Peterborough City Council

LOCAL INVESTMENT PLAN
2011 – 2014 and beyond

For submission to the Homes & Communities Agency

February 2011

a) This Agreement is not legally binding upon the parties.

b) Nothing contained in or carried out pursuant to this Agreement and no consents given by the Agency or the Council will prejudice the Agency's or the Council's (as appropriate) rights, powers or duties and/or obligations in the exercise of its functions or under any statutes, byelaws, instruments, orders or regulations.

c) This Agreement is without prejudice to the Council's and/or the Agency's functions as a local planning authority and both parties may continue to exercise such functions as if they were not a party to this Agreement.

d) This Agreement is subject to the constitutional right of any future Parliament and/or the Agency's Sponsor Department to determine the amount of money to be made available to the Agency in any year and the purpose for which such money can be used.

e) This Agreement is also subject to the terms of the Framework Document between the Agency and its sponsor department, as the same may be amended or replaced from time to time.

In addition, the document should allow for signature by both parties following on from the above wording:

Signed: ………………………………..	Signed: ………………………………..
Name: ………………………………...	Name: ………………………………...
Position: ……………………………...	Position: ……………………………...
For and on behalf of the Homes and Communities Agency	**For and on behalf of Peterborough City Council**
Date: …………………………………	Date: …………………………………

CONTENTS

EXECUTIVE SUMMARY

'Today's City'
Evidence Policy & Strategy

Document Preparation and Purpose

This document has been prepared by Peterborough City Council. It has been developed in conjunction with the Homes and Communities Agency, who have been behind the Local Investment Plan initiative, and is intended as a comprehensive promotional document to assist in the general procurement of inward investment to the City of Peterborough. This to enable the realisation of specified land and infrastructure projects in order to help meet the City's evidenced growth needs.

The concept of the Local Investment Plan initiative, as encouraged by the HCA, has had a national remit and been running for some 2 years now. It may be that the HCA can help Peterborough using the benefit of its experiences elsewhere. Certainly the City would appreciate this kind of advice or case information wherever appropriate. Indeed, the compilation of this LIP document itself has been greatly assisted by the ongoing coaching of the HCA local office at Cambridge

The document is in effect a housing-focussed evolution of the Peterborough Integrated Development Programme (December 2009), which was used as a basis, and the purpose of which was to provide a generic, long-term set of strategic infrastructure proposals for which the City would require funding. The IDP formalised and provided evidential support to specific project proposals detailed in other documents such as the Peterborough Programme of Development (September 2008).

In terms of resourcing the growth and regeneration aspirations advocated by this LIP document and the earlier IDP, the Council has put together teams of expert people to help take matters forward and create the conditions for delivery. These teams are termed the Peterborough Delivery Partnership, Growth Delivery, Strategic Projects, and Capital Receipts. All have distinct functions, indicated by their names, and are supported by established Council departments such as Planning, Legal, and Asset Management.

Introduction

The Local Investment Plan identifies the main themes and prioritises the key interventions and projects directly related to housing led regeneration.

Peterborough's origins go back to an early Saxon village called Medehamstede, eventually becoming known as St Peters burgh around the Year 1000. The main industry throughout the Middle Ages was wool weaving, with only occasional markets activity. There had been an abbey on the site since the 7th Century, and in 1541 it was made a cathedral, now giving rise to the settlement's city status. During the 18th Century, with a population of just 2500-3000, Peterborough was the smallest city in England, and was in effect a market village. However, driven by demand for its goods arising from the Napoleonic wars, the population grew rapidly and by the 1870s had passed 17000. New industries, notably iron, brick, and elastic, grew up in the wake of the Industrial Revolution. By 1900 the population stood at 30000. This continued to grow to about 80000 in 1967 when the city was designated a New Town. This new status was a significant development and led to a decision to rapidly grow the resident population to 160000, double that existing. This was largely achieved by the formation of a Development Corporation in 1968, which expanded the city's built environment dramatically during the 1970s and 80s. The main industries of the time requiring servicing by the population were brick and tile manufacture, farm machinery, diesel engines, and electrical equipment.

Today, following the demise in the UK of primary and secondary manufacturing industries generally since the late 20th Century, Peterborough's business base has had to diversify into many other sectors (this has not necessarily translated into meaningful employment situations, however).

For example, there is a much expanded retail offer evidenced by the Queensgate and Westgate centres, with more to come; an array of professional and financial services businesses, such as the Norwich and Peterborough Building Society; and the city is renowned as a key national distribution hub for both road and rail freight. The most visible example of this is probably the Ikea National Distribution Centre by Fletton Parkway.

Peterborough is a city of change and is one of the most promising and exciting areas of opportunity in the UK. It is a city rich in heritage, but also a city that has a history of successful growth from its new town status in the 1970s through to our current ambitions for growth. The history of making Peterborough's growth a reality has required flexibility, adaptability and innovation; qualities that remain of paramount importance today.

The overarching ambition for Peterborough is to achieve sustainable growth. The city's population of approximately 166000 has numerous levels of socio-economic needs to be met, and it is intended that the city continues to provide for these needs, and that they be matched in a sustainable manner appropriate to the modern living environment.

Despite the current economic climate, housing completions in Peterborough during last financial year bucked the national trend when a total of 1125 dwellings were completed. Of this total 708 were affordable homes. These figures tell a very positive story for affordable housing provision in Peterborough which has played a significant role in keeping local house building at record levels and contributing to retaining jobs in the local construction industry as well as delivering large numbers of much needed affordable homes. This considerable achievement in affordable home provision is the result of strong and proactive partnership working between Peterborough City Council, Affordable Housing Providers who work in the city and the Homes and Communities Agency.

Peterborough also continues to act as an attractor for investment and an engine of growth. In the past year alone, over 3,000 jobs have been created in the city and major growth and inward investment companies include Amazon, Royal Sun Alliance, Tesco and White Concierge. The £12m investment into Cathedral Square at the heart of the city has demonstrated a commitment to enhancing the city and has started to attract serious interest from major retail and restaurant interests, such as TKMaxx and Chimichanga.

Market conditions are, however, at their most challenging for decades and the economic climate has fundamentally challenged how our transformation and regeneration can be delivered, so Peterborough's approach has had to change too. Uncertain times call for innovation and creativity and we are working hard to ensure the aspirations for the city continue to be driven forward and delivered.

Working within the financial realities of today's economy is therefore critical to our approach and we have developed innovative funding arrangements so that Peterborough can deliver investment and redevelopment, despite the economic downturn.

The recession led to severe limitations to growth funding, with a subsequent reduction in growth activity across the UK. Traditional funding sources available to the Council and those used by private sector developers diminished, and are unlikely to return to pre-recession levels for many years, if ever. Peterborough's drive to still deliver an ambitious growth agenda meant we needed to access alternative sources of funding, and for this we are turning directly to the capital markets. By working with capital market specialists, we are focused on creating investor confidence by presenting developments as viable and secure long-term investment opportunities, with risks clearly understood and presented to institutions with an appetite for that particular type of risk. This approach has the financial viability for any development as its starting point, which is critical for securing capital market investment for an agenda to drive growth

Taking a new and innovative approach ensures that we will continue to make the most of the city's potential. The foundations for this latest phase of Peterborough's growth are in now place; our ambition is clear, our delivery capabilities are strong, and our vital first steps for regeneration have already begun in the heart of the city, turning the ambition into reality.

