Allowances for windfalls should not be included in the first 10 years of land supply unless Local Planning Authorities can provide robust evidence of genuine local circumstances that prevent specific sites being identified.”

- Density

4.2 PCC has advised KF on the site specific net densities, the basis of which is taken from the Peterborough Residential Study 2007 prepared by Halcrow Group Limited. The density bands identified in the Halcrow report are defined by area and relate to the wards as follows:

| Area | Density Band | Wards |
|-----------------------|--------------|---|
| City Centre | 100 dph | Central |
| Inner city | 70 dph | Fletton, Dogsthorpe, Park, East, West |
| Urban area (Suburban) | 40 dph | Bretton North & South, Walton, Ravensthorpe, Stanground West & East, Werrington North & South, Orton Waterville |
| Urban fringe | 45 dph | East of England Showground |

4.3 We have relied upon this analysis where densities have been derived on a ward by ward basis throughout the administrative area. Each site has been assessed by reference to its net developable area. The net developable area was defined as being 85% of the gross area for sites of 2Ha and above but 60% where sites are below 2Ha in size, based on our own experience and the guidance provided in “Tapping the Potential”. The rationale for determining the net developable area is due to the fact that on smaller sites more community and site infrastructure will need to be provided to suitably serve the site as a proportion of the gross area. This would include provisions such as road infrastructure, public open space and community buildings where appropriate.

4.4 The dwelling capacity for each site was then assessed by reference to this notional net area and appropriate density band as set out in the Halcrow Peterborough Residential Density Study 2007. Where sites are already being brought forward through the planning system either through master

planning or other development proposals where housing numbers have been identified these have been taken in order to represent dwelling capacity based on information supplied by PCC.

- Access arrangements

4.5 PCC has advised KF that although broad assumptions towards access are appropriate at this stage, a full access arrangement survey by a transport specialist should be undertaken on each site to determine whether suitable access is available.

- Sequential test

4.6 Although all residential development sites will fall within the defined urban area of Peterborough, the Council has adopted a sequential approach to site identification within its Housing Capacity Study. All sites that are identified in Stage 1 of this study were considered using similar testing to that previously undertaken to produce a hierarchy which ranges from those city centre sites which are most sequentially preferable for development to those located at the city-fringe which are less so.

4.7 Although sites that appeared capable of early development on brownfield sites were generally considered to be more sustainable sites than greenfield land, it was apparent that without detailed knowledge of land ownership, tenure and tenancy matters, taken together with the fact that there is insufficient identified housing land to meet the City Council's housing requirement, it would not be appropriate or relevant to prioritise identified brownfield sites ahead of delivery of identified greenfield land. It is accepted that normally, existing developed sites would be accorded a higher priority for development than undeveloped land.

- Public transport

4.8 The distance from Peterborough railway station was measured as the linear distance for city centre sites only. Distance to the nearest bus stop was measured along pedestrian access routes for all sites identified. Peterborough Local Plan states that sites must be within 400m of the nearest bus stop. Identified sites were banded to be less than 200m, less than 400m or over 400m from the nearest bus stop. When bringing forward new sites for residential development, it would be reasonable to anticipate, particularly with large sites that these would be designed with a new public transport plan to serve the area. In such instances it would not be appropriate to expect that sites should be constrained by being over 400m from the nearest bus stop. Thus the distance will not have been marked as a site constraint.

- Local services

4.9 Proximity of each site to Local Services was identified. The impact that each site would have on the local amenities will depend on the capacity these have to accommodate the new residents. As each site is over 0.3 ha gross and will therefore contain approximately 10 units based on the lowest band average net housing density of 40DpH, it is anticipated, in line with the Local Plan, that every site identified in this report will be required to contribute planning gain.

- Heritage

4.10 The presence of listed buildings was checked for each site. We also had regard to the presence of conservation areas and proximity to listed buildings where development might impact adversely on setting.

- Market Interest

4.11 Further to the compilation of the above identified information, the sites were assessed for market interest and with input from some local land agents within Peterborough and also Knight Frank's regional residential development team. A number of the estate agents contacted were not as forthcoming as initially expected, and others put forward sites that were within an employment designation and therefore discounted from this study. However it was considered that every site that had been identified by the study was in a location where it would be expected to generate a reasonable level of market interest for residential development. The sites identified as green are likely to be the most appealing to developers due to the potential ease with which they might be developed for housing. In addition the City Centre sites would also attract more interest due to the higher densities and likely higher residual land value and therefore greater potential gains. Likely timescales within which each site might be expected to be completed are identified along with site specific development constraints which have been identified, (text coloured orange) with potential means to overcome these, outlined in the final section of each sheet. However, this must be regarded as a generalised assessment since in many cases we did not have adequate information relating to tenure and tenancies which might restrict the ability of some sites to be brought forward quickly.

- Financial testing of sites

4.12 Each identified and tested site was assessed against the cost criteria, details of which are in the methodology. The maximum number of cost factors associated with any one site is 3 as it is assumed that adequate services would be accessible where sites were already available for redevelopment in

urban areas. Where a site might have 3 cost factors associated with it, the viability of the development will have to be carefully considered and funding may have to be made available to assist such sites come forward.

- 4.13 This broad analysis generates results that indicate which sites might carry the highest cost burdens. However, to full establish the extent of any of these factors on any individual site, careful site-by-site cost appraisals will need to be undertaken to accurately assess the financial viability of each, without which no conclusion can be made to a high degree of accuracy, however we consider that this broad method demonstrates sufficiently robust and accurate preliminary results. The results of this constraint testing can be seen in Appendix B.
- 4.14 Further to this analysis, the sites were rated having regard to the likely time when they might be brought forward. Those capable of development within 0-5 years were given no points, 6-10 years, 1 point and 11-15 years 2 points. These were added to the cost appraisal scores to derive a total score and then allocate by reference to the colour coding referred to below:

| | |
|--------------|-------|
| 1 – 2 points | Green |
| 3 – 4 points | Amber |
| 5+ points | Red |

- 4.15 Site analysis summary tables were then collated by colour coding (Appendix C) and by timing (Appendix D).

5.0 Report Findings:

5.1 Fully assessed sites have been rated as follows:

- Green: Deliverable, with limited infrastructure investment;
- Amber: Deliverable but with constraints, which we anticipate could be overcome without rendering these sites unviable;
- Red: Undeliverable at an economic cost resulting in an unviable development, or inadequate infrastructure provision that cannot be overcome, or other constraints that we also consider would render these sites undevelopable.

5.2 Sites that held many constraints before financial testing were marked black and omitted from our analysis. These sites are scheduled in Appendix E which also includes the reasons why these sites were discounted.

5.3 Upon undertaking the financial testing, it was found that no further sites were rated black. This indicates that based on our assumptions all these sites are viable in that they are capable of being brought forward in the market and consequently of delivering some planning gain benefits. It is important to appreciate that the costs and values will vary over time and that viability will therefore change over time, however, unless there are major falls in property sales values, we anticipate that the sites identified will remain viable for the foreseeable future.

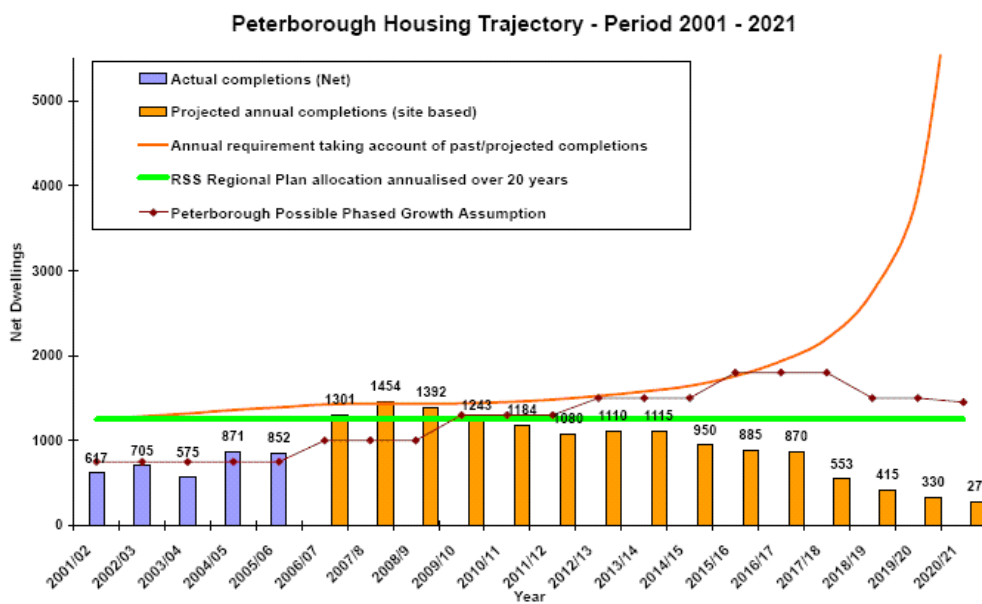
5.4 The relationship with existing use value and the value for alternative uses such as housing or employment will also have a bearing on the extent to which sites will be brought forward for development. It follows that greenfield land will generally be capable of being brought forward for development even in poor markets due to low existing use values.

5.5 The full analysis matrix of sites ordered by colour coding showing density and timing can be found in Appendix C. This shows that we would anticipate approximately 4,011 units to be developed on these sites. We note that these figures represent units that may come forward from the sites identified in this study only; sites with delivered units, with current allocations and with outstanding permissions have been analysed by PCC and found to total 15,239 dwellings for the period 2001 to 31 March 2007 (Appendix G)

5.6 The sites were further assessed according to the likely timeframe within which they might come forward for development. This analysis can be seen in Appendix D and shows that within the next 5

years there is potential for 944 dwellings to come forward from the sites we have identified. This is approximately 15% of the 6,574 units anticipated to be delivered in the City Council’s Annual Monitoring Report for this period.

5.7 In the following period 6-10 years, it is anticipated that 2,342 dwellings will be brought forward from the sites we have identified. This is only 46% of the AMR projection of 5,140. In the period 11 – 15 years it is anticipated that 724 dwellings will be brought forward from identified sites compared with 2447 dwellings anticipated in the AMR and representing approximately 30% of the dwellings anticipated.



Source: PCC Annual Monitoring Report

6.0 Key Findings

- 6.1 Within Peterborough's administrative area, the sites currently potentially available for housing redevelopment comprises a gross area of 106.3 ha, which equates to a net area of 67.7 ha.
- 6.2 We consider that at the densities we have adopted, that the potential housing supply is in the region of 4,011 dwellings. This reflects an average net density of 59 DpH (4,011/67.7).
- 6.3 In undertaking the study in collaboration and discussion with OP and PCC, it became apparent that a number of the sites identified already comprise planning commitments for residential use. We have excluded these sites from our Housing Land Availability Study in reaching our assessment of potential supply. The RSS housing target to 2021 is a minimum of 25,000 dwellings. The Housing Land Availability Study conducted over the period January 2007 – September 2007 identified 4,011 units.
- 6.4 From the number of sites that were identified over 0.3 ha, the following table summarises the number of units identified by this study over each period, the number built and committed since 2001 and calculates the shortfall from the RSS target.

| Period | Anticipated Units from study sites |
|--|---|
| 0-5 years | 889 units |
| 6-10 years | 2398 units |
| 11-15 years | 724 units |
| Total for study area:: | 4,011 units |
| Number of units already built / committed since 2001: | |
| Dwellings already built: | 4,863 units |
| Dwellings under construction: | 1,282 units |
| Dwellings with full/outline planning permission: | 9,094 units |
| Total built / committed: | 15,239 units |
| Target: | 25,000 units |
| Deficit: | 5,750 units |

- 6.5 In undertaking our Housing Land Availability Study we have looked critically at all potential sites within the urban boundary. In discussions with planning officers it is recognised that the extent of opportunity for residential development within the urban boundary of Peterborough is relatively limited. In undertaking this study we have also had regard to the possible contribution that might be made from allocating some employment land for residential redevelopment. It is recognised that this would

reduce identified and allocated employment land however a considerable proportion of this land is of indifferent quality and is unlikely to make a significant employment contribution in the future. In particular many of these sites have characteristics which are unsuitable for employment development but are entirely satisfactory for residential use such as being relatively poorly located in terms of road access or back land sites with awkward shapes. Accordingly we consider that through careful selection, it should be possible to significantly increase potential residential development land for development in the period up to 2021. Employment land potential will be identified at the completion of the employment land study, of which stage 1 of 3 has been undertaken.

- 6.7 It goes beyond the terms of reference of this study to consider the comparative advantage of releasing further existing employment land for residential use without simultaneously undertaking an employment land study, and considering the need for additional high quality employment land to meet the needs of the City until 2021.
- 6.8 Our terms of reference have not required us to consider where the shortfall of residential land should be found to meet the identified deficit. On the basis that the deficit is 5,750 dwellings, at an average density of 59 DpH approximately 97 net ha of land will be required for net new housing development. Given that there will be a need for additional physical and social infrastructure and land for landscaping, this net area may be assumed to be only 60% of the total land that would be required due to the necessary provision of further infrastructure that this level of development will require thus giving a gross total of approximately 162 ha. To put this in context, this means an area of land over 1.8 times the area of the East of England Showground (~87Ha) would need to be identified and allocated to facilitate residential development expected up to 2021.
- 6.9 We understand that Opportunity Peterborough and Peterborough City Council are currently undertaking an integrated study of the relative advantages of releasing land for housing to serve the needs of the City in the period up to 2021. The results of this report will inform that work.

Appendix A

List of Local Agent Contacts and Comments

Appendix A – List of Local Agent Contacts

| Company | Tel | Contact Name | Comments |
|---|-------------------|-------------------|---|
| Bairstow Eves | 07885 081496 | Paula Brain | Have left two messages, and waiting to hear back. |
| Cater Jonas LLP | 01223 346633 | Michael Hudson | Has recently undertaken a land identification study on behalf of Persimmon Homes. He has one or two clients with land holdings that may have resi potential. Would prefer to meet up to discuss these. Would be worthwhile arranging a meeting. |
| Connells | 01733 892849 | Matthew Oliver | Is looking through file list |
| Dickens, Watts & Dade / Savills | 01733 318512 | James Major | DWD/Savills have got several commercial clients who have land holdings in the city. They believe that there are areas where residential could work, however they would rather not send out plans at this moment in time. They would be happy to meet up to discuss their sites further. |
| Hodsons Chartered Surveyors & Estate Agents | Tel: 01733 203064 | Stephen Hodson | RJH spoke to Stephen Hodson. Whilst he would be happy to handle development land, he does not have any clients with land holdings at present. |
| R Longstaff & Co | 01775 766766 | John Smith | RJH spoke to John Smith he does not have any clients with land within the city at present. |
| Sharman Quinney | 01832 280909 | Stephen Buddle | RJH spoke to Stephen Buddle. Whilst he would be happy to handle development land, he does not have any clients with land holdings at present. |
| William H Brown | 01733 311022 | Graham Fagan | |
| Robinson & Hall | 01234 362926 | Andrew Bar | Nothing in the city |
| Smith's Gore | 01733 567231 | Sarah Langford | Only church commissioners land that is currently shown as open space. |
| Cluttons | 0207 647 7082 | Richard Dawtrey | Nothing in the city |
| Alexanders | 01480 432220 | Michael Alexander | Michael Alexander does have a client with land on the edge of Eye. It does border the village. Further details to follow |
| Cheffins | 01223 213777 | Simon Goodaram | Might have some rural clients with land close to the city, however has nothing within the city |
| Humberts | 01476 514500 | Stuart Pate | Nothing in the city |
| King West | 01858 435970 | Rupert West | Rupert West confirmed he is trustee to EofE Agricultural Society however apart from that does not have any clients with land holdings in the city. |
| Strutt & Parker | (0) 1858 433 123 | Simon Proctor | Nothing in the city |
| John Martin & Co | 01480 436036 | Andrew Stephens | Nothing that fits within the remit. |
| Bidwells | 01223 841841 | Emma Fletcher | Nothing that fits within the remit. |
| Savills | 07812 965336 | Nigel Sugars | Nigel is going to have a word with his department to see who might have clients with land in the city. Also Mike Shaw confirmed he had nothing. |
| David Shaw | 07967 326612 | David Shaw | Nothing that fits within the remit. |
| LSH | (0)1733 563921 | Peter Williams | Had a detailed conversation with Peter Williams of LSH. The only thing he has is 13 acres at rear of Perkins Site. He would be keen to meet up to discuss the site and let us have plans etc. |
| Stamford Homes | 01733 396600 | Peter Sutton | Nothing that fits within the remit. |
| Others | N/A | N/A | In addition to this list we have spoken to many of the agents within the town who do not get involved with land. They include: Woodcock Homes, Harrison Estate Agents, Cook and Ward, City & County, Sharman Quinney, Malcolm James & Partners. |

Positive Lead

Waiting to hear back

Negative lead

Appendix B
Constraint Testing

Appendix B – Constraint Matrix

Site Scoring and Ranking

| Ward | Site Number | Gross Site Size | Net Site Size | Demolition Required? | Site requires servicing? | Site requires Decontamination? | Site Requires Clearance / Remediation? | Number of Cost Factors | Timing score | Total Score | Colour Code |
|--------------------|-------------|------------------|-----------------|----------------------|--------------------------|--------------------------------|--|------------------------|--------------|-------------|-------------|
| Fletton | 10 | 2.2 | 1.32 | y | | | | 1 | 0 | 1 | Green |
| Fletton | 13 | 1.5 | 1.275 | y | | | | 1 | 0 | 1 | Green |
| Paston | 5 | 0.6 | 0.51 | | y | | | 1 | 0 | 1 | Green |
| Breton North | 1 | 1.9 | 1.615 | y | | | y | 2 | 0 | 2 | Green |
| Central | 2 | 0.7 | 0.595 | y | | | y | 2 | 0 | 2 | Green |
| Dogsthorpe | 2 | 3.95 | 2.37 | y | | | y | 2 | 0 | 2 | Green |
| East | 3 | 6.73 | 4.038 | y | | | y | 2 | 0 | 2 | Green |
| East | 5 | 0.67 | 0.335 | | | | y | 1 | 1 | 2 | Green |
| Fletton | 2 | 2.6 | 1.56 | y | | | | 1 | 1 | 2 | Green |
| Fletton | 14 | 2.4 | 1.44 | y | | | | 1 | 1 | 2 | Green |
| Park | 1 | 0.3 | 0.255 | y | | | | 1 | 1 | 2 | Green |
| Paston | 4 | 1.93 | 1.6405 | | | | y | 1 | 1 | 2 | Green |
| Paston | 6 | 2.4 | 1.44 | y | | | | 1 | 1 | 2 | Green |
| Stanground Central | 4 | 1.3 | 1.105 | | y | y | | 2 | 0 | 2 | Green |
| Walton | 2 | | 1.2 | y | | | | 1 | 1 | 2 | Green |
| West | 6 | 5.7 | 3.42 | | | | y | 1 | 1 | 2 | Green |
| West | 7 | 1.90 | 1.62 | | | y | | 1 | 1 | 2 | Green |
| West | 9 | 2.3 | 1.38 | y | | | y | 2 | 0 | 2 | Green |
| Central | 3 | 3.4 | 2.04 | y | | y | y | 3 | 0 | 3 | Amber |
| East | 8 | 0.63 | 0.5355 | y | | | y | 2 | 1 | 3 | Amber |
| Fletton | 11 | 0.8 | 0.68 | | y | | y | 2 | 1 | 3 | Amber |
| Fletton | 7 | 0.7 | 0.595 | | y | y | | 2 | 1 | 3 | Amber |
| Stanground Central | 1 | 0.3 | 0.255 | y | | | | 1 | 2 | 3 | Amber |
| Werrington North | 3 | 6.9 | 4.14 | | y | | | 1 | 2 | 3 | Amber |
| Central | 1 | 0.4 | 0.34 | y | | | y | 2 | 2 | 4 | Amber |
| Central | 4 | 17 | 10.2 | y | | y | y | 3 | 1 | 4 | Amber |
| Central | 6 | 0.5 | 0.425 | y | | y | y | 3 | 1 | 4 | Amber |
| Fletton | 3 | 1 | 0.85 | y | | y | y | 3 | 1 | 4 | Amber |
| Fletton | 9 | 13.3 | 7.98 | y | | y | y | 3 | 1 | 4 | Amber |
| Orton Hampton | 9 | 66.9 | 40.14 | | y | | y | 2 | 2 | 4 | Amber |
| West | 8 | 3.6 | 2.16 | y | | | y | 2 | 2 | 4 | Amber |
| Fletton | 8 | 1.4 | 1.19 | y | | y | y | 3 | 2 | 5 | Red |
| TOTAL: | | 157.91 Ha | 98.64 Ha | | | | | | | | |

Appendix C
Colour Coding Matrix

Appendix C – Colour Coding Matrix

Sites sorted by site colour coding

| Ward | Site Number | Site Size Ha | Density | 0-5 Years | 6-10 Years | 11-15 Years |
|--------------------|-------------|--------------------------|---------|-------------------------------|----------------------------------|---------------------------------|
| Green Sites | | | | | | |
| Breton North | 1 | 1.62 | 95 | 153 | | |
| Central | 2 | 0.60 | 40 | 24 | | |
| Dogsthorpe | 2 | 2.37 | 40 | 95 | | |
| East | 3 | 4.04 | 50 | 202 | | |
| East | 5 | 0.34 | 70 | | 23 | |
| Fletton | 2 | 1.56 | 40 | | 62 | |
| Fletton | 10 | 1.32 | 129 | 170 | | |
| Fletton | 13 | 1.28 | 71 | 90 | | |
| Fletton | 14 | 1.44 | 70 | | 101 | |
| Park | 1 | 0.26 | 40 | | 10 | |
| Paston | 4 | 1.64 | 40 | | 66 | |
| Paston | 5 | 0.51 | 40 | 20 | | |
| Paston | 6 | 1.44 | 40 | | 58 | |
| Stanground Central | 4 | 1.11 | 40 | 44 | | |
| Walton | 2 | 1.20 | 40 | | 48 | |
| West | 6 | 3.42 | 40 | | 137 | |
| West | 7 | 1.62 | 40 | | 65 | |
| West | 9 | 1.38 | 40 | | 55 | |
| | | 27.11 | | 799 units | 625 units | units |
| | | | | | Total in 0-5 years | 1,424 units |
| Amber Sites | | | | | | |
| Central | 1 | 0.34 | 40 | | | 14 |
| Central | 3 | 2.04 | 44 | 90 | | |
| Central | 4 | 10.20 | 108 | | 1,100 | |
| Central | 6 | 0.43 | 70 | | 30 | |
| East | 8 | 0.54 | 70 | | 37 | |
| Fletton | 3 | 0.85 | 40 | | 34 | |
| Fletton | 7 | 0.60 | 40 | | 24 | |
| Fletton | 9 | 7.98 | 63 | | 500 | |
| Fletton | 11 | 0.68 | 70 | | 48 | |
| Orton Hampton | 9 | 9.18 | 40 | | | 367 |
| Stanground Central | 1 | 0.26 | 40 | | | 10 |
| Werrington North | 3 | 4.14 | 45 | | | 186 |
| West | 8 | 2.16 | 40 | | | 86 |
| | | 37. Ha | | 90 units | 1,773 units | 664 units |
| | | | | | Total in 6-10 years | 2,527 units |
| Red Sites | | | | | | |
| Fletton | 8 | 1.19 | 50 | | | 60 |
| | | 1.2 Ha | | units | units | 60 units |
| | | | | | Total in 11-15 years | 60 units |
| TOTALS: | | 65.3 Total Net ha | | 0-5 yr Total 889 units | 6-10 yr Total 2,397 units | 11-15 yr Total 724 units |
| | | | | | Total Units: | 4,011 units |

Appendix D
Timing Matrix

Appendix D – Timing Matrix

Sites sorted by time frame of potential delivery

| Ward | Site Number | Site Size Ha | Density | Colour | 0-5 Years | 6-10 Years | 11-15 Years |
|--------------------|-------------|---------------------------|---------|--------|-----------|-----------------------------|--------------------|
| 0-5 Years | | | | | | | |
| Breton North | 1 | 1.62 | 95 | Green | 153 | | |
| Central | 2 | 0.60 | 40 | Green | 24 | | |
| Central | 3 | 2.04 | 44 | Amber | 90 | | |
| Dogsthorpe | 2 | 2.37 | 40 | Green | 95 | | |
| East | 3 | 4.04 | 50 | Green | 202 | | |
| Fletton | 10 | 1.32 | 129 | Green | 170 | | |
| Fletton | 13 | 1.28 | 71 | Green | 90 | | |
| Paston | 5 | 0.51 | 40 | Green | 20 | | |
| Stanground Central | 4 | 1.11 | 40 | Green | 44 | | |
| West | 9 | 1.38 | 40 | Green | 55 | | |
| | | 16.25 | | | 944 units | units | units |
| | | | | | | Total in 0-5 years | 944 units |
| 6-10 Years | | | | | | | |
| Central | 4 | 10.20 | 108 | Amber | | 1,100 | |
| Central | 6 | 0.43 | 70 | Amber | | 30 | |
| East | 5 | 0.34 | 70 | Green | | 23 | |
| East | 8 | 0.54 | 70 | Amber | | 37 | |
| Fletton | 2 | 1.56 | 40 | Green | | 62 | |
| Fletton | 3 | 0.85 | 40 | Amber | | 34 | |
| Fletton | 7 | 0.60 | 40 | Amber | | 24 | |
| Fletton | 9 | 7.98 | 63 | Amber | | 500 | |
| Fletton | 11 | 0.68 | 70 | Amber | | 48 | |
| Fletton | 14 | 1.44 | 70 | Green | | 101 | |
| Park | 1 | 0.26 | 40 | Green | | 10 | |
| Paston | 4 | 1.64 | 40 | Green | | 66 | |
| Paston | 6 | 1.44 | 40 | Green | | 58 | |
| Walton | 2 | 1.20 | 40 | Green | | 48 | |
| West | 6 | 3.42 | 40 | Green | | 137 | |
| West | 7 | 1.62 | 40 | Green | | 65 | |
| | | 34.2 Ha | | | units | 2,342 units | units |
| | | | | | | Total in 6-10 years | 2,342 units |
| 11-15 Years | | | | | | | |
| Central | 1 | 0.34 | 40 | Amber | | | 14 |
| Fletton | 8 | 1.19 | 50 | Red | | | 60 |
| Orton Hampton | 9 | 9.18 | 40 | Amber | | | 367 |
| Stanground Central | 1 | 0.26 | 40 | Amber | | | 10 |
| Werrington North | 3 | 4.14 | 45 | Amber | | | 186 |
| West | 8 | 2.16 | 40 | Amber | | | 86 |
| | | 17.3 Ha | | | units | units | 724 units |
| | | 67.68 Total Net ha | | | | Total in 11-15 years | 724 units |
| | | | | | | Total Units: | 4,010 units |

Appendix E
Rejected Sites (“Black Sites”)

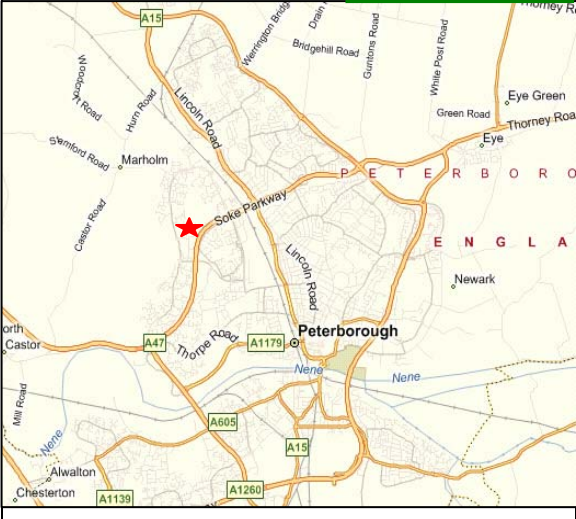
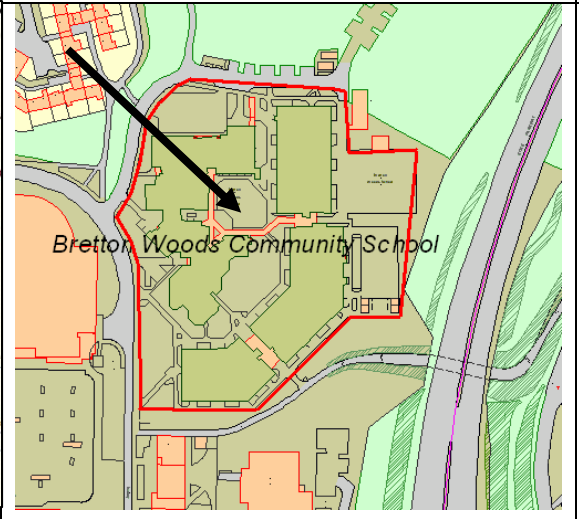

Appendix E - Rejected Sites (“Black Sites”)

| PPC study site name | PPC study site number | Reason discounted from KF results |
|--------------------------------------|-----------------------|--|
| Fletton Tower Queens Walk | 6 | Setting of a Grade II listed building (Was site Fletton 12) |
| Willesden Avenue | 11 | Site area reduced as construction under pedestrian bridge unrealistic. New site area <0.3Ha |
| Macetter Square | 12 | Site in Employment area |
| Brookfield Industrial Estate | 13 | Site in Employment area |
| Land R/O 467 Fulbridge Road | 14 | Site access is very poor. New access would only be possible via loss of part of the allotment land to north, or the sports field to the south. Site therefore marked red. |
| Werrington Industries | 15 | Site in Employment area |
| Stirling Way | 17 | Site in Employment area |
| Oak Tree site Bretton Way | 19 | Site in Employment area |
| | 20 | Too Small |
| Oxney Road | 27 | Windfall Site - has outline application for the erection of one dwelling |
| Car wash | 51 | Wrong site area on sheet, is 0.17Ha and therefore too small |
| St Martins Street | 63 | Site 0.104Ha and therefore too small |
| Allotments Wesleyan Road | 72 | Designated open space |
| Thorpe Wood House | 79 | Site in Employment area |
| Allotments Fulbridge Road | 85 | Site already developed |
| Huntley Lodge | 90 | Designated open space |
| Land at Westwood Farm | 93 | Site in active use by New Covent Garden Foods. No evidence to suggest that this site will become available for residential development. If the Council are aware that this site may become available for residential development, site may be included in the study. |
| Land North of Oxney Road | 100 | Site has been developed |
| Land at rear of 56-62 Bamaber Street | 102 | Site 0.1Ha therefore too small |
| Langwood House | 103 | Site developed |
| Matley School | 110 | Designated open space |
| PPDC, Netherton | 118 | Site in active use. No evidence to suggest that this site will become available for residential development. If the council are aware that this site may become available for residential development, site may be included in the study |
| Fox Covert | 119 | Outside the Urban Boundary |
| Allotment Site, North Bretton | 121 | Designated open space |
| Savile Road | 122 | Employment Land Allocation |

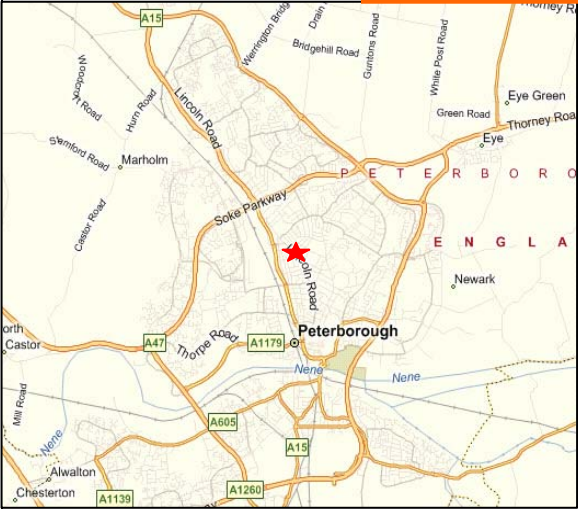
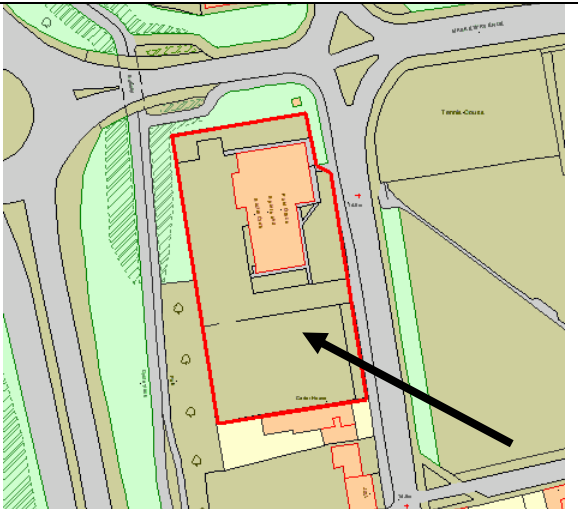

| Knight Frank Site Name | Brief Description | Reason discounted from KF results |
|---------------------------------|---|--|
| Central 5 | Telephone House, Trinity Street | Being converted into a hotel |
| Dogsthorpe 1 | Lane Rear of Newark Hill School | Previously refused residential planning permission |
| Dosthorpe 3 | Land south of Paston Parkway | Partially wooded buffer land |
| East 4 | Abbotsmede Primary School | Is a school playing field |
| East 4(b) | Land behind Abbotsmede school | No access without developing public open space |
| East 7 | Land East of Burton Court | Still used as allotments |
| Eye 1 | Land off Peterborough Road, Eye | part of garden centre application, near land fill & seperated from other housing by major road. |
| Eye 2 | Land of Paston Parkway | part of garden centre application, near land fill & seperated from other housing by major road. |
| Eye 3 | Paston Parkway land | part of garden centre application, near land fill & seperated from other housing by major road. |
| Fletton 1 & 6 - Woodston | H3.05 | Site fully developed |
| Fletton 2(b) | Land to the west of Peterborough WEB (part) off Oundle Road, Botolph Bridge Industrial Estate | No indication that this is available for development - it is in active use & not previously allocated. |
| Fletton 4 | Land to rear of 49 New Rd | Land is swampy in most parts and therefore inappropriate for residential development |
| Orton with Hampton 1 - 5, 6 & 7 | Hampton Township | Developed / Hampton Township |
| Paston 1 | Land next to Dogsthorpe and Paston Parkway | Wooded |
| Ravensthorpe 2 | Land at Ravensthorpe Primary School | Is a school playing field |
| South Bretton 1 | Land South of Huntsmans Gate | Wooded |
| Werrington North 1 | Land south of David's Lane | Wooded buffer land |
| Werrington North 2 | Land south of David's Lane | Wooded |
| Werrington North 4 | Land between David's Close and Werrington Parkway | Wooded |
| West 1 | Land adjoining Wentworth Lodge | POS |
| West 2 | Bretton Gate, Sports Club | Sports ground to be retained |
| West 3 | Bretton Gate, Cricket Ground | Sports ground to be retained |
| West 4 | Land West of Bretton Gate Sports Ground | Hospital expansion land |
| West 5 | Land South of Edith Cavell Hospital | Hospital expansion land |

Appendix F
Site Summary Sheets

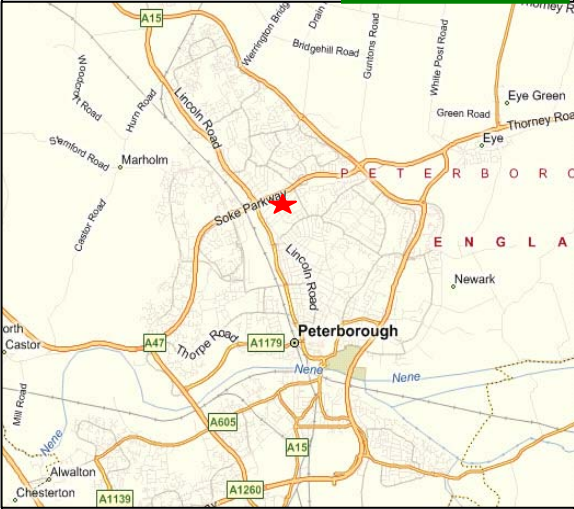
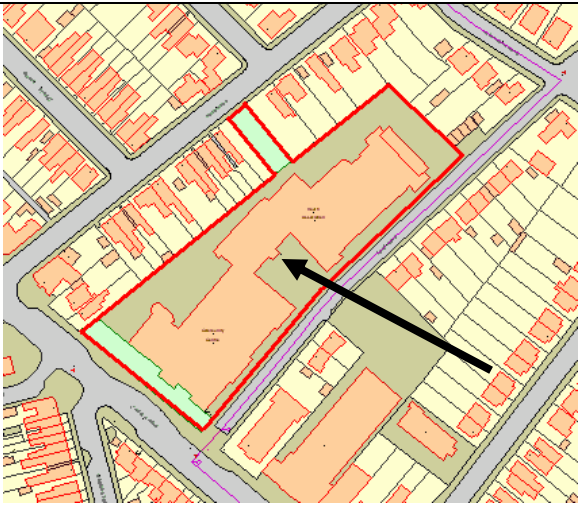