Peterborough is a city with enormous potential, with a growing economy, a growing population, and a growing position as a city at the heart of the Eastern Region. We have one of the most forward thinking agendas for economic development in the country and we are confident that, together with our partners, we will build a bigger and better Peterborough for future generations.

This links closely with the city's desire for a sustainable future and can be seen in action today at, for example, the edge of city centre South Bank regeneration site, anchored by Peterborough United Football Club. The site has been dubbed "Carbon Challenge" due to its aims to minimise carbon emissions and traditional energy uses in its proposed built developments, to include 294 new residential dwellings, of which 120 will be affordable homes. The Homes and Communities Agency and its predecessor organisations has been the primary partner at this site throughout the development process.

The exemplar Carbon Challenge development at South Bank has been enabled to a very large extent by HCA, and this is a role we would hope could be replicated on future projects. In particular the ability of HCA to act as a lead public sector partner in driving land assembly work across HCA assets and other public sector land holdings (such as PCC, Network Rail and NHS) as well as major private sector landholdings could be valuable. Combined with HCA's tools such as the Area Wide Viability Model and the Developer Appraisal Tool there is the potential for greatly aiding delivery.

A good example of where this could be applied is the wider South Bank: on the community stadium a planning application is expected in the first quarter of 2011 for the first stand to be redeveloped and plans for the further stands are being put together to follow. For Fletton Quays site evaluation work and development viability studies are planned shortly with relationship management between other landowners sure to be a key factor. On the Hospital Quarter progress is also expected in 2011 in securing a private developer who is keen to drive forward plans for the site in line with the SPD which was adopted in 2010

One of the most recent key initiatives is aimed at expanding and improving the further and higher education and training offer in the city. It is hoped that this will not only better equip its citizens for whatever future economic climates may hold, but that it will attract many more students into the city centre, adding to the vibrancy, lifting the feel, and helping the local economy while they are in town. The concept is called a Multiversity and, as the name suggests, it proposes to introduce numerous levels of new programmes, particularly where there are regional gaps or opportunities to complement existing offers from other institutions, and it is to be a very much partnership driven arrangement.

The support from the Homes and Communities Agency alongside that from local and regional Partners and from other sources will contribute to the realisation of the vision and aspirations for the City.

The Local Investment Plan recognises that it is the overall quality of place that will determine the success in meeting the growth ambitions. It is the balance of economic, environmental, social and cultural issues which will make the City attractive to residents, visitors and businesses.

It is recognised that the key element is the ability to deliver the housing and employment growth envisaged by the City in its key strategic policy documents. The challenge is to overcome infrastructure and development constraints in order to facilitate an increase in housing completions in excess of existing levels and to bring about increased investment in the local economy.

The Local Investment Plan shows how the targeted intervention of public funding will enable key sites to be brought forward, most of which are already in the ownership of the City itself or its public and private sector partners.

We are confident that with the appropriate level of HCA support we can make a significant and early contribution to progressing growth in Peterborough with the support of other partners, as well as progressing the related elements of regeneration.

Key Strategies and Plans for Peterborough

The LIP summarises key plans, strategies and associated targets within them, including:

1. The Sustainable Community Strategy, with its vision of a 'bigger and better Peterborough';
2. The Core Strategy, with its emerging targets of around 26,000 new homes and complementary job growth;
3. Growth aspirations, such as the proposed Great Haddon urban extension;
4. Regeneration aspirations, such as the intensification of the City Centre and the regeneration of our Neighbourhoods – including the (emerging) City Centre Area Action Plan;
5. Peterborough's Integrated Growth Study which demonstrates how Peterborough can achieve its growth targets in a truly sustainable way.

The LIP also makes commentary on the latest social and economic issues which the City faces, such as employment and unemployment rates, job creation, and skill levels.

Issues, Opportunities and Infrastructure Needs

To deliver the targets and aspirations of the key plans and strategies there is a need for significant amounts of infrastructure. The LIP groups these needs into 'packages' of infrastructure requirements, under two broad headings:

1 Spatial packages i.e. infrastructure needs to deliver large scale spatial initiatives such as the city centre and urban extensions.

2 Thematic packages e.g. transport, environmental, utilities, etc, infrastructure needs to complement the growth.

Tomorrow's Growth'
Development Programme

Project Schedule
To complement the evidential section of this report is a Development Programme. This is a schedule of named project items, aligned with the aforementioned spatial and thematic packages. This schedule is intended to be 'live' and updated frequently as and when projects are completed, added or deleted.

As required by the HCA's guidelines on the structure of an LIP, the Development Programme is supported by an initial set of specific identified projects scheduled for commencement within a 3 year time horizon. These projects are individually summarised and have cost estimates and justification indicators applied to them.

Today's City'
Evidence Policy & Strategy

1. INTRODUCTION

1.1 This document is Peterborough's Local Investment Plan (LIP). Its purpose is to provide a single delivery programme for strategic capital-led infrastructure which will allow for appropriately phased growth and development in the period 2011-14 specifically and beyond that to approximately 2030. This document builds on other evidential documents, such as the LDF and the Peterborough Integrated Development Programme (IDP), and complements the city's growth targets for both jobs and housing as identified in the Core Strategy. Consultation with the city's Registered Housing Provider partners has helped to shape the final document.

1.2 The purpose of the LIP is to:

1. Summarise key strategies and plans for Peterborough, highlight their individual roles and importantly show how they complement one another.
2. Set out what support, particularly in relation to housing delivery, Peterborough needs for the next 3 years initially and 20 overall, why we need it, who will deliver it, and what it might cost. For a variety of audiences, but especially the HCA, it gives confidence that the City has a coordinated plan of action on delivering infrastructure to support growth.
3. Form the basis for bidding for funding from the HCA, but also it could be directed at Government; Government Agencies; lottery and other grants; charities; private sector investment; and developer contributions (s106 and potentially CIL).

1.3 The LIP is founded on the IDP (which itself includes a database for infrastructure provision that reflects delivery by the private sector, the City Council and a range of agencies and utilities), the city's growth targets and site specific research into what is required to ensure delivery of key development sites.

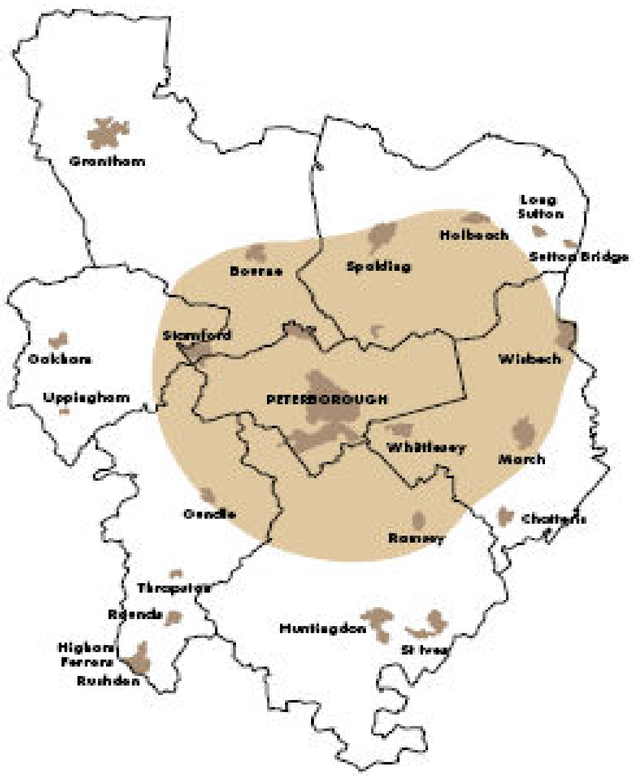
1.4 However, the LIP is holistic. Some elements will need to be reviewed in the context of activity on the growth agenda such as the emerging City Centre Area Action Plan (CCAAP), and the Long Term Transport Strategy (LTTS). The IDP itself is also holistic and regularly refreshed and reviewed. As such, it is intended that this LIP will continue to be refreshed to remain fit-for-purpose and meet the overall purposes of an LIP as outlined in paragraph 1.2 above.

2: CONTEXT, VISION AND GROWTH TRAJECTORIES

Context

2.1 Peterborough is an area that has the potential to accommodate considerable housing and job growth. The area covered by this LIP is the unitary authority area, as shown in the centre of Figure 2-1. The shaded functional sub-region extends well into the surrounding authorities, which are also experiencing considerable growth.

Figure 2-1: Map of Peterborough – urban area, unitary authority area, and wider influence



2.2 The population of Peterborough grew very quickly during the 1970s and 1980s. Over the last decade or so, however, the rate of population growth has been lower in Peterborough than the average for either the East of England or England as a whole (see Figure 2-2). However, with migration and high housebuilding rates in the last few years, the populations has probably spiked upwards again.

2.3 The urban area of Peterborough, as defined by the Office of National Statistics (ONS) "bricks and mortar", accounted for almost 90% of the population of the unitary area at the time of the last Census. On this basis, Peterborough was identified as the fifth largest urban area in the East of England, and the biggest – by some margin – of the New Towns.

2.4 Peterborough forms the hub of a well-defined labour market and it is formally recognised as a Travel to Work Area. Overall, there is a net in-commute of around 19,000 people daily and the catchment extends well into the East Midlands. Among the out-commuters, around 1,500 travel to London. However one of the features of Peterborough that really stands out is its high degree of self-containment as compared to other cities within the East of England, which has positive implications in terms of sustainability:

- Of the 82,815 people travelling to work in Peterborough (urban area) at the time of the 2001 census, 49,808 (or 60.1%) also lived there
- Within Peterborough (urban area) – at the time of the census – 63,802 people lived in the area and had a job, of whom 49,808 (78.1%) worked locally.

2.5 In terms of its demography, Peterborough has a number of other distinctive characteristics. Firstly, the City is ethnically diverse. As Table 2-3 suggests, an eighth of the population is non-white – a figure which is close to double the average in the East of England.

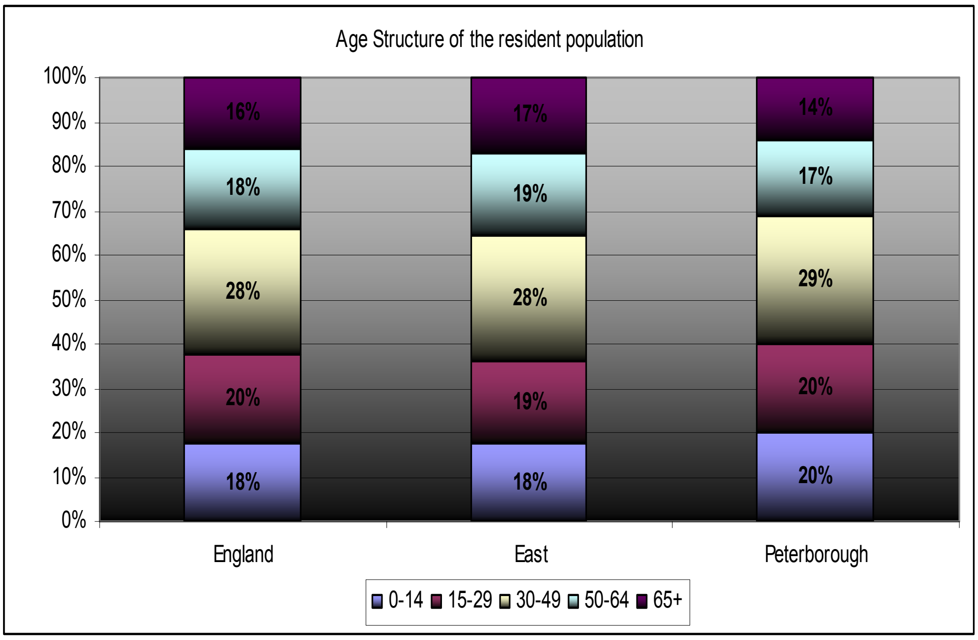
2.6 A second characteristic surrounds the relatively high number of migrant workers. In 2006/07, Peterborough accounted for almost 10% of the region's National Insurance registrations of non-UK nationals; economic migrants from Poland accounted for close to half of this total with a high proportion of Lithuanians and Slovaks.

2.7 Finally, it is important to note that compared to the national and regional averages the population of Peterborough is relatively young (Table 2-4). In principle at least, this means that the local economy has the potential to be relatively productive.

Figure 2-2: Population of Peterborough in relation to the East of England and England

The Mid Year Population Estimates data suggests that a total of 163,900 people live in the city of Peterborough with approximately 66% falling into the working age population category which is comparable to both the national and regional averages. Peterborough has a slightly younger profile in comparison to England and the Eastern region with 40% of the population aged 29 and under compared with 38% in England and 36% in the East. Peterborough also has a slightly smaller proportion of people aged 65+ in comparison to the regional and national averages.

Figure 1: Age structure of the resident population



Source: Mid Year Population Estimates 2008

Table 2-3: Resident Population by Ethnic Background

According to the mid year population estimates for mid 2008, Peterborough's population in 2008 was about 13% non White British compared to around 12% in England and around 7% in the region. Peterborough has a significantly higher than average Pakistani population compared with the national and regional averages.