Appendix F - Site Summary Sheets

| | | | | |
|---|--|--|--------------|---|
| Bretton North 1 | Green | Bretton Woods Community School | 1.9Ha | Potential for 153 units |
|  | |  | |  |
| Land Type | Brownfield | | | |
| Current Use | School closed | | | |
| Site Selection Methodology | (f) – Brownfield Site with Potential for Residential Redevelopment | | | |
| Access Arrangements | Existing off Flaxland / Rightwell East | | | |

| | | | | | | | |
|-------------------------------------|--|---|---------------|--|--------------------|-----|--|
| Access to Infrastructure | Gas | Yes | | | Electricity | Yes | |
| | Water | Yes | | | Telecoms | Yes | |
| | Drainage | Yes | | | | | |
| Access to Services | School | Eyrescroft Primary School (0.5 miles), Voyager School (2 miles) | | | | | |
| | Health facilities | Doctor's Surgery (0.1 miles) and Dental Surgery (0.4 miles) | | | | | |
| | Local Shops | Supermarkets (0.1 miles). Good range of shops in Bretton Centre next door to site | | | | | |
| | Public Transport | Peterborough Train Station (1.8 miles), <200m to nearest bus stop | | | | | |
| Environmental Considerations | Trees on site | | | | | | |
| Heritage | No | | | | | | |
| Sequential Test | Suburban | | | | | | |
| Housing Density | High | 95 dph | Medium | | Low | | |
| Timeframe | 0-5yrs | Yes | 6-10ys | | 11-15yrs | | |
| Additional notes | Site is owned by PCC. | | | | | | |
| Surrounding Land Use | Bretton Park open space located to the north with the Bretton Retail Centre directly to the west. The A47 Soke Parkway runs to the site's eastern boundary. Issues for re-use may include the need to retain some community provision. | | | | | | |
| Market Commentary | Bretton Woods school is now closed and children have transferred to the new Voyager School in September. Pre-application information received for 150 1&2 bed flats and part of site to be used for retail (0.59Ha). | | | | | | |

| | | | | |
|---|--|--|--------------|---|
| Central 1 | Amber | Social Club Bourges Boulevard | 0.4ha | Potential for 14 units |
|  | |  | |  |
| Land Type | Brownfield | | | |
| Current Use | Social Club and Car Park | | | |
| Site Selection Methodology | (f) – Brownfield Site with Potential for Residential Development | | | |
| Access Arrangements | Existing Access off Bourges Boulevard | | | |

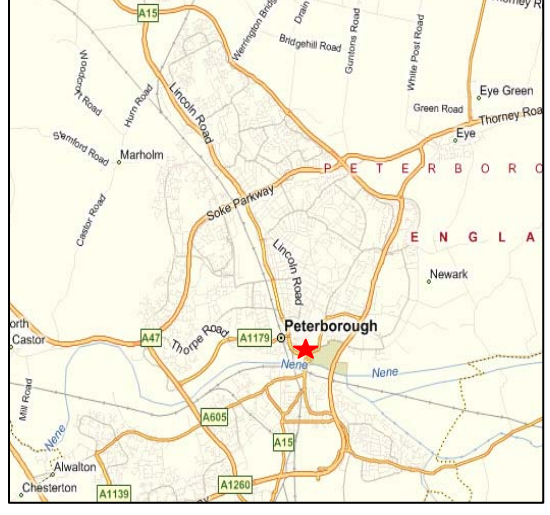
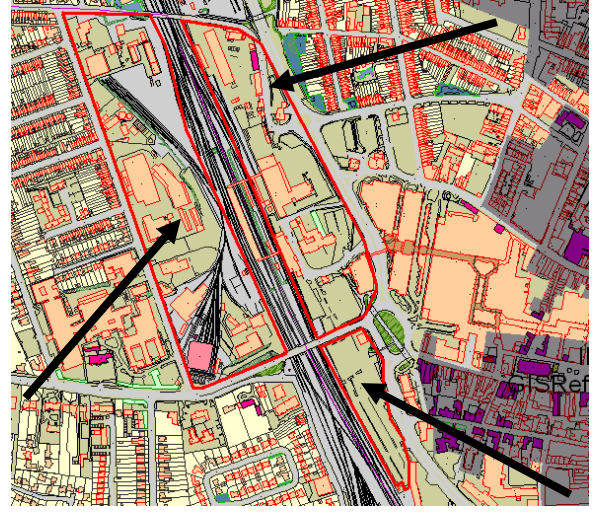

| | | | | | | | |
|-------------------------------------|--|---|----------------|--|--------------------|--------|--|
| Access to Infrastructure | Gas | Yes | | | Electricity | Yes | |
| | Water | Yes | | | Telecoms | Yes | |
| | Drainage | Yes | | | | | |
| Access to Services | School | Fulbridge Primary School (0.5 miles) and Thomas Deacon Academy (1 mile) | | | | | |
| | Health facilities | Doctor and Chemist (0.5 miles) | | | | | |
| | Local Shops | Supermarket (0.5 miles) | | | | | |
| | Public Transport | Peterborough Train Station (1.2 miles), ~200m to nearest bus stops | | | | | |
| Environmental Considerations | No | | | | | | |
| Heritage | No | | | | | | |
| Sequential Test | Suburban | | | | | | |
| Housing Density | High | | Medium | | Low | 40 dph | |
| Timeframe | 0-5yrs | | 6-10yrs | | 11-15yrs | Yes | |
| Additional notes | Site only available for redevelopment if existing car park and community use is considered surplus to the local community's requirements. | | | | | | |
| Surrounding Land Use | Predominately residential with industrial / commercial area to the west and recreational space to the east. The site's western boundary adjoins a public footpath running parallel to the A15 Bourges Boulevard. | | | | | | |

| | | | | | |
|---|--|--|-----------------------------------|---|-------------------------------|
| Central 2 | | Green | Millfield Community Centre | 0.7Ha | Potential for 24 units |
|  | |  | |  | |
| Land Type | Brownfield | | | | |
| Current Use | Community Centre | | | | |
| Site Selection Methodology | (f) – Brownfield Site with Potential for Residential Development | | | | |
| Access Arrangements | As Existing off Lincoln Road or York Road | | | | |

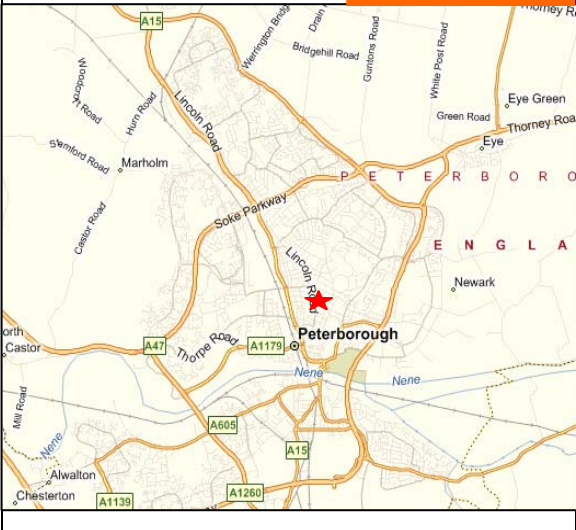

| | | | | |
|-------------------------------------|---|--|--------------------|-------------------|
| Access to Infrastructure | Gas | Yes | Electricity | Yes |
| | Water | Yes | Telecoms | Yes |
| | Drainage | Yes | | |
| Access to Services | School | Fulbridge Primary School (0.9 miles) and Thomas Deacon Academy (0.6 miles) | | |
| | Health facilities | Chemist and Doctor (0.5 miles) | | |
| | Local Shops | Supermarket (0.5 miles) | | |
| | Public Transport | Peterborough Train Station (1 mile), <200m to nearest bus stop | | |
| Environmental Considerations | No | | | |
| Heritage | Possibility | | | |
| Sequential Test | Suburban | | | |
| Housing Density | High | | Medium | Low 40 dph |
| Timeframe | 0-5yrs | Yes | 6-10ys | 11-15yrs |
| Additional notes | Site is owned by PCC. | | | |
| Surrounding Land Use | <p>Site only available for redevelopment if existing community use is considered surplus to the local community's requirements</p> <p>Located in predominately residential area with recreation ground to the west. The building is in poor condition and there is potential for mixed residential development with re-positioning of community facilities on part of the site. Redevelopment limitation may exist due to the potential loss of a community facility.</p> | | | |

| | | | | |
|---|--------------|---|-------|---|
| Central 3 | Amber | North Westgate | 3.5Ha | Potential for 90 units |
|  | |  | |  |
| Land Type | | Brownfield | | |
| Current Use | | Coach station, car park, housing, shops, office and public house | | |
| Site Selection Methodology | | (d) sites allocated for residential development in the existing first replacement Local Plan (H3.01 - North Westgate) as part of mixed-use scheme | | |
| Access Arrangements | | Access available via Bright Street, Westgate and Lincoln Road | | |

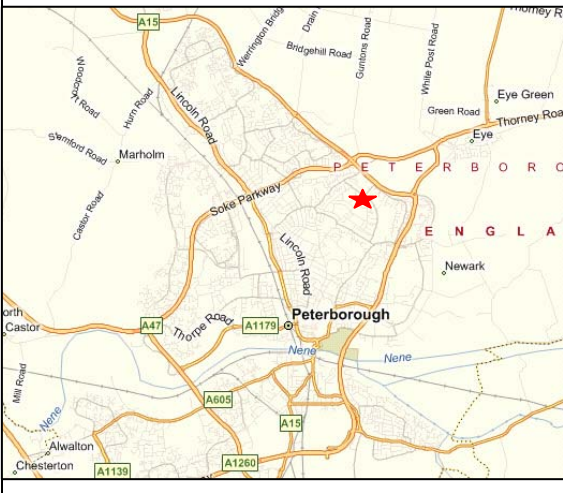
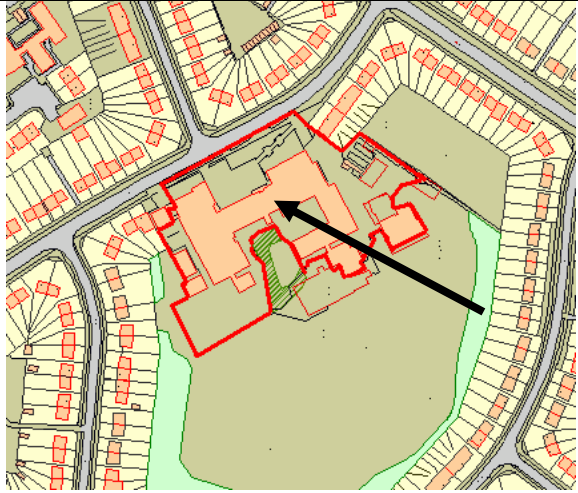

| | | | | | | |
|--|---|---|--------------------|--------|-----------------|--|
| Access to Infrastructure | Gas | Yes | Electricity | Yes | | |
| | Water | Yes | Telecoms | Yes | | |
| | Drainage | Yes | | | | |
| Access to Services | School | The Beeches Primary School (0.3 miles) and Thomas Deacon Academy (0.6 mile) | | | | |
| | Health facilities | Doctor and Chemist within (0.5 miles) | | | | |
| | Local Shops | City Centre location, all shop types within (0.5 miles) | | | | |
| | Public Transport | Peterborough train station (<0.2 miles), <200m to nearest bus stop / Queensgate Bus Station | | | | |
| Environmental Considerations | Possible contamination | | | | | |
| Heritage | Adjoins City Centre Conservation Area | | | | | |
| Sequential Test | City Centre | | | | | |
| Housing Density | High | | Medium | 44 dph | Low | |
| Timeframe | 0-5yrs | Yes | 6-10yrs | | 11-15yrs | |
| Additional notes Surrounding Land Use | <p>Part of site allocated within Local plan as housing land (H3.01) and opportunity area. Site part of city centre redevelopment with retail, leisure and 60 residential units planned. Part of site owned by PCC.</p> <p>Site surrounded by industrial, commercial, car parks and retail with some residential to the north.</p> <p>Site will need contamination assessment, where contamination is found mitigation measures will need to be taken. In addition demolition of some existing buildings and site clearance will add to the costs associated with this site. Costs may effect development viability, funding may be required.</p> | | | | | |

| | | | | |
|---|--------------|--|---|--------------------------|
| Central 4 | Amber | Peterborough Station | 17.0Ha | Potential for 1100 units |
|  | |  |  | |
| Land Type | | Brownfield | | |
| Current Use | | Railway station, industrial, commercial, hotel, car parking and vacant premises | | |
| Site Selection Methodology | | (d) Site allocated as opportunity area in existing local plan | | |
| Access Arrangements | | Existing vehicular access from Midland Road and Thorpe Road | | |

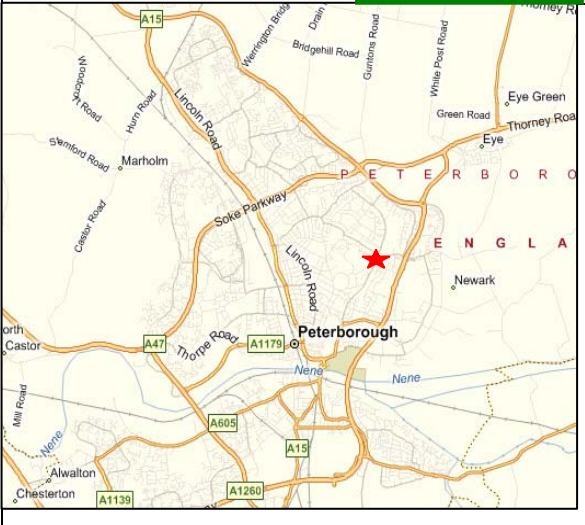
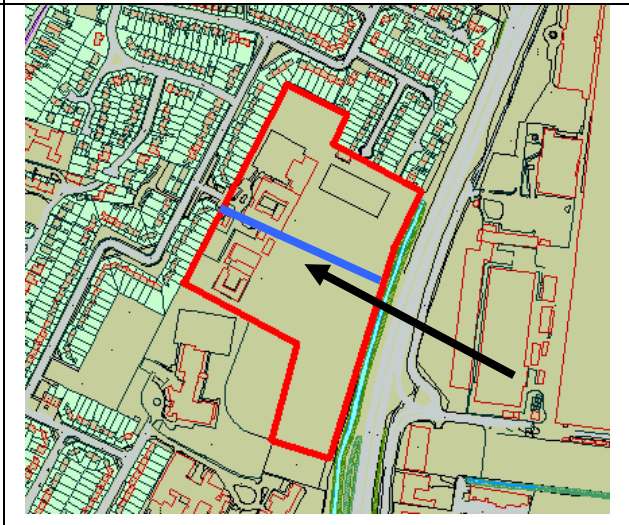

| | | | | | | |
|--|--|--|----------------|-----|--------------------|-----|
| Access to Infrastructure | Gas | Yes | | | Electricity | Yes |
| | Water | Yes | | | Telecoms | Yes |
| | Drainage | Yes | | | | |
| Access to Services | School | West Town Primary School (0.5 miles), Thomas Deacon Academy (1.5 mile) | | | | |
| | Health facilities | Doctor and Chemist (0.5 miles) | | | | |
| | Local Shops | City Centre location, all shop types within (0.5 miles) | | | | |
| | Public Transport | Peterborough train station (0.1 miles), Included in proposed development, <200m to nearest bus stop (Queensgate Bus Station) | | | | |
| Environmental Considerations | Possible Contamination | | | | | |
| Heritage | Grade II* listed building on site – Wagon Repair Shed. Property will need to be taken into consideration when redevelopment occurs. | | | | | |
| Sequential Test | City Centre | | | | | |
| Housing Density | High | 108 dph | Medium | | Low | |
| Timeframe | 0-5yrs | | 6-10yrs | Yes | 11-15yrs | |
| Additional notes Surrounding Land Use | <p>Car parks, commercial and industrial land. Railway lines run through the middle. Before any residential developments can commence the site would need to be cleared and decontaminated.</p> <p>Site will need contamination assessment, where contamination is found mitigation measures will need to be taken. In addition demolition of some existing buildings and site clearance will add to the costs associated with this site. Costs may affect development viability, funding may be required. Development brief for the site proposes approximately 1100 residential units.</p> | | | | | |

| | | | | |
|---|--|--|---|------------------------|
| Central 6 | Amber | Bus depot, Lincoln Road, Milfield | 0.5 Ha | Potential for 30 units |
|  | |  |  | |
| Land Type | Brownfield | | | |
| Current Use | Bus Depot | | | |
| Site Selection Methodology | (f) brownfield sites which are currently in a non-residential use but where specific operational and locational factors provide an opportunity for future residential redevelopment. | | | |
| Access Arrangements | As existing from Lincoln Road | | | |