TableXX: Population by ethnic group

	England	East	Peterborough
White	88.2%	91.6%	86.8%
Mixed	1.7%	1.5%	1.8%
Indian	2.6%	1.6%	2.7%
Pakistani	1.8%	1.0%	4.5%
Other Asian	1.4%	1.0%	0.9%
Black	2.8%	1.9%	2.1%
Chinese	1.5%	1.3%	1.1%
Total	100.0%	100.0%	100.0%

Source: Mid year population estimates 2008

Table 2-4: Age distribution of Peterborough's Resident Population compared to the National and Regional Figures, 2006

	England	East	Peterborough
Aged 0-15 years	17.7	17.9	19.5
Aged 15-39	34.1	32.2	35.9
Aged 40-64	32.3	33.2	30.6
65+	15.9	16.7	14.0

Source: ONS Mid Year Population Estimates

2.8 The following box outlines some other key facts about Peterborough:

Peterborough: Key Facts

- Peterborough has a resident population of around 166,000 people (though this may be an underestimate by up to 5% due to fluctuating migration issues)
- Population growth forecasting indicates that Peterborough will have a population of approximately 175,000 people by 2011, 189,000 by 2016 and 204,000 by 2021
- There were 43,700 children and young people (aged 0-19) living in Peterborough in 2008, including 12,300 aged under five years in 2008
- Peterborough is more ethnically diverse than most areas in the East of England, with 1 in 14 people having an Asian ethnic group
- The largest Asian ethnic group is the Pakistani population, with around 7,100 people with a Pakistani ethnic group living in Peterborough
- Peterborough City Council's administrative area covers an area of around 34,300 hectares and has a higher population density than found on average in the East of

England and in England, at 4.5 people per hectare

- Peterborough has relatively high levels of deprivation compared with many areas and is ranked amongst the third of English local authorities with the greatest levels of deprivation
- Levels of income deprivation are higher than the England average. One child in four lives in a household dependent on means tested benefits
- The rate of reported crime is higher than the England average
- Overall examination results are lower than the England average
- The latest data (Apr 2009/Mar 2010) shows that the unemployment rate for working age population was higher in Peterborough at 9.2% than the national, regional or Cambridgeshire rates.
- Although still a designated dispersal area, the numbers of new asylum seekers has considerably reduced.
- Life expectancy in Peterborough is significantly below the national average for both men and women.

2.9 **Strategic Housing Market Area**
Peterborough City Council led on the production of a Peterborough Sub- Regional Strategic Housing Market Assessment (SHMA) and the recent refresh. The original assessment and needs survey were undertaken in 2007 and an update to the survey data and the SHMA were completed in August 2010.

2.10 **The Peterborough Housing Market**
Peterborough sits within a defined housing market area that consists of the authority area and adjacent authorities of Rutland, South Kesteven and South Holland. The Peterborough sub-regional housing market also partially covers several areas that fall under the jurisdiction of adjacent local authorities, including Fenland, East Northants and Huntingdonshire. It's worth noting that another Local Investment Plan that covers these three other local authority areas included in the housing market area is being produced. Effort will be made to ensure that the Peterborough LIP and the Peterborough Partial Housing Market area LIP are compatible.

2.11 Across Peterborough City Council's local authority area, two distinct housing markets have been identified. These markets are described as the 'Peterborough sub-market' that covers the main urban area of Peterborough (including Peterborough's two largest villages, Eye and Thorney) and the 'Stamford sub-market' that covers the main area of Stamford, plus surrounding rural wards (many of which lie within the western Peterborough City Council area).

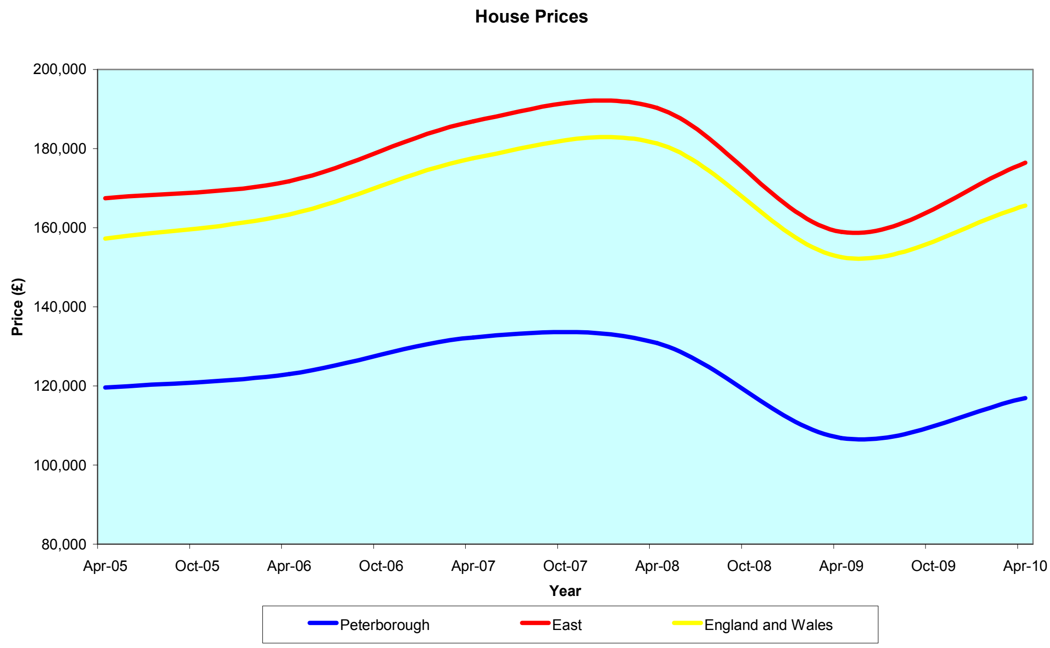
2.12 **Tenure**
The most common tenure in Peterborough is owner-occupation with a mortgage, which represents around 40.6% of all households. Owner-occupation without mortgage is the second most prevalent tenure across the authority, at 25.9% of all households. The full tenure breakdown for Peterborough is displayed in the table below, along with the estimated total number of households across the authority;

Tenure	Households	% of Households
Owner- occupied (no mortgage)	19,393	25.9%
Owner-occupied (mortgage)	30,372	40.6%
Social rented	14,846	19.8%
Private rented	10,288	13.7%
Total	74,900	100%

Source: Peterborough Sub-Regional Strategic Housing Market Assessment Update (2010)

2.13 **House Prices**

The graph below shows the fluctuation in house prices in Peterborough over the past five years. Local change has remained largely consistent with the changes observed regionally and nationally. It is also clear that the average house price in Peterborough, which is presently around £116k, is consistently lower than the national and regional average.



Source: Land Registry (2010)

2.14 **Tenure Price Comparisons**

The table below shows the indicative income required to purchase or rent a two bed entry level property across the three main tenures without subsidy. The table shows that a lower than average amount of income is required to enter home-ownership in Peterborough, with a higher than average amount of income required to rent privately without subsidy. The income required to rent an RSL property without subsidy in Peterborough is consistent with the sub-regional average.