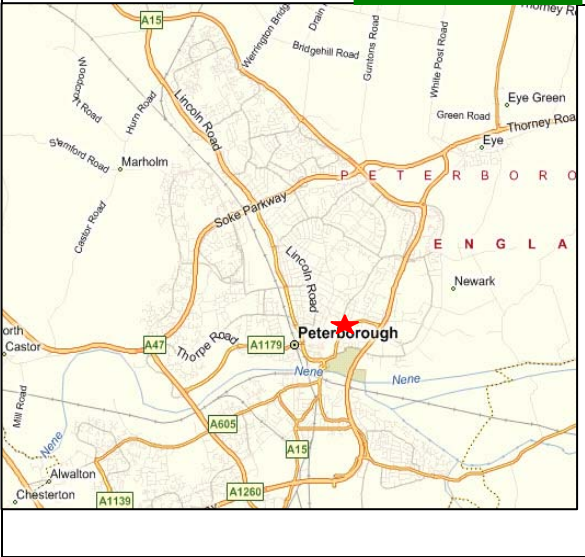
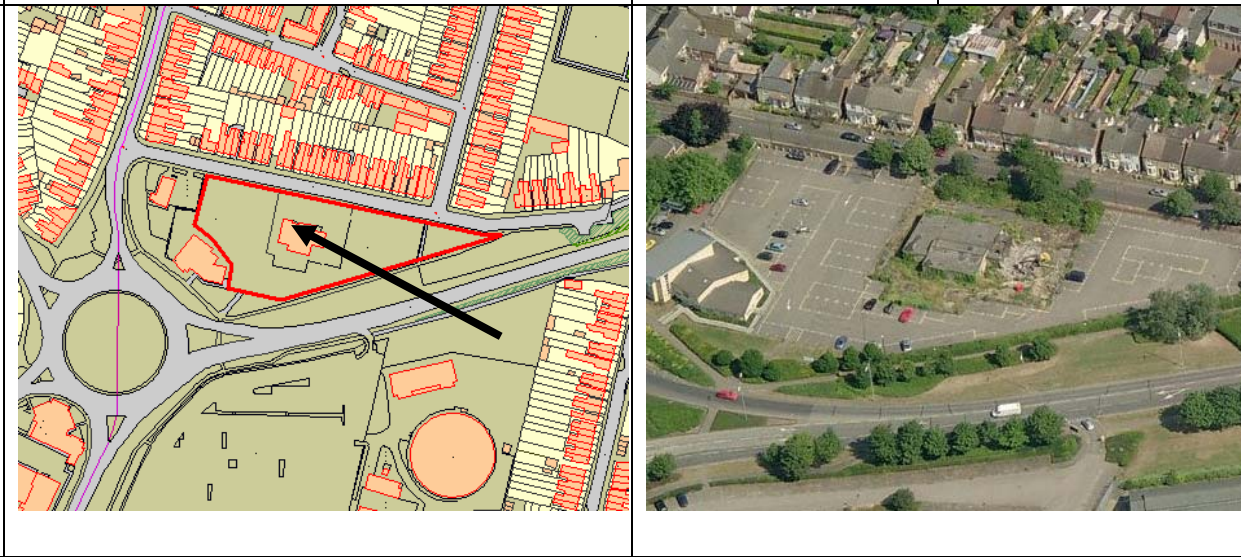
| | | | | | | | |
|-------------------------------------|---|---|---------------|-----|--------------------|-----|--|
| Access to Infrastructure | Gas | Yes | | | Electricity | Yes | |
| | Water | Yes | | | Telecoms | Yes | |
| | Drainage | Yes | | | | | |
| Access to Services | School | Gladstone Primary School (0.3 miles), Deacon's School (0.5 miles) | | | | | |
| | Health facilities | Doctor (0.1 miles), dentist (0.1 miles) | | | | | |
| | Local Shops | Supermarket (0.2 miles) | | | | | |
| | Public Transport | Peterborough Train Station (1 mile), <200m to nearest bus stop | | | | | |
| Environmental Considerations | Possible contamination | | | | | | |
| Heritage | No | | | | | | |
| Sequential Test | Suburban | | | | | | |
| Housing Density | High | 70 dph | Medium | | Low | | |
| Timeframe | 0-5yrs | | 6-10ys | Yes | 11-15yrs | | |
| Additional notes | Site currently in use, activity will have to be relocated. Possible site contamination, a full survey will need to be undertaken to establish this. | | | | | | |
| Surrounding Land Use | Site is bounded on all sides by residential buildings. | | | | | | |

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|---|---|--|---------|------------------------|
| Dogsthorpe 2 | Green | John Mansfield School | 3.95 Ha | Potential for 95 units |
|  | |  | | |
|  | | | | |
| Land Type | Brownfield | | | |
| Current Use | School Closed | | | |
| Ownership | PCC | | | |
| Site Selection Methodology | (f) – Brownfield Site in Non-Residential Use with Potential for Redevelopment | | | |
| Access Arrangements | Access Exists off Western Avenue | | | |

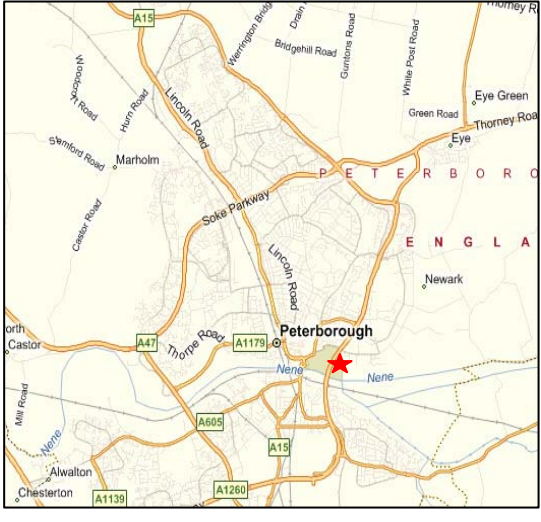
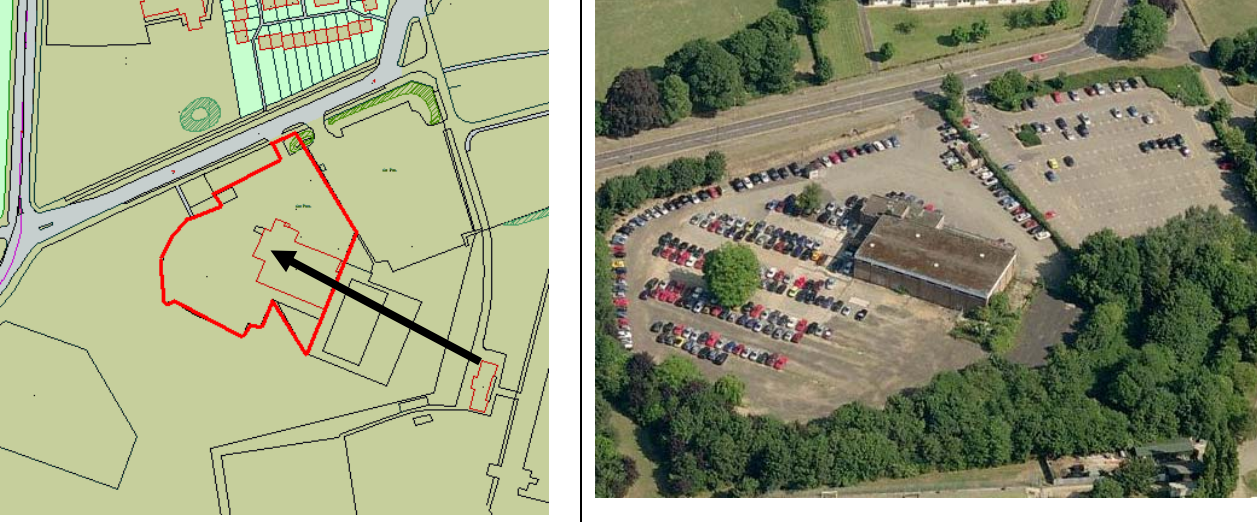
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|-------------------------------------|---|---|---------------|--|--------------------|--------|--|
| Access to Infrastructure | Gas | Yes | | | Electricity | Yes | |
| | Water | Yes | | | Telecoms | Yes | |
| | Drainage | Yes | | | | | |
| Access to Services | School | Dogsthorpe Junior School (0.3 miles) and Thomas Decon Academy (0.8 miles) | | | | | |
| | Health facilities | Dental Surgery (0.8 miles) and Doctor's Surgery (0.2 miles) | | | | | |
| | Local Shops | Supermarket (0.7 miles) | | | | | |
| | Public Transport | Peterborough Train Station (1.9 miles), <400m to nearest bus stop | | | | | |
| Environmental Considerations | No | | | | | | |
| Heritage | No | | | | | | |
| Sequential Test | Suburban | | | | | | |
| Housing Density | High | | Medium | | Low | 40 dph | |
| Timeframe | 0-5yrs | Yes | 6-10ys | | 11-15yrs | | |
| Additional notes | Local Authority owned school. Site only available for redevelopment if existing educational use considered surplus to the local community's requirements | | | | | | |
| Surrounding Land Use | Located in a predominately residential area with open play space to the south. School due for closure, may be a need to retain some community provision. | | | | | | |

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|---|-------|--|---|-------------------------|
| East 3 | Green | Hereward Community College | 6.73Ha | Potential for 162 units |
|  | |  |  | |
| Land Type | | Brownfield | | |
| Current Use | | School Closed | | |
| Ownership | | PCC | | |
| Site Selection Methodology | | (f) – Brownfield Site in Non-Residential Use but Potential for Redevelopment | | |
| Access Arrangements | | Existing Access off Reeves Way | | |

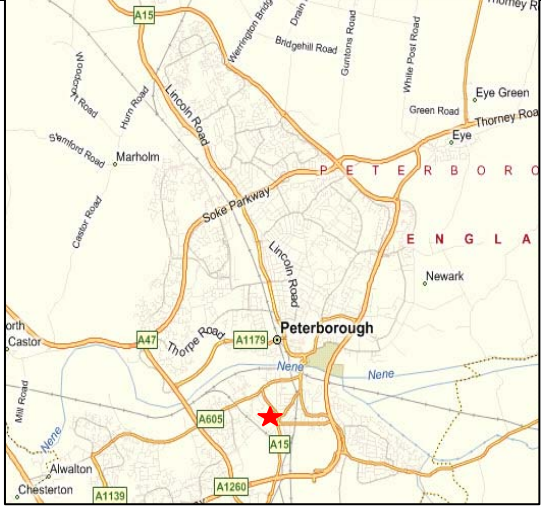
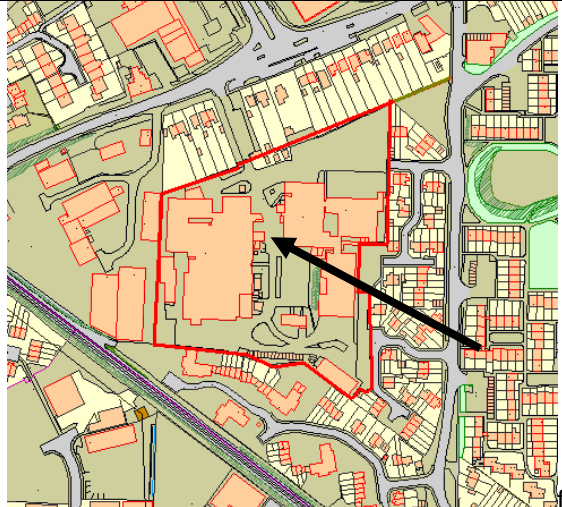

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|-------------------------------------|--|---|---------------|--------|--------------------|-----|--|
| Access to Infrastructure | Gas | Yes | | | Electricity | Yes | |
| | Water | Yes | | | Telecoms | Yes | |
| | Drainage | Yes | | | | | |
| Access to Services | School | Newark Hill (0.5 miles) and Thomas Deacon Academy (1.3 miles) | | | | | |
| | Health facilities | Doctor's Surgery (0.7 miles) and Dental Surgery (0.6 miles) | | | | | |
| | Local Shops | Supermarket (1.1 miles) | | | | | |
| | Public Transport | Peterborough Train Station (1.4 miles), <400m to nearest bus stop | | | | | |
| Environmental Considerations | No | | | | | | |
| Heritage | No | | | | | | |
| Sequential Test | Suburban | | | | | | |
| Housing Density | High | | Medium | 50 dph | Low | | |
| Timeframe | 0-5yrs | Yes | 6-10ys | | 11-15yrs | | |
| Additional notes | School owned by Local Authority. Site only available for redevelopment if existing educational use considered surplus to the local community's requirements | | | | | | |
| Surrounding Land Use | Residential to west and educational to the south. A1139 Frank Perkins Parkway runs directly to the east of the site boundary. Existing educational buildings present on the site and any development would involve the loss of playing fields and educational provision. | | | | | | |

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|---|-------|--|--------|------------------------|
| East 5 | Green | Dickens Street Car park | 0.6 Ha | Potential for 23 units |
|  | |  | | |
| Land Type | | Brownfield | | |
| Current Use | | Car park and vacant site | | |
| Site Selection Methodology | | (f) – Brownfield Site with Potential for Residential Development | | |
| Access Arrangements | | Existing off Dickens Street | | |

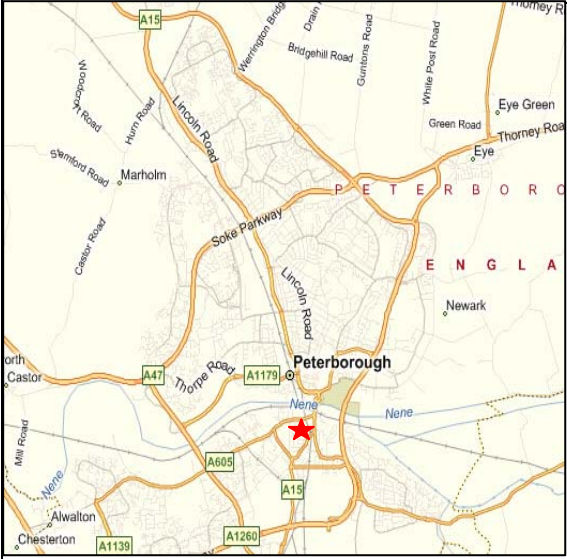
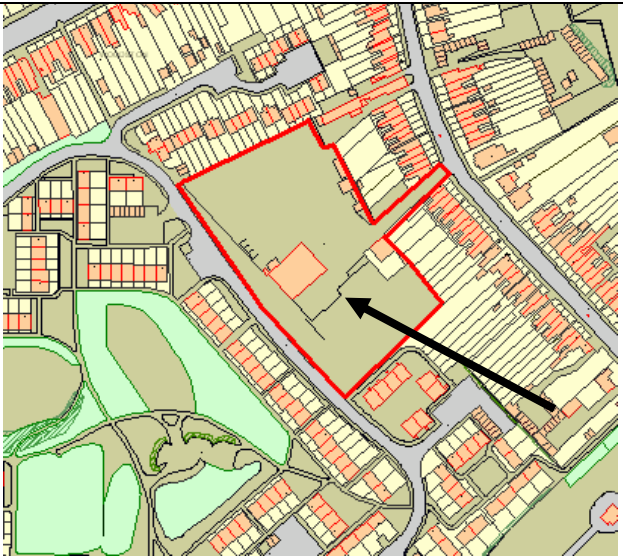

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|-------------------------------------|--|---|---------------|-----|--------------------|-----|--|
| Access to Infrastructure | Gas | Yes | | | Electricity | Yes | |
| | Water | Yes | | | Telecoms | Yes | |
| | Drainage | Yes | | | | | |
| Access to Services | School | Bishop Creighton Primary School (0.3 miles) and Thomas Deacon Academy (1 miles) | | | | | |
| | Health facilities | Dentist and Doctor's Surgery (0.5miles) | | | | | |
| | Local Shops | Supermarket (0.5 miles) | | | | | |
| | Public Transport | Peterborough Train Station (0.8 miles), <400m from nearest bus stop | | | | | |
| Environmental Considerations | No | | | | | | |
| Heritage | No | | | | | | |
| Sequential Test | City Centre | | | | | | |
| Housing Density | High | 70 dph | Medium | | Low | | |
| Timeframe | 0-5yrs | | 6-10ys | Yes | 11-15yrs | | |
| Additional notes | Land is part owned by PCC, part privately owned | | | | | | |
| Surrounding Land Use | City centre site with residential to the north and community use to the west. It will need to be established whether adequate car parking provision exists elsewhere in the town centre prior to redevelopment. | | | | | | |

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|---|-------|--|---------|------------------------|
| East 8 | Amber | Wirrina Car Park, Bishop's Road | 0.63 Ha | Potential for 37 units |
|  | |  | | |
| Land Type | | Brownfield | | |
| Current Use | | Derelict and Car Park | | |
| Site Selection Methodology | | (f) brownfield sites which are currently in a non-residential use but where specific operational and locational factors provide an opportunity for future residential redevelopment. | | |
| Access Arrangements | | Good access as existing from Bishop's Road | | |

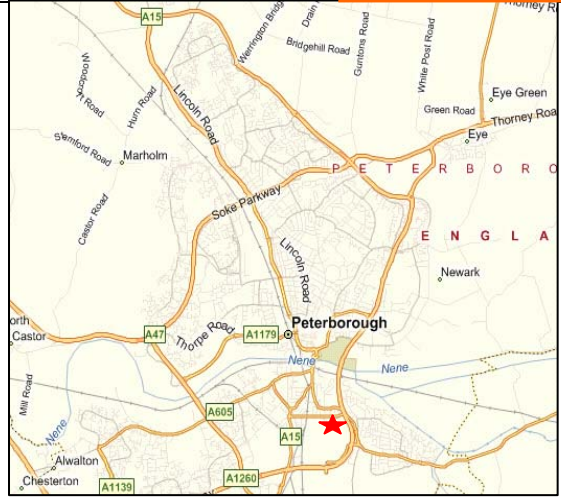
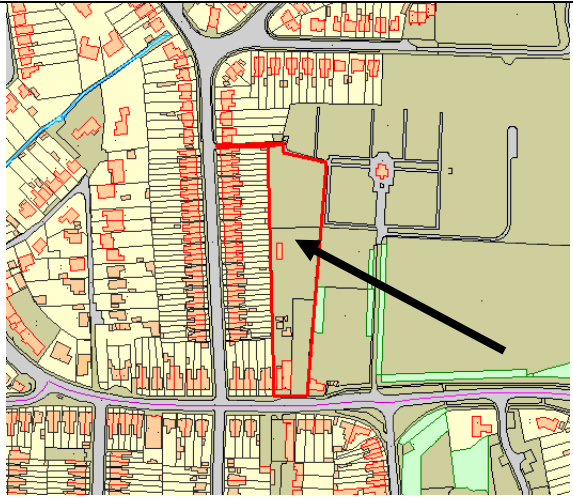

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|--|---|--|----------------|-----|--------------------|-----|--|
| Access to Infrastructure | Gas | Yes | | | Electricity | Yes | |
| | Water | Yes | | | Telecoms | Yes | |
| | Drainage | Yes | | | | | |
| Access to Services | School | Bishop Creighton Primary School (0.2 miles), The King's School (0.8 miles) | | | | | |
| | Health facilities | Doctor (0.4 miles) Dentist (0.5 miles) | | | | | |
| | Local Shops | Supermarket (0.4 miles) | | | | | |
| | Public Transport | Peterborough Train Station (0.7 miles), <400m to the nearest bus stop | | | | | |
| Environmental Considerations | No | | | | | | |
| Heritage | Adjoins City Centre Conservation Area and any development would need to respect the views of the Cathedral. | | | | | | |
| Sequential Test | City Centre | | | | | | |
| Housing Density | High | 70 dph | Medium | | Low | | |
| Timeframe | 0-5yrs | | 6-10yrs | Yes | 11-15yrs | | |
| Additional notes Surrounding Land Use | <p>Previous applications for hotel, and continued use as a car park. Loss of car parking provision and need of replacement for the area will need to be considered with development on this site.</p> <p>Sports arena, swimming pool and playgrounds are located to the south, west and east of the site with residential and a school to the north.</p> | | | | | | |

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|---|---|--|-------|---|
| Fletton 2 | Green | Peterborough WEB (part) off Oundle Road, Botolph Bridge Industrial Estate | 2.6ha | Potential for 62 units |
|  | |  | |  |
| Land Type | Brownfield | | | |
| Current Use | Industrial & Offices, both occupied | | | |
| Site Selection Methodology | (f) commercial / brownfield site currently within industrial area, with potential for residential development | | | |
| Access Arrangements | Good, existing site access from Oundle Road | | | |


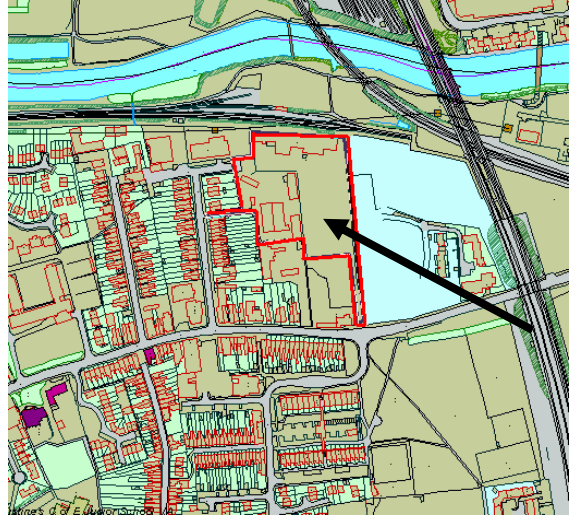

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|-------------------------------------|---|--|---------------|-----|--------------------|--------|--|
| Access to Infrastructure | Gas | Yes | | | Electricity | Yes | |
| | Water | Yes | | | Telecoms | Yes | |
| | Drainage | Yes | | | | | |
| Access to Services | School | Nene Valley Primary School (0.3 miles), Orton Longueville School (1 mile). | | | | | |
| | Health facilities | Doctor's surgery (0.2 miles), dentist (0.6 miles). | | | | | |
| | Local Shops | Several small shops near by, supermarket (0.2 miles). | | | | | |
| | Public Transport | Peterborough train station (1 mile), <200m to nearest bus stop | | | | | |
| Environmental Considerations | No | | | | | | |
| Heritage | No | | | | | | |
| Sequential Test | Suburban | | | | | | |
| Housing Density | High | | Medium | | Low | 40 dph | |
| Timeframe | 0-5yrs | | 6-10ys | Yes | 11-15yrs | | |
| Additional notes | Site is occupied, ownership is unknown. Consultation needed with owner and any potential tenants. | | | | | | |
| Surrounding Land Use | Botolph Bridge Industrial Estate (not allocated as an employment area in local plan). There is housing to the north and the east of the site. | | | | | | |

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|---|---|--|---------------------------------|---|------------------------|
| Fletton 3 | | Amber | E H Lee Ltd, New Road, Woodston | 1.0ha | Potential for 34 units |
|  | |  | |  | |
| Land Type | Brownfield | | | | |
| Current Use | HGV Yard | | | | |
| Site Selection Methodology | (c) Industrial site within residential area currently with planning permission for 26 dwellings (01/01500/OUT) expired 26th March 2007. | | | | |
| Access Arrangements | Poor existing vehicular access off New Road. Potential for new access from the West? | | | | |

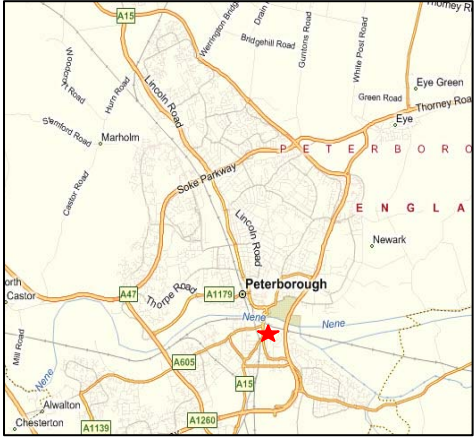
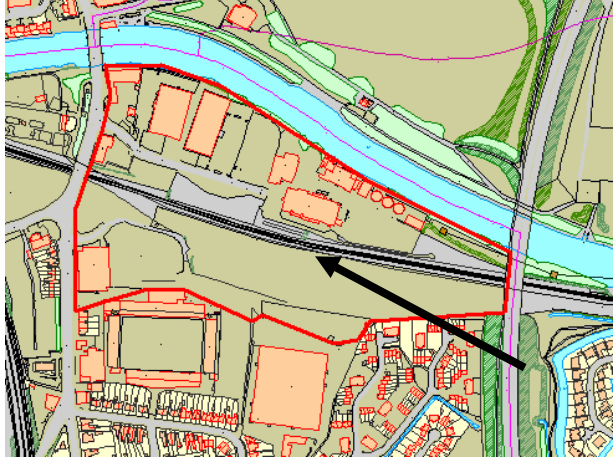
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| Access to Infrastructure | Gas | Yes | | | Electricity | Yes |
| | Water | Yes | | | Telecoms | Yes |
| | Drainage | Yes | | | | |
| Access to Services | School | Brewster Avenue Infant School (0.2miles), St Augustine's CofE Junior School (0.2 miles), Orton Longueville School (1 mile). | | | | |
| | Health facilities | Doctor's surgery (1 mile), dentist (0.5 miles). | | | | |
| | Local Shops | Several small shops near by, supermarket (0.1 mile). | | | | |
| | Public Transport | Peterborough train station (1 mile), <200m to nearest bus stop | | | | |
| Environmental Considerations | Potential contamination | | | | | |
| Heritage | No | | | | | |
| Sequential Test | Suburban | | | | | |
| Housing Density | High | | Medium | | Low | 40 dph |
| Timeframe | 0-5yrs | | 6-10ys | Yes | 11-15yrs | |
| Additional notes Surrounding Land Use | <p>Currently in active use, permission not implemented as property was not sold due to on going negotiation with Council regarding clawback on the council land included in the development. Negotiations have reached agreement, site ready for planning application and resale to a developer. Site will also bear financial implications of potential decontamination, demolition and site clearance which may render viability negative without suitable assistance through funding.</p> <p>Fully surrounded by residential terrace housing. Could require acquisition of 1 or 2 properties to improve access.</p> | | | | | |

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|---|--------------|--|-------|---|
| Fletton 7 | Amber | Fletton Avenue / Whittlesey Road (adjacent to cemetery) | 0.7Ha | Potential for 24 units |
|  | |  | |  |
| Land Type | | Part greenfield, part brownfield. | | |
| Current Use | | Retail, car park and garden extensions | | |
| Site Selection Methodology | | (e) Site currently unallocated, but vacant, with opportunities for residential development | | |
| Access Arrangements | | Good access off Fletton Avenue with potential further access off Queens Road | | |

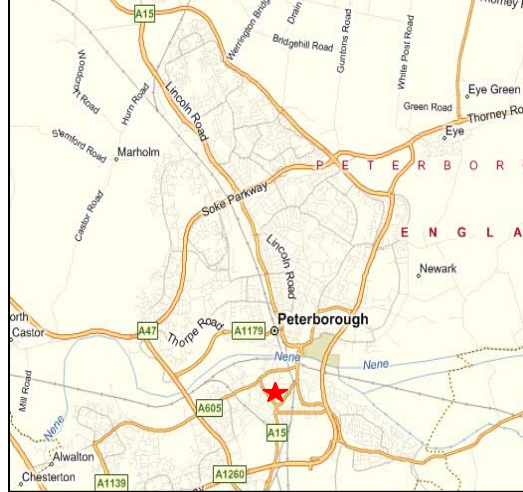
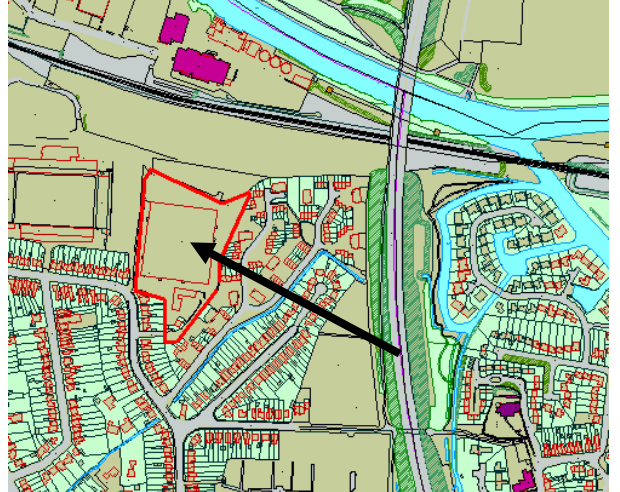

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|-------------------------------------|---|--|----------------|-----|--------------------|--------|--|
| Access to Infrastructure | Gas | No | | | Electricity | No | |
| | Water | No | | | Telecoms | No | |
| | Drainage | No | | | | | |
| Access to Services | School | Stanground St Johns CofE Controlled Primary School (0.4 miles), Stanground College (0.9 miles) | | | | | |
| | Health facilities | Doctor (0.4 miles), Dentist (0.4 miles) | | | | | |
| | Local Shops | Supermarket (0.2 miles) | | | | | |
| | Public Transport | Peterborough Train Station (1.2 miles), <200m to nearest bus stop | | | | | |
| Environmental Considerations | Possible contamination from neighbouring cemetery | | | | | | |
| Heritage | Site adjoins Queens Walk Conservation Area. Next to cemetery. | | | | | | |
| Sequential Test | Suburban | | | | | | |
| Housing Density | High | | Medium | | Low | 40 dph | |
| Timeframe | 0-5yrs | | 6-10yrs | Yes | 11-15yrs | | |
| Additional notes | Contamination from neighbouring cemetery needs to be checked. Elongated nature of site may reduce potential development capacity. | | | | | | |
| Surrounding Land Use | Residential to west and south, cemetery to north and east with open space beyond and Church to south | | | | | | |

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|---|--|--|---|------------------------|
| Fletton 8 | Red | Galvanising Works | 1.4Ha | Potential for 60 units |
|  | |  |  | |
| Land Type | Brownfield | | | |
| Current Use | Galvanising Works (in use) and associated land (disused, part sold?) | | | |
| Site Selection Methodology | (f) brownfield currently in a non-residential use but where specific operational and locational factors provide an opportunity for future residential redevelopment. | | | |
| Access Arrangements | Existing vehicular access from Oundle Road, however, may not be suitable/acceptable . Additional access from Woweley Road. | | | |

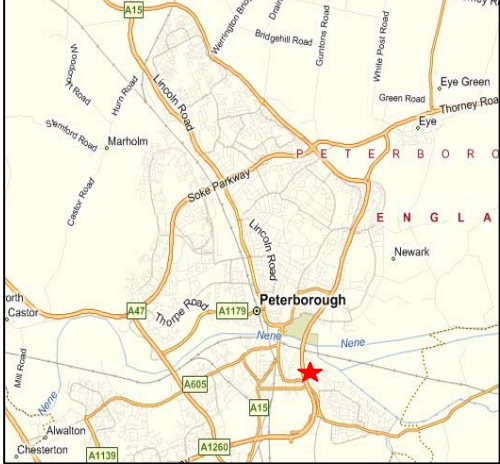
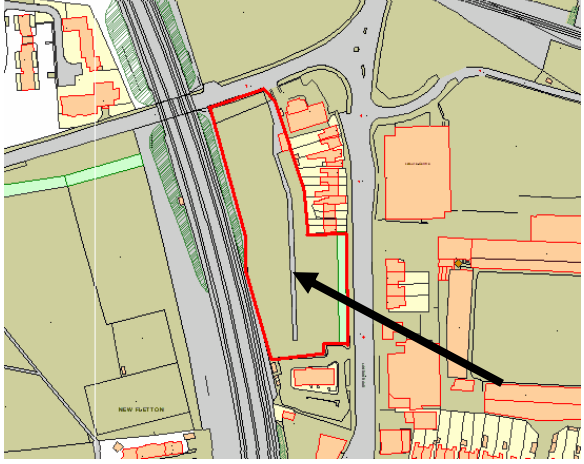

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|--|--|---|----------------|--------|--------------------|-----|--|
| Access to Infrastructure | Gas | Yes | | | Electricity | Yes | |
| | Water | Yes | | | Telecoms | Yes | |
| | Drainage | Yes | | | | | |
| Access to Services | School | Leighton Primary School (0.6 miles), Orton Longueville School (0.7 miles) | | | | | |
| | Health facilities | Dentist and doctor's surgery (<1 miles) | | | | | |
| | Local Shops | Several local shops near by | | | | | |
| | Public Transport | Peterborough train station (0.5 miles), <200m to nearest bus stop | | | | | |
| Environmental Considerations | Possible Contamination | | | | | | |
| Heritage | No | | | | | | |
| Sequential Test | Suburban | | | | | | |
| Housing Density | High | | Medium | 50 dph | Low | | |
| Timeframe | 0-5yrs | | 6-10yrs | | 11-15yrs | Yes | |
| Additional notes Surrounding Land Use | <p>Ownership needs to be checked and the potential of relocating the galvanising works. Access survey needs to be undertaken. Contamination survey will need to be undertaken, and where present appropriate mitigation undertaken by either land owner or developer. Demolition and site clearance will also need to be undertaken adding to site preparation costs. Site may need outside funding to be successfully brought forward.</p> <p>Residential to west and south with railway lines to north and brownfield open land to east</p> | | | | | | |

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|---|--------------|--|--------|-------------------------|
| Fletton 9 | Amber | South bank | 13.3Ha | Potential for 500 units |
|  | |   | | |
| Land Type | | Brownfield | | |
| Current Use | | Derelict land, offices, retail warehouses, grain mill, car parking, retail shops. | | |
| Site Selection Methodology | | (c) masterplan in discussion with local planning authority for mixed use redevelopment | | |
| Access Arrangements | | Existing vehicular access, from East Station Road, but eventual site access potentially an issue. | | |

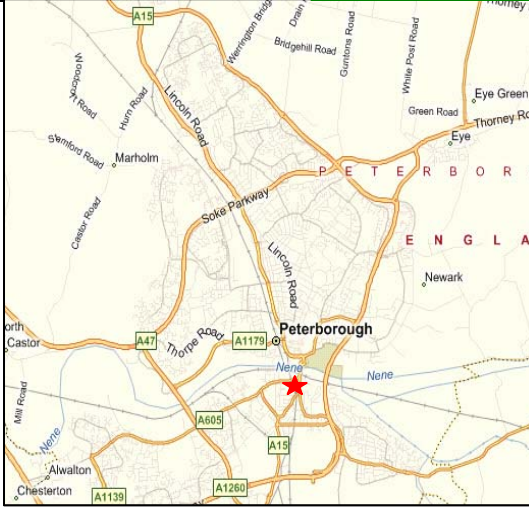
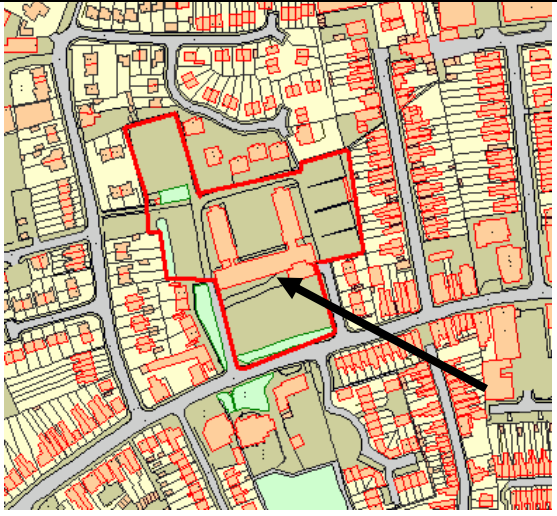

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|--|---|---|---------------|--------|--------------------|-----|
| Access to Infrastructure | Gas | Yes | | | Electricity | Yes |
| | Water | Yes | | | Telecoms | Yes |
| | Drainage | Yes | | | | |
| Access to Services | School | Brewster Avenue Infant School and St. Augustines Junior School (0.7 miles), Stanground College (1.9 miles), Orton Longueville (2.1 miles) | | | | |
| | Health facilities | Doctors and Dentist (< 1 mile) | | | | |
| | Local Shops | Several shops near by, Iceland and Asda (0.15 miles) | | | | |
| | Public Transport | Peterborough train station (0.7 miles), mostly <400m to nearest bus stop | | | | |
| Environmental Considerations | Possible contamination, floodrisk. | | | | | |
| Heritage | Listed buildings on site – two Grade II | | | | | |
| Sequential Test | City Centre | | | | | |
| Housing Density | High | | Medium | 63 dph | Low | |
| Timeframe | 0-5yrs | | 6-10ys | Yes | 11-15yrs | |
| Additional notes Surrounding Land Use | <p>Part of site further than 400m to nearest bus stop. Site large may be enough to accommodate new/extension bus route. Site may need funding to overcome possible contamination costs, demolition and site clearance costs which may render the development unviable. Full surveys need to be undertaken to assess level of work required.</p> <p>Peterborough Football Stadium to South, with River to North, London Road to west and Frank Perkins Parkway to east. Railway lines run through centre of site from west to east</p> <p>Site has mixed ownership</p> | | | | | |

| | | | | |
|---|--------------|--|-------|---|
| Fletton 10 | Green | Glebe Road | 2.2Ha | Potential for 170 units |
|  | |  | |  |
| Land Type | | Brownfield | | |
| Current Use | | Light Industrial buildings (vacant) | | |
| Site Selection Methodology | | (c) Site currently within planning system with outline residential application | | |
| Access Arrangements | | Existing vehicular access from Glebe Road. | | |