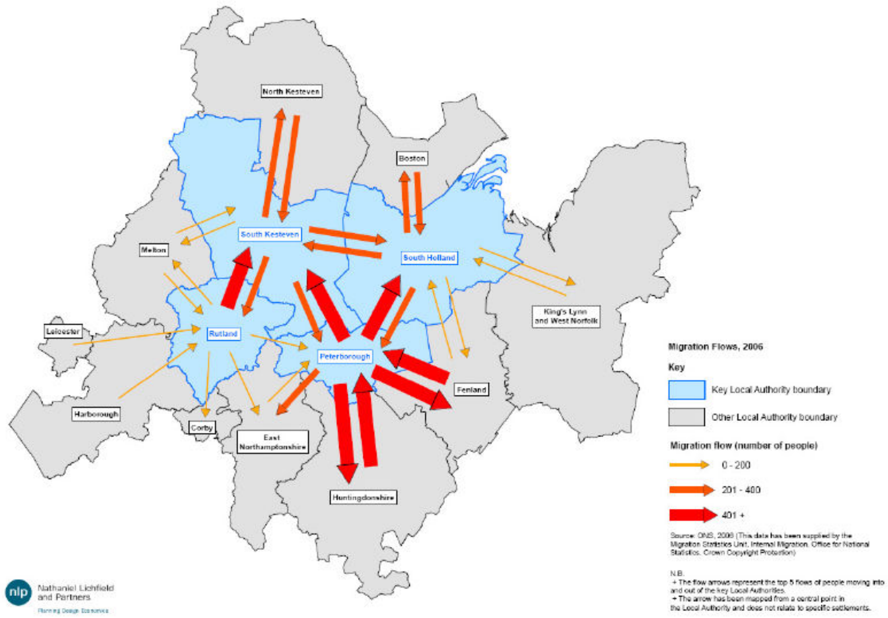
	Entry-level purchase price	Entry-level private rent	Average RSL rent
Peterborough	£26,857	£23,760	£14,560
Sub-regional average	£28,714	£21,576	£14,664

Source: Peterborough Sub-Regional Strategic Housing Market Assessment Update (2010)

2.15 Migration and Commuting Patterns

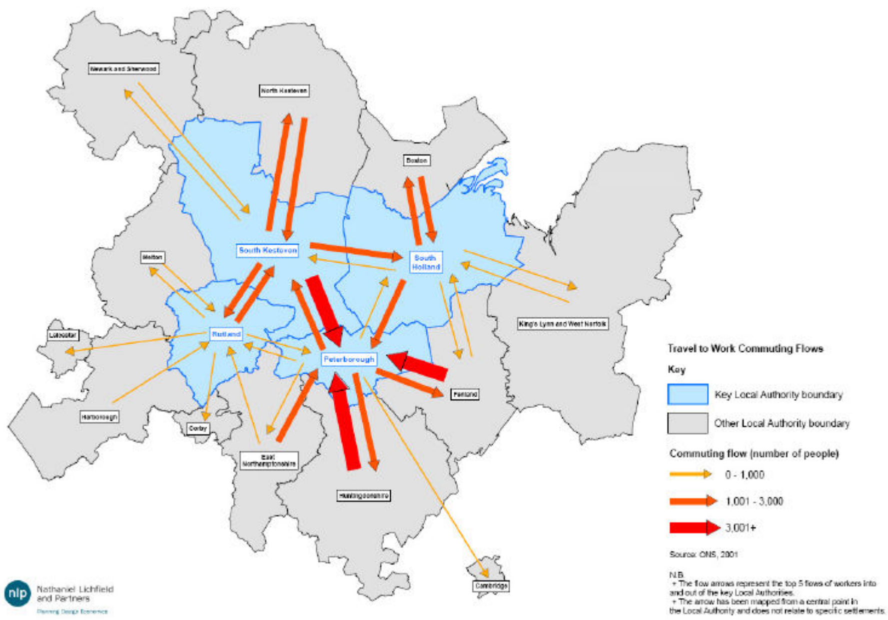
In terms of migration patterns, there is a net outflow from Peterborough to other areas within the Peterborough sub-region, mainly South Holland and South Kesteven, but also to some extent in Rutland. Despite the outward migration flows, Peterborough experiences a high level of in-commuting from neighbouring authorities. These trends are depicted in the maps below.

Fig 1. Migration flows across the Peterborough Sub-Region



Source: The housing Implications of employment land in the Peterborough Sub-Region (2009)

Fig 2. Commuting flows across the Peterborough Sub-Region



Source: The housing Implications of employment land in the Peterborough Sub-Region (2009)

2.16 **Demand for market housing**

The Strategic Housing Market Assessment update also featured an analysis of current and future demand based on households that can afford to buy or rent from the open market, the key findings and recommendations of which are as follows;

- There is a minimum annual requirement for 876 units of market housing, with a requirement for 93.3% of these to be houses or bungalows. This equates to a minimum of 14,017 market units between 2010 and 2026
- Around 44% of demand for market housing across the Peterborough sub-region will come from childless couples and multi-adult households, with an equal 28% coming from single persons and from households with children.
- In the long term, the majority of market demand will be for larger units, particularly three bed houses. Demand for flats and maisonettes will account for less than 5%
- Demand for properties of sizes in excess of four bedrooms will account for 22.4% of open market demand, whereas one bed accommodation will account for just 3.4% of future demand

The Table below provides a breakdown of new build market housing in Peterborough in recent years by property type and size.

Year	1-bed house	%1-bed house	2-bed house	%2-bed house	3-bed house	%3-bed house	4+-bed house	%4+-bed house	1-bed flats	%1-bed flats	2-bed flats	%2-bed flats	3-bed flats	%3-bed flats	4-bed flats	%4-bed flats	Market Completions
2002	1	0.2%	47	8.5%	187	33.8%	307	55.4%	8	1.4%	1	0.2%	1	0.2%	2	0.4%	554
2003	6	0.9%	53	7.9%	181	27.1%	326	48.8%	3	0.4%	99	14.8%	0	0.0%	0	0.0%	668
2004	17	3.0%	57	10.1%	208	36.9%	237	42.0%	10	1.8%	34	6.0%	1	0.2%	0	0.0%	564
2005	5	0.6%	67	8.6%	251	32.4%	262	33.8%	45	5.8%	145	18.7%	0	0.0%	0	0.0%	775
2006	13	1.7%	33	4.2%	237	30.5%	189	24.3%	91	11.7%	212	27.3%	2	0.3%	0	0.0%	777
2007	6	0.6%	60	5.7%	231	22.0%	256	24.3%	101	9.6%	392	37.3%	6	0.6%	0	0.0%	1052
2008	5	0.6%	58	7.3%	256	32.1%	273	34.3%	67	8.4%	135	16.9%	3	0.4%	0	0.0%	797
2009	5	0.8%	33	5.2%	89	14.0%	202	31.7%	110	17.3%	191	30.0%	7	1.1%	0	0.0%	637
2010	0	0.0%	23	5.3%	70	16.2%	127	29.3%	70	16.2%	141	32.6%	2	0.5%	0	0.0%	433

2.17 **Specialist Housing Needs**

The 2008 Peterborough Housing Needs Assessment (HNA) provides data on the levels of households with a member with a special need in Peterborough. It estimates that 18.9% of all households in Peterborough have one or members with an identified special need compared against the national average of approximately 14%. The table below shows the breakdown of households with different special needs. The percentages in each category exceeds the total number of special needs households because some people may have more than one category of special need.

Households with Special Needs		
	% of all households	% of special needs HHolds
Frail Elderly	4.2%	22.1%
Medical Condition	11.5%	61.0%
Physical Disability	9.1%	48.2%
Learning Difficulty	2.3%	11.9%
Mental Health Problem	3.2%	16.8%
Other	1.4%	7.5%

2.18 Not all households with special needs live in unsuitable housing. However, the HNA indicates that special needs households are nearly three times more likely to be in unsuitable housing than other households. Approximately 19% of all special needs households are living in unsuitable housing compared with 6.1% of all other households.

2.19 The HNA also provides data on the levels of households containing one or more older persons in Peterborough. Around 24% of all households in Peterborough contain only older people. Of these households, 27.3% are headed by someone aged 80 or over. Nearly a third of social rented accommodation contains older people only and 45.2% of these households are headed up by someone over 80. This is likely to impact upon the need for the future supply of special needs social rented accommodation.

Black and Minority Ethnic Housing Needs

2.20 The Housing needs survey undertaken in 2008 to provide primary data for the SHMA collected information regarding the ethnicity of the respondents to the survey. However, the sample response received from the BME community was limited and therefore 150 additional surveys were undertaken with BME households to allow more detailed information to be collected about the particular issues relevant to this group. Some of the key finds from the surveys were;

- Pakistani households recorded the largest average household size with Asian other and White other also displaying an average household size larger than the city average
- Pakistani and Asian other households recorded a higher level of owner-occupation than the city average
- White other and Other households recorded a higher than average level of residence in the private rented sector
- All BME households are less likely to be pensioner only households and are more likely to contain children than the city average
- Pakistani households are more likely than average to contain a special needs member
- White other and Pakistani households are more likely than the city average to be living in unsuitable housing

2.21 A detailed and updated picture of the full extent of the ethnic diversity of Peterborough's population will become available once the outcome of the 2011 census is known. However, mid term population estimates do indicate that Peterborough has an ethnically diverse community which has increased it's diversity to include many migrant workers since the enlargement of the EU in 2004.

2.22 A study of migrant workers in Peterborough completed in June 2009 assessed the views and experience of migrant workers on the benefits and challenges of living and working in Peterborough from a range of perspectives including accommodation and access to housing. The predominant migrant groups in Peterborough are Polish, Czech, Slovak, Portuguese and Lithuanian and therefore the study focused specifically on these communities with a total of 278 interviews conducted to inform the research. Some of the key findings from this survey were;

- 74% of respondents were renting from the private rented sector
- 10% of respondents were living in social rented accommodation.
- A high instance of people sharing a bedroom with other people who are not their partner was reported (up to 5 people in one room in some cases)
- 11% of respondents had experienced sleeping rough or having to stay with family/friends because they had nowhere else to live.

2.23 Due to an identified problem with rough sleeping in Peterborough, largely arising from the migrant population, Peterborough has taken part in a pilot study during 2010/11 with the UK Border Agency to tackle rough sleeping in the city. This pilot study has been very successful reducing the number of rough sleeping migrants largely through voluntary reconnection with countries of origin and to a lesser extent through administrative removal. Peterborough is now recognised as a leading authority on tackling rough sleeper issues. Peterborough's Homelessness Grant allocation for 2011/12 has received an uplift and a further £40,000 has been allocated by the CLG for further work with single homeless people in Peterborough.

Gypsy and Traveller Housing Needs

2.24 The most recent assessment of Gypsy and Traveller need in Peterborough was undertaken in May 2006 as part of the Cambridge Sub –Region Traveller Needs Assessment. At that time, the study estimated that 10-15 permanent pitches would be required in Peterborough by 2010. Since then an update to the Regional Spatial Strategy (RSS) in July 2009 required Peterborough to provide 55 permanent Gypsy and Traveller pitches between 2006-2021, plus assist the Cambridgeshire/Peterborough area in providing new Travelling Show people sites and transit sites for Gypsies and Travellers. Plans to identify sites for permanent and transit Gypsy and Traveller caravan accommodation, to meet the targets of the RSS have now been put on hold following the steps taken by the Coalition Government to pursue its abolition. The council's policy relating to the provision of pitches for Gypsies and Travellers in the Core Strategy has been amended by the Planning Inspector following the public examination of the strategy. This amended policy will be presented to Cabinet for adoption as part of the overall Core Strategy in February 2011. The policy now states that the provision of additional pitches (whether for permanent occupation or transit use) can be achieved through the normal process of the submission of a planning application and the granting of planning permission; and, if necessary, through the identification and allocation of land in the Site Allocations DPD, therefore removing an unqualified requirement for the council to identify new sites for pitches. The policy does state however, that with regard to a transit site, a clear need has been identified in Peterborough and therefore the council intends to safeguard a site for such purposes in the Site Allocations DPD, guided by the above criteria.

The policy also sets out that the council will maintain a local assessment of need for Gypsy and Traveller pitches (permanent and transit) and Travelling Showpeople plots. The outcome of these assessments will assist the Council, if necessary, in the identification and allocation of land for sites for permanent pitches in the Site Allocations DPD, and in the determination of applicable planning applications. The council is currently working with partner authorities to commission a needs assessment for Gypsy and Traveller pitches in Peterborough and the surrounding area.

Peterborough's Rural Housing Market

2.25 The SHMA update 2010 estimates that 14.5% of households in Peterborough live in rural areas.
The table below shows a comparison between property types in Peterborough's urban and rural housing stock. As is characteristic in many rural areas, there are a higher percentage of detached properties and bungalows in Peterborough's rural areas than urban areas and significantly lower number of flats.

Property Type	Rural	Urban
Detached	36.2%	21.4%
Semi-detached	28.4%	25.6%
Terraced	14.3%	26.4%
Flats	2%	14.1%
Bungalows	18.7%	12.3%

2.26 Owner occupation is the majority tenure in rural Peterborough accounting for 77.5% of dwellings compared with 68.2% city wide. The SHMA update shows a marked difference between house prices in the two housing market areas identified within Peterborough. House prices are significantly lower in the main urban area in Peterborough which includes the two rural key service centres described as the Peterborough Sub –Market than house prices in the rural areas to the west of the city that contains Peterborough's smaller rural settlements described as the Stamford sub-market.