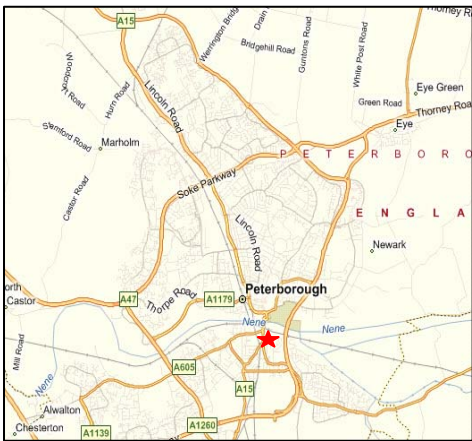
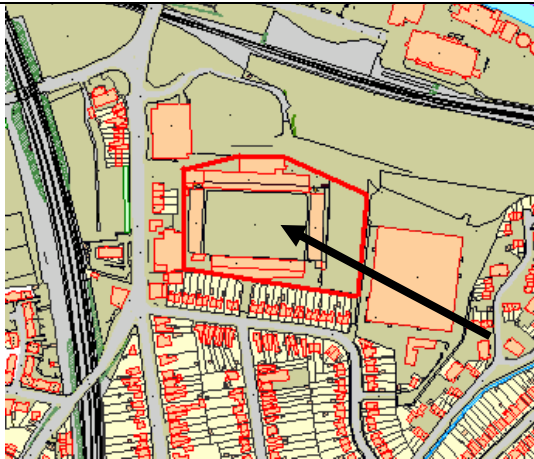

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|-------------------------------------|--|---|----------------|--|--------------------|-----|--|
| Access to Infrastructure | Gas | Yes | | | Electricity | Yes | |
| | Water | Yes | | | Telecoms | Yes | |
| | Drainage | Yes | | | | | |
| Access to Services | School | Old Fletton Primary (0.9 miles), Stanground St Johns CofE Controlled Primary School (0.5 miles), Stanground College (1.2 miles) | | | | | |
| | Health facilities | Doctor's and dentist surgeries (0.3 miles) | | | | | |
| | Local Shops | City centre. Asda, Iceland | | | | | |
| | Public Transport | Peterborough train station (0.9 miles), <200m to nearest bus stop | | | | | |
| Environmental Considerations | No | | | | | | |
| Heritage | No | | | | | | |
| Sequential Test | Suburban | | | | | | |
| Housing Density | High | 129 dph | Medium | | Low | | |
| Timeframe | 0-5yrs | Yes | 6-10yrs | | 11-15yrs | | |
| Additional notes | Site is vacant. | | | | | | |
| Surrounding Land Use | Residential housing adjoins the site to the south and east. There is currently outline planning permission for 145 residential units, (06/00419/OUT). Full application is pending consideration. | | | | | | |
| | Site is owned by EP. | | | | | | |

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|---|--------------|--|-------|---|
| Fletton 11 | Amber | Vacant land off London Road | 0.8Ha | Potential for 48 units |
|  | |  | |  |
| Land Type | | Greenfield | | |
| Current Use | | Vacant (previously allotments) | | |
| Site Selection Methodology | | (f) Greenfield site currently in non - residential use, but provides potential for residential opportunity | | |
| Access Arrangements | | Existing vehicular access from London Road | | |

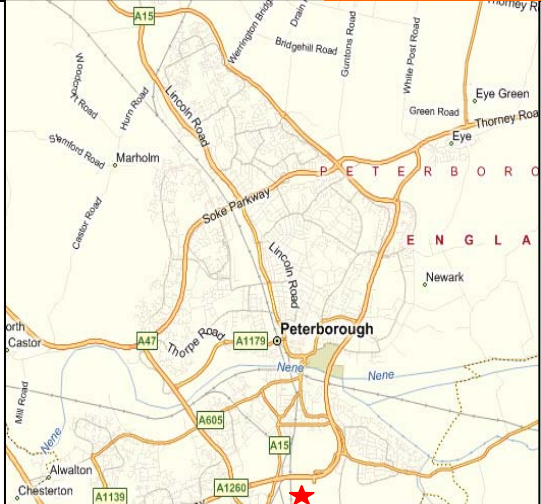
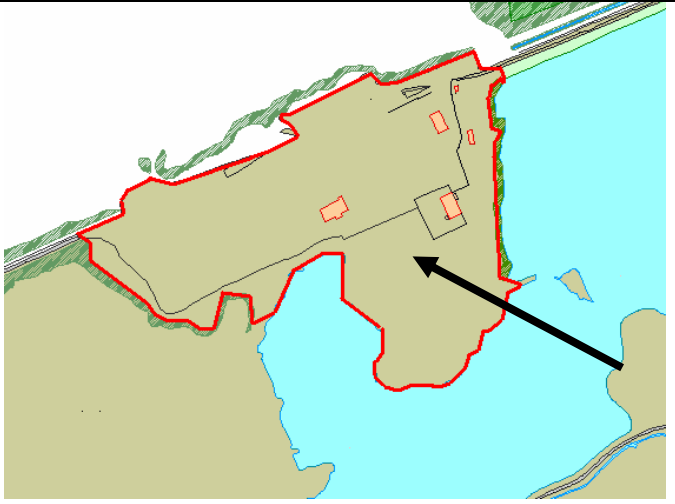

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|-------------------------------------|--|---|---------------|-----|--------------------|-----|--|
| Access to Infrastructure | Gas | Yes | | | Electricity | Yes | |
| | Water | Yes | | | Telecoms | Yes | |
| | Drainage | Yes | | | | | |
| Access to Services | School | Leighton Primary School (0.8 miles), Stanground College (1.3 miles) | | | | | |
| | Health facilities | Doctor's surgery (1.2 miles), Dentist (0.8 miles) | | | | | |
| | Local Shops | Several shops near by, Rivergate Shopping Centre (0.5 miles) | | | | | |
| | Public Transport | Peterborough train station (0.7 miles), <200m to nearest bus stop | | | | | |
| Environmental Considerations | No | | | | | | |
| Heritage | No | | | | | | |
| Sequential Test | City Centre | | | | | | |
| Housing Density | High | 70 dph | Medium | | Low | | |
| Timeframe | 0-5yrs | | 6-10ys | Yes | 11-15yrs | | |
| Additional notes | PCC owned site. Highways/access obstacles will need to be overcome. | | | | | | |
| Surrounding Land use | Railway lines to west, commercial with some residential to north east. | | | | | | |

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|---|---------------------|---|---------------------|---|
| <p>Fletton 13</p> | <p>Green</p> | <p>Guild House, Oundle Road</p> | <p>1.5Ha</p> | <p>Potential for 90 units</p> |
|  | |  | |  |
| <p>Land Type</p> | | <p>Brownfield</p> | | |
| <p>Current Use</p> | | <p>Office</p> | | |
| <p>Site Selection Methodology</p> | | <p>(f) Brownfield site currently in non residential use, but provides residential opportunity</p> | | |
| <p>Access Arrangements</p> | | <p>Existing vehicular access off Oundle Road</p> | | |

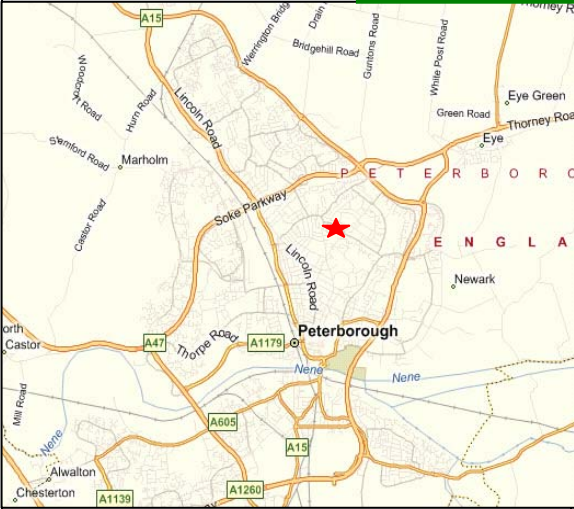
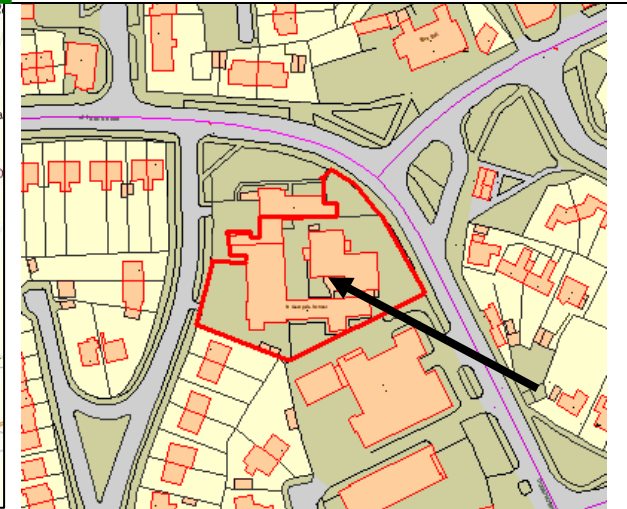

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|-------------------------------------|--|---|---------------|--|--------------------|-----|--|
| Access to Infrastructure | Gas | Yes | | | Electricity | Yes | |
| | Water | Yes | | | Telecoms | Yes | |
| | Drainage | Yes | | | | | |
| Access to Services | School | St Augustine's CofE Junior School (0.11 miles) Orton Longueville School (1.5 miles) | | | | | |
| | Health facilities | Doctors (0.3 miles) Dentist (0.45 miles) | | | | | |
| | Local Shops | Several shops near by, O M Super Store (0.2 miles) | | | | | |
| | Public Transport | Peterborough train station (0.7 miles) , <200m to nearest bus stop | | | | | |
| Environmental Considerations | No | | | | | | |
| Heritage | No | | | | | | |
| Sequential Test | Suburban | | | | | | |
| Housing Density | High | 71 dph | Medium | | Low | | |
| Timeframe | 0-5yrs | Yes | 6-10ys | | 11-15yrs | | |
| Additional notes | Building in active use, tenant will need to be relocated or lease negotiation to secure vacant possession. | | | | | | |
| Surrounding Land Use | Residential housing on north, west and east side, with a church and rectory to the south side of Oundle Road Site owned by Gallagher & Downer | | | | | | |

| | | | | |
|---|--------------|--|-------|---|
| Fletton 14 | Green | Peterborough Football Stadium, South bank | 2.4Ha | Potential for 72 units |
|  | |  | |  |
| Land Type | | Brownfield | | |
| Current Use | | Football Stadium | | |
| Site Selection Methodology | | (f) brownfield site in non-residential use, unallocated. | | |
| Access Arrangements | | Existing vehicular access from East Station Road. | | |

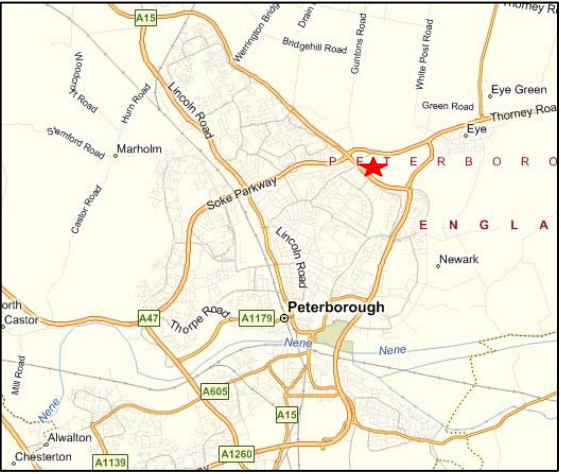
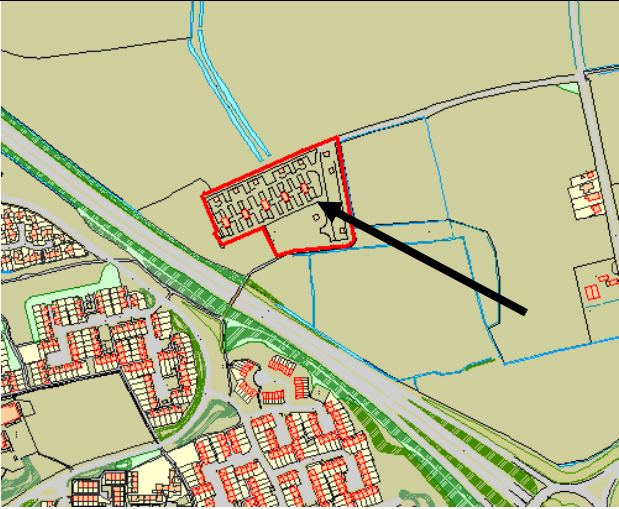

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|--|--|---|---------------|--------|--------------------|-----|--|
| Access to Infrastructure | Gas | Yes | | | Electricity | Yes | |
| | Water | Yes | | | Telecoms | Yes | |
| | Drainage | Yes | | | | | |
| Access to Services | School | Brewster Avenue Infant School (0.7 miles), St Augustine's Junior School (0.7 miles), Stanground College (1.9 miles) Orton Longueville (2.1 miles) | | | | | |
| | Health facilities | Doctors and Dentist (< 1 mile) | | | | | |
| | Local Shops | Several shops near by, Rivergate (0.15 miles) | | | | | |
| | Public Transport | Peterborough train station (0.7 miles), <400m to nearest bus stop | | | | | |
| Environmental Considerations | No | | | | | | |
| Heritage | No | | | | | | |
| Sequential Test | City Centre | | | | | | |
| Housing Density | High | | Medium | 50 dph | Low | | |
| Timeframe | 0-5yrs | | 6-10ys | Yes | 11-15yrs | | |
| Additional notes Surrounding Land Use | <p>Appropriateness of site might increase with masterplanning of Southbank site. Site is owned by Peterborough United Holdings with covenants to PCC for its use as a sports field. Site would only be available for development if the football club were relocated elsewhere.</p> <p>Southbank industrial site to the north and west with residential to the south and east.</p> | | | | | | |

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|---|--|--|---------|---|
| Orton with Hampton 9 | Amber | Orton Brickworks South of Hampton Vale, off London Road | 15.3 Ha | Potential for 367 units |
|  | |  | |  |
| Land Type | Brownfield | | | |
| Current Use | Former Brickworks | | | |
| Site Selection Methodology | (e) site not allocated and currently vacant and derelict | | | |
| Access Arrangements | Unknown, very poor. Access would have to be provided from the Hampton development. | | | |

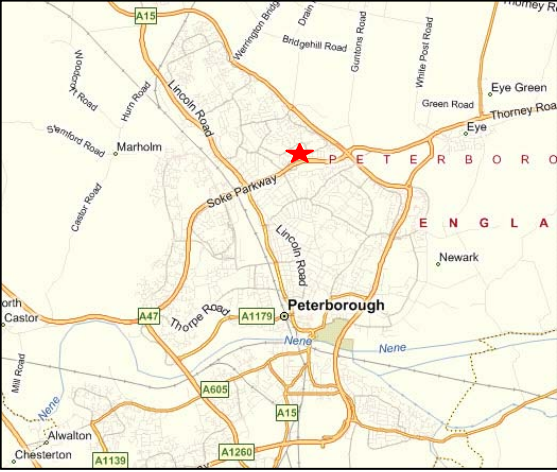
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|--|---|---|---------------|--|--------------------|---------|--|
| Access to Infrastructure | Gas | Unknown | | | Electricity | Unknown | |
| | Water | Unknown | | | Telecoms | Unknown | |
| | Drainage | Unknown | | | | | |
| Access to Services | School | Hampton Vale Primary School (1 mile), Hampton College (1mile) | | | | | |
| | Health facilities | Dentist (1 mile) Doctor (1 mile) | | | | | |
| | Local Shops | Local shopping centre (1.75 miles) | | | | | |
| | Public Transport | Peterborough Train Station (3.5 miles), over 400m to nearest bus stop | | | | | |
| Environmental Considerations | Site adjoins SSSI to the west. Potential remediation issues, ground stability. | | | | | | |
| Heritage | No | | | | | | |
| Sequential Test | Suburban | | | | | | |
| Housing Density | High | | Medium | | Low | 40 dph | |
| Timeframe | 0-5yrs | | 6-10ys | | 11-15yrs | Yes | |
| Additional notes Surrounding Land Use | <p>Site is under private ownership by O&H Properties Were unable to gain access to the site, new access to site will need to be provided. Within Hampton Township Development Area. Surrounding land use is water, Greenfield and brownfield land to the north. Identified as potential GKL usage recycling site. Site needs full survey undertaken to assess appropriateness for redevelopment and identification of potential site constraints.</p> | | | | | | |

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|---|--|--|-------|---|
| Park 1 | Green | St George's School, Dogsthorpe Road, | 0.3ha | Potential for 10 units |
|  | |  | |  |
| Land Type | Brownfield | | | |
| Current Use | School / Educational | | | |
| Site Selection Methodology | (f) – Brownfield Site with Potential for Residential Development | | | |
| Access Arrangements | Existing off Lawn Avenue | | | |

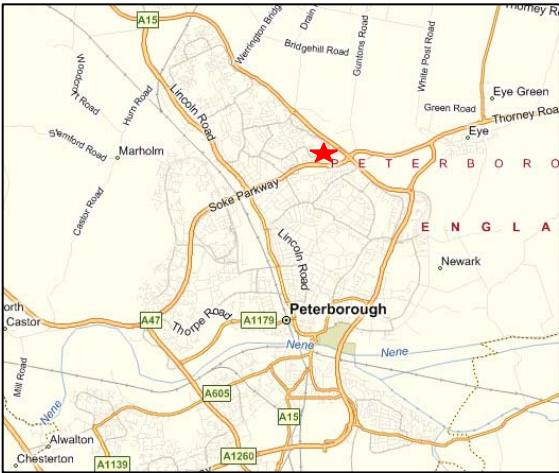
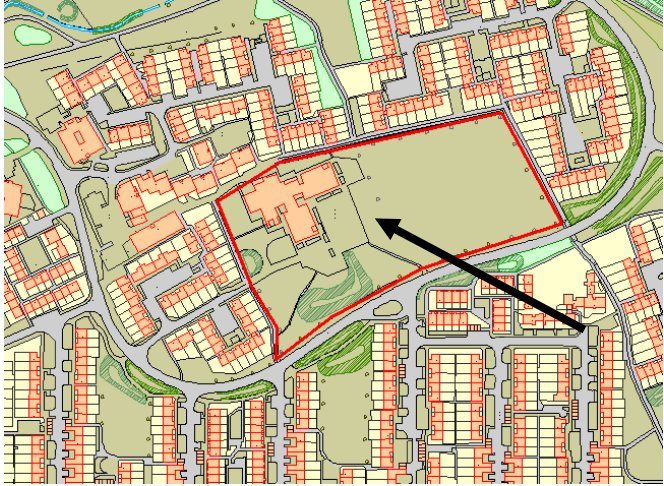