	Peterborough Sub-Market	Stamford Sub-Market
One Bed	£64,000	£74,000
Two Bed	£94,000	£121,000
Three Bed	£117,000	£147,000
Four Bed	£173,000	£195,000

2.27 The Housing needs Survey undertaken in 2008 estimated that 8.3% of households in rural Peterborough live in rented accommodation provided by an affordable housing provider compared to 19.7% authority wide. The Peterborough SHMA update undertaken in July 2010 estimates that there is a need for 141 units of affordable housing per annum in Peterborough's rural area if all identified housing need is to be met.

2.28 **Affordability and Housing Need**

According to the 2010 update of the Peterborough Strategic Housing Market Assessment, the key housing need findings are as follows;

- 27.4% of households in Peterborough cannot afford to rent or buy market housing without a need for subsidy, compared with 22.6% of households across the sub-region
- 81.2% of lone parents in Peterborough are unable to affordable market prices or rents without subsidy. 37.5% of single persons are unable to afford market prices and rents without some sort of financial intervention, closely followed by 37% of single pensioners
- At the current rate of household formation and housing supply, an average of 1,008 households will fall into housing need each year in Peterborough
- If we were to solely address the highest levels of housing need, 38% of all new housing built in Peterborough would need to be affordable
- Across the sub-region, the main reason for unsuitable housing is health and/or mobility issues due to property conditions, followed by overcrowding and affordability
- Based on present housing needs, around two thirds of future new build affordable housing would need to be smaller units, including one and two beds.
- However, based on future demographic trends, long-term housing need is expected to shift towards a requirement for two and three bed properties
- In terms of addressing the need for intermediate housing, there is a minimum requirement for 150 dwellings per annum.
- In terms of rural housing demand, percentage of households in housing need is lower than in urban Peterborough (1.06% compared with 1.35%). However, need as a proportion of supply in rural Peterborough is around ten times higher than that need as a proportion of supply in urban Peterborough.

2.29 **Housing Stock Condition**

In 2009 Peterborough City Council commissioned a study into the condition of the private sector housing stock across the authority. The key findings of this study were as follows;

- Around 31.3% of the private housing stock in Peterborough was developed between 1965 and 1980. Around 28.2% of the private stock was built post 1980, whereas 14.1% of the stock across the authority was developed pre-1919.
- In terms of unit type, around 27.2% of private stock in Peterborough is semi-detached housing. Detached housing makes up 23.3% of private stock, with 10.4% terraced housing. Flats account for 10.4%, whereas bungalows account for 12.1%.
- In terms of tenure, 45.2% of private housing across the authority is in owner occupation by way of a mortgage. Around 34.2% is privately owned without a mortgage, and 20.6% privately rented.
- 22.7% (13,610) of private sector dwellings in Peterborough have a category one hazard as defined under the Housing Health and Safety Rating System. This is lower than the average for England as a whole, which stands at 23.5% of all private stock. A category one hazard is such that it may cause death or serious injury.
- According to the study, the cost of rectifying these hazards is roughly £17.3 million.
- The most common hazards amongst the private housing stock in Peterborough is excess cold and risk of falling on stairs, with single pensioners and loan parents most likely to live in hazardous homes
- In terms of disrepair, the main issues across the private sector housing stock relate to doors, windows and heating systems.
- The average to rectify urgent repairs across the private housing stock is £1,171 per dwelling. The average cost to rectify basic repairs has been estimated at £1,774 per dwelling.
- In regards to Decent Homes, 39% of private sector homes fail to meet the standard. 59% of these failures are due to category one hazards, and 49% fail due to issues of thermal comfort. Around 44.8% of vulnerable households in the private sector live in non-decent housing.
- The highest levels of non-decency were found to be in the private rented sector, in empty homes, in pre-1919 dwellings, in terraced housing, and in converted flats.
- The average SAP rating for residential properties in the private sector in Peterborough stands at 55, which is higher than the national figure of 47.
- 15,000 homes in Peterborough require improvements to heating systems
- 7,749 households are in 'fuel poverty' across Peterborough, including 22.6% of all vulnerable households. Households in the private rented sector are most likely to be in fuel poverty.
- In terms of Homes in Multiple Occupation (HMOs), the stock condition survey identified 1,475 non-mandatory licensable HMOs. The study also identified 206 mandatory licensable HMOs, and 266 HMOs that require licensing as they fall within the Millfield and New England additional licensing area.

2.30 A range of initiatives have been progressed as a result of the findings of Housing Condition Survey . Many of the excess cold issues identified through the survey are being addressed through the Peterborough Home Insulation Scheme, which utilises £2 million funding from EERA and PCC to provide energy saving measures for low income households living in energy inefficient properties.

2.31 During 2010/11 a further £880,000 has been allocated to address life-threatening and serious hazards in properties occupied by low income households. Despite a 40 percent cut in funding in future years, this programme will continue but with a focus upon the highest category hazards.

2.32 The council has plans to tackle bringing back into use the large number of empty properties that were identified in the PSHCS. Peterborough City Council presently runs a private sector leasing scheme for properties that the authority brings back into use. For the last two years, progress with this scheme has been slow due to lack of dedicated resources. In January 2011, 873 empty properties were identified by Council tax as properties that have been empty for more than 6 months. The council has now set aside funding to employ a half time post as a dedicated Empty Homes Officer from April 2011 . This post will work with the owners of empty homes to facilitate bring the stock back into use and where necessary, will utilise the authority's powers under Empty Dwelling Management Orders (EDMO) to bring homes back into use. This renewed focus on dealing with Peterborough's empty homes will enable the council to benefit from the Government's new incentives for councils to get empty homes lived in again by matching the council tax raised for every empty property brought back into use. The recent government decision however , to increase the threshold from 6 months to a minimum of 2 years before the use of EDMOs can be deployed as a means of bringing empty properties back into use, will significantly impact upon the capacity of the council to reduce the levels of empty homes and under occupation in the city.

2.33 **Registered Provider's Housing Stock**

During recent years, Registered Providers operating in Peterborough have made significant investment in their stock in order to achieve the 'Decent Homes' standard. In January 2011, the four registered providers with the majority of affordable housing stock in Peterborough (Cross Keys, Accent Nene, Axiom and Minster) confirmed that 97% of their combined housing stock was assessed as meeting the decent homes standard.

Economic Performance and Economic Growth

Introduction

2.34 Peterborough is a major regional centre and gateway. The sub-region enjoys a strategic location on the national road and rail network allowing easy access to national and international markets.

2.35 More than 6,000 companies are currently based within Peterborough, including some with their regional and international headquarters based in the city. Peterborough demonstrated the strongest performance of the East of England cities in the State of the English Cities report.

2.36 The social and economic influence of the Peterborough sub-region's economy goes far wider than the existing administrative boundaries, spreading into Fenland, parts of South Lincolnshire, Rutland, East Northamptonshire and Huntingdonshire, and reaching a total population of some 700,000.

2.37 Peterborough has a strong and diverse economy with a number of significant sectors, such as environmental technology, media, engineering and financial services. Peterborough is currently working toward delivering major economic growth and sustainable regeneration to help secure investment for the sub-region. Peterborough is a designated 'Environment City' with companies providing environmental manufacturing, technology and advisory services supported by the new Eco-Innovation centre. Peterborough has key economic strengths in industrial sectors such as environmental goods and service industries, food agriculture and media and publishing companies.