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|-------------------------------------|--|--|---------------|-----|--------------------|--------|--|
| Access to Infrastructure | Gas | Yes | | | Electricity | Yes | |
| | Water | Yes | | | Telecoms | Yes | |
| | Drainage | Yes | | | | | |
| Access to Services | School | Dogsthorpe Infant and Junior Schools (0.5 miles) and Thomas Deacon Academy (0.7 miles) | | | | | |
| | Health facilities | Doctor's Surgery (0.4 miles) and Dental Surgery (0.9 miles) | | | | | |
| | Local Shops | Supermarket (0.9 miles) | | | | | |
| | Public Transport | Peterborough Train Station (1.6 miles), <200m to nearest bus stop | | | | | |
| Environmental Considerations | No | | | | | | |
| Heritage | No | | | | | | |
| Sequential Test | Suburban | | | | | | |
| Housing Density | High | | Medium | | Low | 40 dph | |
| Timeframe | 0-5yrs | | 6-10ys | Yes | 11-15yrs | | |
| Additional notes | Site owned by PCC. Site has been declared surplus, interest in the site as an integrated health centre/community centre. | | | | | | |
| Surrounding Land Use | Site located in a predominately residential area at the junction of St Paul's Road / Welland Road / Dogsthorpe Road. | | | | | | |

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|---|--------------|--|--------|---|
| Paston 4 | Green | Norwood Lane Caravan Park | 1.93Ha | Potential for 66 units |
|  | |  | |  |
| Land Type | | Brownfield | | |
| Current Use | | Caravan / Travellers Site | | |
| Site Selection Methodology | | (f) –Residential Use with Opportunity for Rationalisation | | |
| Access Arrangements | | Existing off Norwood Lane / Bacon’s Holme Lane but Requires Improvement | | |

| | | | | | | | |
|-------------------------------------|--|---|---------------|-----|--------------------|--------|--|
| Access to Infrastructure | Gas | No | | | Electricity | Yes | |
| | Water | Yes | | | Telecoms | Yes | |
| | Drainage | Yes | | | | | |
| Access to Services | School | Paston Ridings School (0.5 miles) and The Voyager (1.6 miles) | | | | | |
| | Health facilities | Doctor's Surgery (0.6 miles) and Dental Surgery (1.1 miles) | | | | | |
| | Local Shops | Supermarket (0.6 miles) | | | | | |
| | Public Transport | Peterborough Train Station (2.5 miles), <400m to nearest bus stop | | | | | |
| Environmental Considerations | No | | | | | | |
| Heritage | No | | | | | | |
| Sequential Test | Suburban | | | | | | |
| Housing Density | High | | Medium | | Low | 40 dph | |
| Timeframe | 0-5yrs | | 6-10ys | Yes | 11-15yrs | | |
| Additional notes | Site currently in an active use. Site owned by PCC | | | | | | |
| Surrounding Land Use | Surrounded by agricultural land and countryside. Nearest residential development to the south across the A15 Paston Parkway | | | | | | |
| | Removal of rubbish from fly tipping around the site. Would require relocation of the Gypsy and traveller pitches to one or more alternative sites. | | | | | | |

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|---|--------------|--|-------|---|
| Paston 5 | Green | Land off Cathwaite | 0.6Ha | Potential for 20 units |
|  | |  | |  |
| Land Type | | Greenfield | | |
| Current Use | | Amenity Open Space | | |
| Site Selection Methodology | | (e) – Greenfield Site with Potential for Development | | |
| Access Arrangements | | Potential for Access off Cathwaite | | |

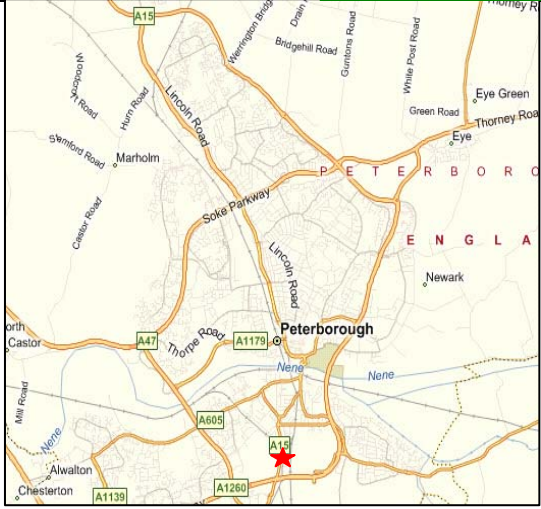
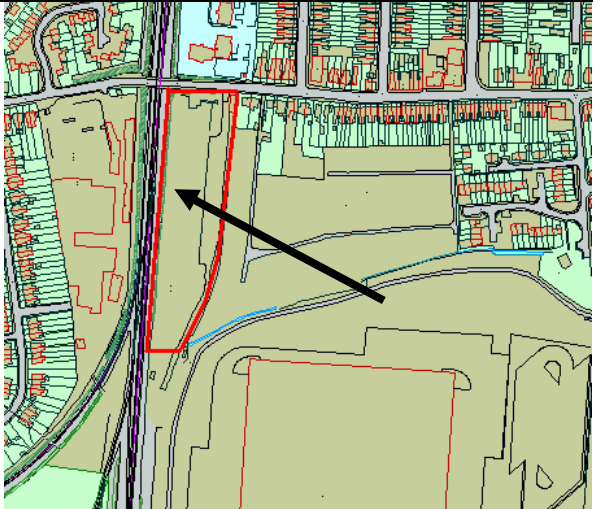

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|--|--|---|---------------|--|--------------------|--------|--|
| Access to Infrastructure | Gas | No | | | Electricity | No | |
| | Water | No | | | Telecoms | No | |
| | Drainage | Yes | | | | | |
| Access to Services | School | Paston Ridings Primary School (0.2 miles) and The Voyager (1.2 miles) | | | | | |
| | Health facilities | Doctor's Surgery (0.2miles) and Dental Surgery (0.4 miles) | | | | | |
| | Local Shops | Supermarket (0.5 miles) | | | | | |
| | Public Transport | Peterborough Train Station (2.1 miles), <400m to nearest bus stop | | | | | |
| Environmental Considerations | No | | | | | | |
| Heritage | No | | | | | | |
| Sequential Test | Suburban | | | | | | |
| Housing Density | High | | Medium | | Low | 40 dph | |
| Timeframe | 0-5yrs | Yes | 6-10ys | | 11-15yrs | | |
| Additional notes Surrounding Land Use | <p>In fill up to buffer zone but will remove some (unallocated) open space from local community use. Suitable access must also be identified.</p> <p>Public footpath and cycle route runs alongside the site. The site is located to the south of Paston Ridings Primary School in a predominately residential area. Junction 19 of the A47 Soke Parkway lies adjacent to the site's southern boundary</p> | | | | | | |

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|---|--------------|--|--------------|-------------------------------|
| Paston 6 | Green | Honeyhill Primary School | 2.4Ha | Potential for 58 units |
|  | |   | | |
| Land Type | | Brownfield & Greenfield | | |
| Current Use | | Educational buildings & playing fields | | |
| Site Selection Methodology | | (f) – Brownfield Site with Potential for Redevelopment | | |
| Access Arrangements | | Good Access Exists off Honeyhill to West | | |

| | | | | | | | |
|-------------------------------------|---|--|---------------|-----|--------------------|--------|--|
| Access to Infrastructure | Gas | Yes | | | Electricity | Yes | |
| | Water | Yes | | | Telecoms | Yes | |
| | Drainage | Yes | | | | | |
| Access to Services | School | Paston Ridings Primary School (0.2 miles) and The Voyager (1.2 miles) | | | | | |
| | Health facilities | Doctor's Surgery (0.1 miles) and Dental Surgery (0.5 miles) | | | | | |
| | Local Shops | Supermarket (0.1 miles) | | | | | |
| | Public Transport | Peterborough Train Station (2.2 miles), over 400m to nearest bus stop | | | | | |
| Environmental Considerations | No | | | | | | |
| Heritage | No | | | | | | |
| Sequential Test | Suburban | | | | | | |
| Housing Density | High | | Medium | | Low | 40 dph | |
| Timeframe | 0-5yrs | | 6-10ys | Yes | 11-15yrs | | |
| Additional notes | Site is over the required distance to a bus stop. School is owned by Local Authority. Development of site only possible if existing educational use considered surplus to the local community's requirements. | | | | | | |
| Surrounding Land Use | Primarily residential area with the Chadburn Centre located to the west. Issues for redevelopment include loss of educational provision and playing fields. There is a cycle way / footpath along the site's eastern boundary | | | | | | |

| | | | | |
|---|--|--|---|------------------------|
| Stanground Central 1 | Amber | 67 South St | 0.3Ha | Potential for 10 units |
|  | |  |  | |
| Land Type | Brownfield | | | |
| Current Use | Wholesale distribution | | | |
| Site Selection Methodology | (c) site currently with outline planning permission (04/02057/OUT - 10/02/2005) for retail / residential | | | |
| Access Arrangements | Existing vehicular access off South Street | | | |

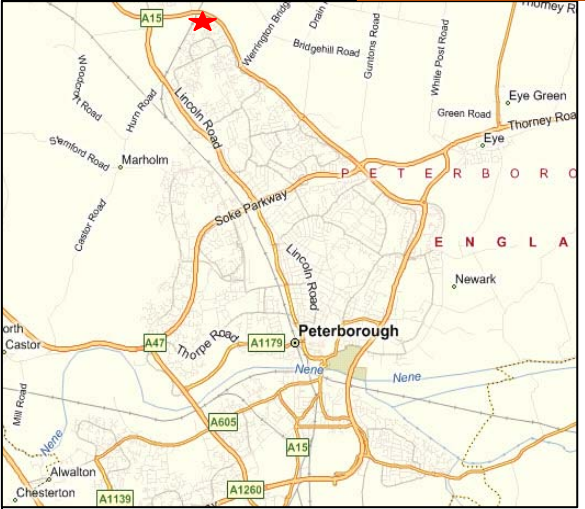
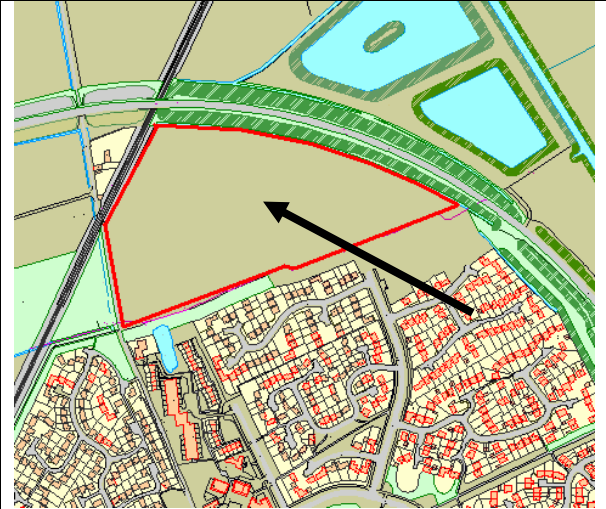

| | | | | | | | |
|-------------------------------------|--|--|---------------|--|--------------------|--------|--|
| Access to Infrastructure | Gas | Yes | | | Electricity | Yes | |
| | Water | Yes | | | Telecoms | Yes | |
| | Drainage | Yes | | | | | |
| Access to Services | School | Stanground St Johns CofE Controlled Primary School (0.3 miles), Stanground College (0.5 miles) | | | | | |
| | Health facilities | Doctors (0.4 miles), Dentist (0.6 miles) | | | | | |
| | Local Shops | Supermarket (0.2 mile) | | | | | |
| | Public Transport | Peterborough train station (1.6 miles), <200m to nearest bus stop | | | | | |
| Environmental Considerations | No | | | | | | |
| Heritage | No | | | | | | |
| Sequential Test | Suburban | | | | | | |
| Housing Density | High | | Medium | | Low | 40 dph | |
| Timeframe | 0-5yrs | | 6-10ys | | 11-15yrs | Yes | |
| Additional notes | Site in use. | | | | | | |
| Surrounding Land Use | Residential to north, south and west, with a depot on the east side of South Street. | | | | | | |

| | | | | |
|---|--------------|--|-------|---|
| Stanground Central 4 | Green | Former Fletton Goods yard | 1.3ha | Potential for 44 units |
|  | |  | |  |
| Land Type | | Brownfield | | |
| Current Use | | Vacant land | | |
| Site Selection Methodology | | (d) site currently designated in local plan. Application for residential development here withdrawn. | | |
| Access Arrangements | | Access point not clear | | |

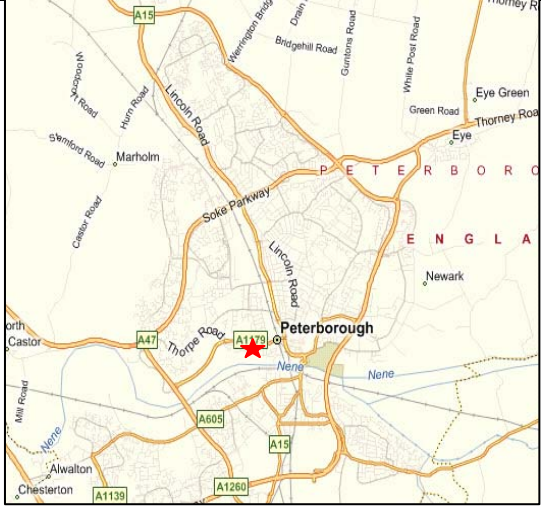
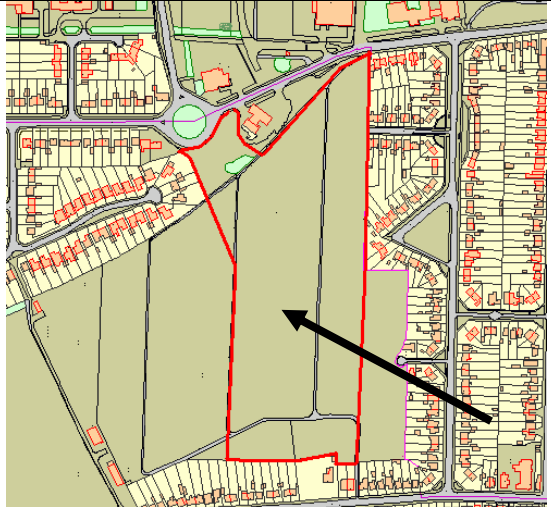

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|--|--|---|----------------|--|--------------------|--------|--|
| Access to Infrastructure | Gas | No | | | Electricity | No | |
| | Water | No | | | Telecoms | No | |
| | Drainage | No | | | | | |
| Access to Services | School | Old Fletton Primary School (0.4 miles) Stanground College (0.9 miles) | | | | | |
| | Health facilities | Doctor (0.4 mile) Dentist (0.3 miles) | | | | | |
| | Local Shops | Supermarket (0.1 miles) | | | | | |
| | Public Transport | Peterborough Train Station (1.2 miles), <200m to nearest bus stop | | | | | |
| Environmental Considerations | Possibility of contamination | | | | | | |
| Heritage | No | | | | | | |
| Sequential Test | Suburban | | | | | | |
| Housing Density | High | | Medium | | Low | 40 dph | |
| Timeframe | 0-5yrs | Yes | 6-10yrs | | 11-15yrs | | |
| Additional notes Surrounding Land Use | <p>Currently designated within the Local Plan (3.19) Access needs to be established, contamination survey needs to be undertaken to assess potential levels on site.</p> <p>Railway to West, High Street to North with some residential, open space and warehousing to east and south.</p> <p>Access off Fletton High Street difficult because of poor visibility – therefore access issues will need to be overcome before any development can proceed.</p> | | | | | | |

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|---|--------------|--|-------|---|
| Walton 2 | Green | Windsor Avenue | 2.0Ha | Potential for 48 units |
|  | |  | |  |
| Land Type | | Brownfield | | |
| Current Use | | Industrial / Commercial / Distribution | | |
| Site Selection Methodology | | (f) – Brownfield Site with Potential for Residential Development | | |
| Access Arrangements | | Existing Access off Windsor Avenue | | |



| | | | | | | | |
|--|---|---|----------------|-----|--------------------|--------|--|
| Access to Infrastructure | Gas | Yes | | | Electricity | Yes | |
| | Water | Yes | | | Telecoms | Yes | |
| | Drainage | Yes | | | | | |
| Access to Services | School | Walton Primary School (0.2 miles) and The Voyager (0.2 miles) | | | | | |
| | Health facilities | Doctor's and Dental Surgery (0.7 miles) | | | | | |
| | Local Shops | Supermarket (0.2 miles) | | | | | |
| | Public Transport | Peterborough Train Station (2 miles), <200m to nearest bus stop | | | | | |
| Environmental Considerations | Potential Contamination | | | | | | |
| Heritage | No | | | | | | |
| Sequential Test | Suburban | | | | | | |
| Housing Density | High | | Medium | | Low | 40 dph | |
| Timeframe | 0-5yrs | | 6-10yrs | Yes | 11-15yrs | | |
| Additional notes Surrounding Land Use | Railway line runs to the west of the site with the Brotherhood Retail Park to the south. Residential development to the north. Existing and in use industrial / commercial site which therefore could have potential for contamination issues. The buildings appear to be Victorian and their proposed demolition may require a consideration of built heritage / history although no listings can be found for the site. Site is an active use & potential contamination must be fully investigated through appropriate surveys followed by mitigating works where required.. | | | | | | |

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|---|--|------------------------|---|-------------------------|
| Werrington North 3 | Amber | Land off Foxcover Road | 6.9Ha | Potential for 186 units |
|  |  | |  | |
| Land Type | Greenfield | | | |
| Current Use | Agricultural | | | |
| Site Selection Methodology | (e) – Greenfield Land with the Potential for Residential Development | | | |
| Access Arrangements | Potential Access off Holgate Lane | | | |

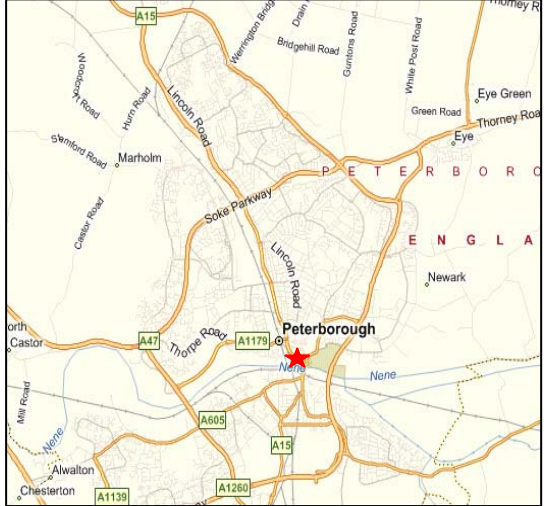
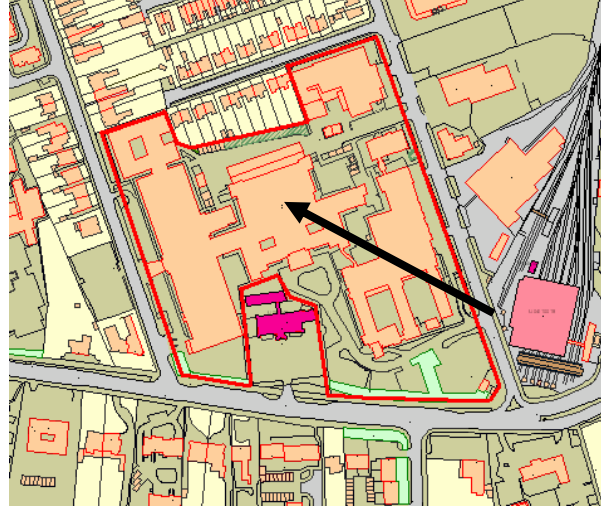

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|-------------------------------------|---|--|---------------|--------|--------------------|-----|--|
| Access to Infrastructure | Gas | No | | | Electricity | No | |
| | Water | No | | | Telecoms | No | |
| | Drainage | No | | | | | |
| Access to Services | School | William Law Primary School (0.7 miles) and Ken Stimpson Community School (0.8 miles) | | | | | |
| | Health facilities | Dental Practice (0.7 miles) and Doctor's Surgery (0.2 miles) | | | | | |
| | Local Shops | Supermarket (0.8 miles) | | | | | |
| | Public Transport | Peterborough Train Station (4 miles), over 400m to nearest bus stop | | | | | |
| Environmental Considerations | High pressure gas pipeline | | | | | | |
| Heritage | No | | | | | | |
| Sequential Test | Suburban | | | | | | |
| Housing Density | High | | Medium | 45 dph | Low | | |
| Timeframe | 0-5yrs | | 6-10ys | | 11-15yrs | Yes | |
| Additional notes | Site large enough to warrant new bus stop? Areas of site over 400m from current bus stop. | | | | | | |
| Surrounding Land Use | Northern edge of development boundary with residential to the south and agricultural / countryside to the north. The A15 runs adjacent to the site's northern boundary with buffer land between the road and the site | | | | | | |
| | High Pressure mains gas pipeline running through site, large proportion not suitable for development; unless health and safety hazard can be overcome. | | | | | | |

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|---|--------------|--|--------------|---|
| West 6 | Green | Land on North Side of Mayors Walk, The Grange | 5.7Ha | Potential for 137 units |
|  | |  | |  |
| Land Type | | Greenfield | | |
| Current Use | | Part vacant land; part allotments | | |
| Site Selection Methodology | | (d) part of site allocated for residential development in the existing 2005 Peterborough Local Plan (First Replacement) (e) part of site is currently unallocated, but vacant / derelict, with opportunity for residential development. | | |
| Access Arrangements | | Off Mayors Walk and off Westfield Road roundabout. | | |

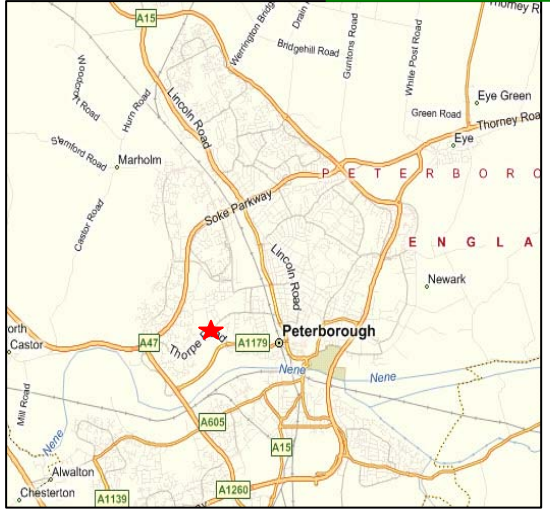
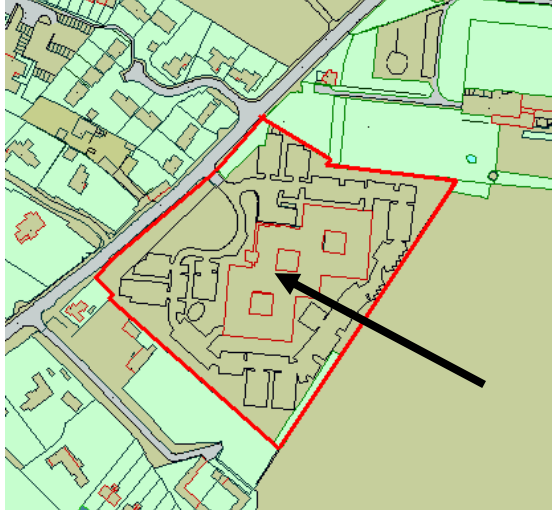

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|--|--|--|---------------|-----|--------------------|--------|--|
| Access to Infrastructure | Gas | Yes | | | Electricity | Yes | |
| | Water | Yes | | | Telecoms | Yes | |
| | Drainage | Yes | | | | | |
| Access to Services | School | West Town Primary School (0.3 miles), Jack Hunt School (0.7 miles) | | | | | |
| | Health facilities | Doctors (0.2 miles) Dentist (0.6 miles) | | | | | |
| | Local Shops | Queensgate Shopping Centre (0.4 miles) | | | | | |
| | Public Transport | Peterborough train station (0.6 miles), , <200m to nearest bus station | | | | | |
| Environmental Considerations | No | | | | | | |
| Heritage | No | | | | | | |
| Sequential Test | Suburban | | | | | | |
| Housing Density | High | | Medium | | Low | 40 dph | |
| Timeframe | 0-5yrs | | 6-10ys | Yes | 11-15yrs | | |
| Additional notes Surrounding Land Use | <p>Site owned by PCC. Footpath on site. Developing the allotment area of this site may have strong opposition from local community, council would have to support this change of use to encourage development here.</p> <p>The site is bounded by residential, access is available directly from Mayors Walk</p> <p>Part of the site is in use as allotments, but they are underused. Some relocation of allotment tenants to other plots would be needed to create a viable site for development. Plans for moving existing allotment tenants and swap housing allocation are being made.</p> | | | | | | |

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|---|--------------|--|-------|------------------------|
| West 7 | Green | Northbank of River south of railway Station | 1.9Ha | Potential for 65 units |
|  | |  | | |
| Land Type | | Brownfield | | |
| Current Use | | Railway Museum Land. | | |
| Site Selection Methodology | | (f) Brownfield site currently in a non-residential use but where specific operational and locational factors provide an opportunity for future residential redevelopment | | |
| Access Arrangements | | Poor access via River Lane | | |

| | | | | | | | |
|--|---|--|---------------|-----|--------------------|--------|--|
| Access to Infrastructure | Gas | Yes | | | Electricity | Yes | |
| | Water | Yes | | | Telecoms | Yes | |
| | Drainage | Yes | | | | | |
| Access to Services | School | West Town Primary School (0.8 miles) Jack Hunt School (1.7 miles) | | | | | |
| | Health facilities | Doctor (0.5 miles) Dentist (0.5 miles) | | | | | |
| | Local Shops | City Centre (0.5 miles) | | | | | |
| | Public Transport | Peterborough Train Station (0.3 miles), over 400m to nearest bus stop | | | | | |
| Environmental Considerations | Possible contamination. | | | | | | |
| Heritage | No | | | | | | |
| Sequential Test | Suburban | | | | | | |
| Housing Density | High | | Medium | | Low | 40 dph | |
| Timeframe | 0-5yrs | | 6-10ys | Yes | 11-15yrs | | |
| Additional notes Surrounding Land Use | <p>Nearest bus stop is over 400m away. Site would need new bus stop. Site in private ownership. Lower part of site discounted as within floodplain.</p> <p>Residential to north, railway lines to east, river to south, open space to west.</p> <p>Site potentially difficult to develop with poor vehicular access and adjacent to land with flood risk potential.</p> | | | | | | |

| | | | | |
|---|--|--|---|------------------------|
| West 8 | Amber | Peterborough District Hospital, Thorpe Road | 3.6Ha | Potential for 86 units |
|  | |  |  | |
| Land Type | Brownfield | | | |
| Current Use | Hospital building and accommodation | | | |
| Site Selection Methodology | (f) brownfield sites which are currently in a non-residential use but where specific operational and locational factors provide an opportunity for future residential redevelopment. Opportunity area CC13 | | | |
| Access Arrangements | Existing vehicular access onto Aldermans Drive, Thorpe Road, Midland Road. | | | |

| | | | | | | |
|--|---|--|---------------|--|--------------------|--------|
| Access to Infrastructure | Gas | Yes | | | Electricity | Yes |
| | Water | Yes | | | Telecoms | Yes |
| | Drainage | Yes | | | | |
| Access to Services | School | West Town Primary School (0.3 miles), Jack Hunt School (1.1 miles) | | | | |
| | Health facilities | Doctors (0.2 miles), dentist (0.5 miles) | | | | |
| | Local Shops | Queensgate Shopping Centre (0.45 miles) | | | | |
| | Public Transport | Peterborough train station (0.3 miles), <200m to nearest bus stop | | | | |
| Environmental Considerations | No | | | | | |
| Heritage | Site includes buildings of local importance protected by Local Plan Policy CBE 11. | | | | | |
| Sequential Test | Suburban | | | | | |
| Housing Density | High | | Medium | | Low | 40 dph |
| Timeframe | 0-5yrs | | 6-10ys | | 11-15yrs | Yes |
| Additional notes Surrounding Land Use | <p>Hospital in use, service is proposed to be relocated to Edith Cavell site on Bretton Way at which point residential redevelopment would be possible. Site in private ownership.</p> <p>Residential to north and south, Peterborough Train Station to east, further hospital buildings to west.</p> <p>The Sessions House directly to the south of the building is a Grade II listed building (bright pink building in above plan).</p> | | | | | |

| | | | | |
|---|--|--|---|------------------------|
| West 9 | Green | Rebus Software Ltd, Thorpe Road | 2.3Ha | Potential for 55 units |
|  | |  |  | |
| Land Type | Brownfield | | | |
| Current Use | Office | | | |
| Site Selection Methodology | (f) Brownfield sites which are currently in a non-residential use but where specific operational and locational factors provide an opportunity for future residential redevelopment. | | | |
| Access Arrangements | Excellent existing access onto Thorpe Road | | | |

| | | | | | | | |
|--|--|---|---------------|--|--------------------|--------|--|
| Access to Infrastructure | Gas | Yes | | | Electricity | Yes | |
| | Water | Yes | | | Telecoms | Yes | |
| | Drainage | Yes | | | | | |
| Access to Services | School | Longthorpe Primary School (0.3 miles), Jack Hunt School (0.7 miles) | | | | | |
| | Health facilities | Doctor (1.2 miles) Dentist (1.5 miles) | | | | | |
| | Local Shops | Convenience store (0.4 miles) | | | | | |
| | Public Transport | Peterborough Train Station (1.5 miles), <400m to nearest bus stop | | | | | |
| Environmental Considerations | No | | | | | | |
| Heritage | No | | | | | | |
| Sequential Test | Suburban | | | | | | |
| Housing Density | High | | Medium | | Low | 40 dph | |
| Timeframe | 0-5yrs | Yes | 6-10ys | | 11-15yrs | | |
| Additional notes Surrounding Land Use | Taylor Woodrow 03/00909/FUL - Erection of 69 dwellings comprising detached, terraced and apartments, garages and open space. Application withdrawn, site in full time use. Owners or tenants would need to be relocated. Residential to the north and west, Thrope Hall to the South and East. | | | | | | |

Appendix G

Peterborough Housing Figures: Summary Table (at 31 March 2007)

Appendix G – Peterborough Housing Figures: Summary Table (at March 2007)

| Additional dwellings delivered to 31 March 2007 | | |
|--|---|---------------|
| a | Dwellings constructed (1 April 2001 - 31 March 2007) | 4957 |
| b | Dwellings lost (1 April 2001 – 31 March 2007) | 94 |
| c | Overall additional dwellings (1 April 2001 – 31 March 2007) | (4863) |
| Identified Capacity – Permissions and Allocations (excluding Hampton) | | |
| d | Dwellings to be completed on sites under construction | 867 |
| e | Dwellings on sites with full planning permission where construction has not started | 1486 |
| f | Dwellings on sites with outline planning permission | 3799 |
| g | PLPFR allocated sites without permission | 1572 |
| h | Identified Capacity (excluding Hampton) at 31 March 2007 | (7724) |
| Identified Capacity – Permissions and Allocations (Hampton) | | |
| i | Dwellings to be completed on sites under construction at Hampton | 415 |
| j | Dwellings on sites at Hampton with full permission where construction has not yet started | 525 |
| k | Dwellings on sites at Hampton with outline permission | 3284 |
| l | Additional capacity at Hampton identified in Cambs and Peterborough Structure Plan 2003 (also PLPFR para 2.25) | 300 |
| m | Identified Capacity at Hampton at 31 March 2007 | (4524) |
| Potential Capacity – Sites not Formally Identified | | |
| n | Urban capacity sites | |
| o | Small sites dwelling contribution allowance (114.5 per year) (Small sites defined as schemes on a site of less than 0.3ha) | 720 |
| p | Potential capacity from sites not formally identified at 31 March 2007 | (720) |
| q | Overall Supply at 31 March 2007 | 17831 |
| Minimum Requirement | | |
| r | Regional Spatial Strategy 'at least' additional dwellings | 25000 |
| s | Dwellings needed to make up for losses 2007 – 2021 (based on a current average 15.7 a year) | 219 |
| t | Overall 'at least' requirement | 25219 |
| Minimum Shortfall | | |
| u | Current minimum shortfall at 31 March 2007 | 7388 |

Notes

- a This is the number of dwellings constructed since 1 April 2001 (the start of the RSS period).
- b This is the number of dwellings lost through demolition or change of use since 1 April 2001 (the start of the RSS period); this is relevant because the RSS requirement is for 'additional' dwellings, i.e. taking losses into account.
- c (a-b) The overall additional dwellings since 1 April 2001.
- d The number of dwellings still to be completed on sites which are under construction, outside Hampton. They include dwellings which are themselves under construction and those which have not been started, but the site itself is under construction.
- e The number of dwellings on sites outside Hampton which have full planning permission, but construction of the site has not started.
- f The number of dwellings on sites outside Hampton which have an outline planning permission. This may include assumptions about numbers if they are not specified in the outline permission.
- g The number of dwellings which could be delivered from sites which are allocated in the Peterborough Local Plan (First Replacement) outside Hampton, but which have no planning permission.
- h (d+e+f+g) The total capacity outside Hampton which already has some formal identification.
- i The number of dwellings still to be completed on sites which are under construction at Hampton. They include dwellings which are themselves under construction and those which have not been started, but the site itself is under construction.
- j The number of dwellings on sites at Hampton which have full planning permission, but construction of the site has not started.
- k The number of dwellings on sites at Hampton which have an outline planning permission. In effect, this is number remaining out of the original outline planning permission of 5,200 dwellings, plus the subsequent 1,700 outline planning permission which to date have not received a reserved matters approval.
- l This is the approximate figure for the remaining additional dwellings proposed for Hampton in policy P10/5 of the Cambridgeshire & Peterborough Structure Plan 2003; also referred to in para 2.25 of the Peterborough Local Plan (First Replacement), having taken into account those subsequently granted outline planning permission.
- m (i+j+k+l) The total capacity at Hampton which already has some formal identification.
- n The total number of dwellings which it is estimated could come from sites identified in the Peterborough Urban Capacity Study which are not already counted in any category above.
- o An assumption about the number of dwellings that could be delivered from small sites (i.e. sites which are smaller than 0.3 hectares). This is based on an average rate experienced in

the past, multiplied by the number of years remaining to 1 April 2021, but excluding the dwellings on small sites which are already counted in categories d, e and f. See below for this year's calculation.

- p (n+o) The total potential capacity from sites which have no formal approval at this stage.
- q (c+h+m+p) The overall supply of dwellings which have been identified to date.
- r The minimum number of additional dwellings that are required to be provided in Peterborough over the period 1 April 2001 – 31 March 2006 by policy H1 of the RSS (as proposed by the Secretary of State).
- s The number of dwellings likely to be lost by demolition or change of use over the remainder of the period to 31 March 2021 (based on the average rate experienced so far since 1 April 2001) – and therefore the number which need to be replaced to ensure that the RSS figure is for 'additional' dwellings.
- t (r+s) The overall minimum number of dwellings for which provision needs to be made.
- u (t-q) The shortfall (i.e. the number of dwellings for which sites have yet to be found) in order to achieve the minimum RSS requirement, if all of the other sources of supply deliver in accordance with the table.

CALCULATION OF THE FIGURE IN ROW o

Between 1 April 2001 and 31 March 2007, 687 dwellings were completed on small sites (i.e. below 0.3 ha). This works out an average of 114.5 per year. If this rate of delivery continues for the remaining 14 years, a further 1603 would be delivered from this source. However, at 31 March 2007, on sites below 0.3 ha, 233 dwellings were under construction (already included in rows d and i); 462 dwellings had full planning permission (already included in rows e and j); and 188 dwellings had outline planning permission (already included in rows f and k). Therefore, taking these into account, a further 720 dwellings, not already accounted for, could be expected from this source, if delivery continues at the same rate as experienced so far.