2.38 There are areas of relatively high deprivation, mainly in the north and east of the city centre in the old, pre-New Town core, with 22 of Peterborough's 104 SOAs in the 20% most deprivation in the UK. One of the wards is in the most deprived 3% of SOAs nationally.

The Labour Market and Economy

2.39 The graph below demonstrates that Peterborough has been severely affected by the recession, more so than the region and England as a whole. It shows the trends in employment rate between 2005 and 2010. The latest data shows that 69.2 per cent of the working age population are in employment compared to England (70.5 per cent) and East of England (73.5 per cent).

2.40 According to the latest Annual Business Inquiry data (2008) 99,098 people employees are working in Peterborough. As with national and regional trends, the largest proportion are in the service industry, almost 28% are in the banking, finance and insurance sectors and a further 22% in the public services sector.

2.41 Interestingly, Peterborough's GVA per head is consistently higher than the national and regional averages. The latest data (2007) suggests that Peterborough's GVA per head is £26,968 compared to £20,458 nationally and £19,083 regionally.whilst in 2009 Peterborough's gross weekly income was £433.70. This is considerably lower than the national (£496.00) and regional averages (£509.40).

Source: Annual Population Survey Apr 2009/Mar 2010 data

Employment (Apr 2009/Mar 2010)

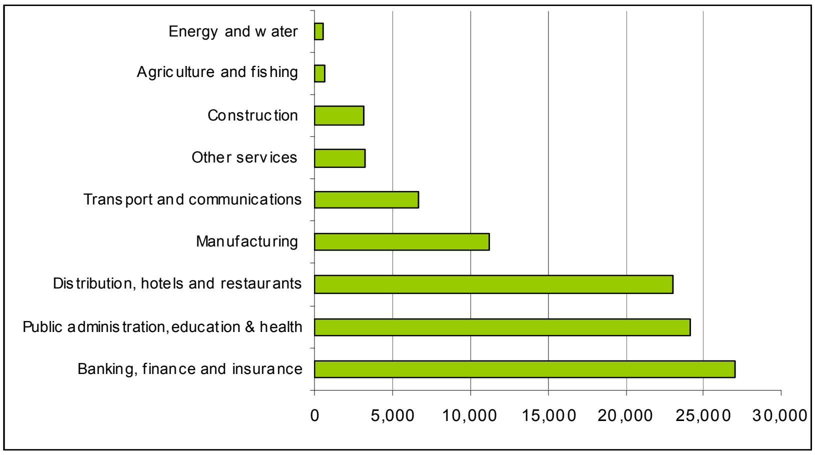
	Peterborough (numbers)	Peterborough (%)	East (%)	England (%)
Employment rate - aged 16-64	73,300	69.2	70.5	73.5
Economic activity rate - aged 16-64	80,700	76.2	76.6	78.9
% aged 16-64 who are employees	65,500	61.9	60.8	63.1
% aged 16-64 who are self employed	7,100	6.7	9.2	10.1

Source: Annual Population Survey Apr 2009/Mar 2010 data

Employment Growth

2.42 Whilst the figures note high levels of employment, job growth is poor, particularly in food where the total number of people employed has declined. Construction has performed better. The largest increase has been in public administration. Projections for future employment growth from 2006 – 2021 are 18 per cent. Nevertheless, the growth aspirations of the regeneration, skills and employment partnerships have collective ambitions to actively align the cities infrastructure development with that of raising both the skills and levels of job opportunities for residents and migrants to the city alike. The series of tables outlined below give a clear illustration of the most recent and projected data which provides evidence for this

Figure 3: Proportion of employees by industry



Projected number of employees

Area	Projected change 2006-2021	Projected percentage change 2006-2021	Projected total employees 2021
Peterborough	600	0.5	111,700

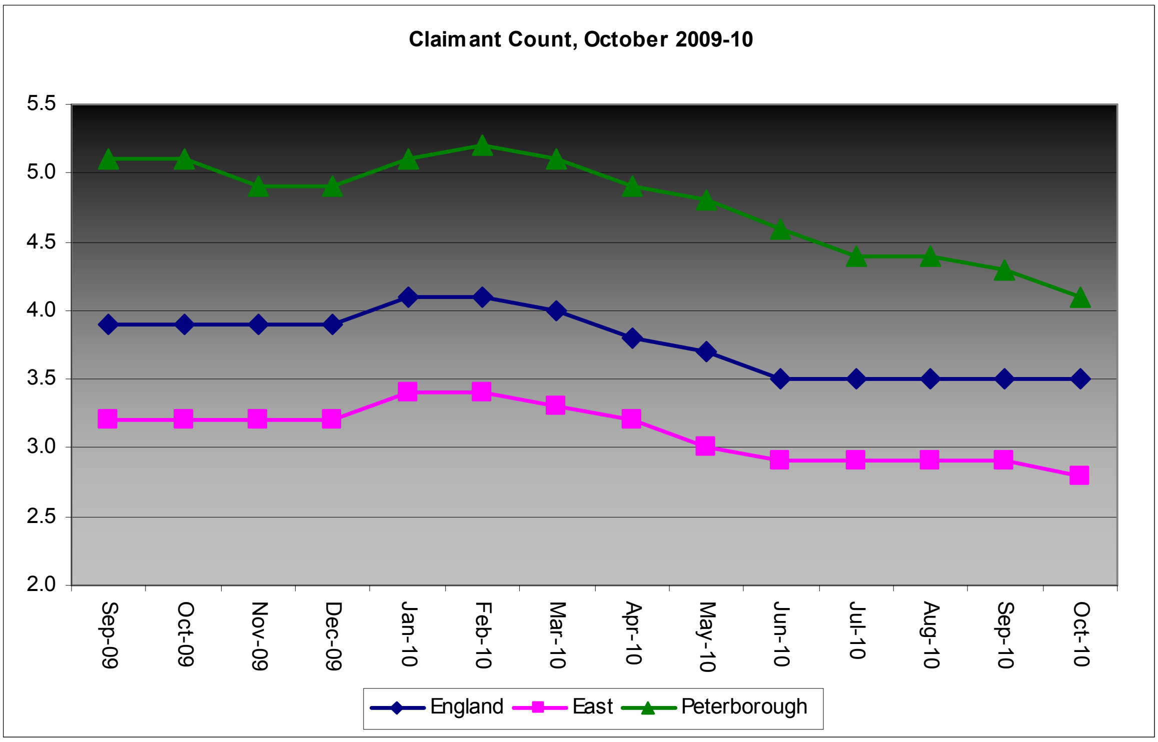
Employment by Occupation Apr 2009/Mar 2010

Oct 2008-Sep 2009	Peterborough (numbers)	Peterborough (%)	East (%)	England (%)
Managers and senior officials	8,800	11.9	17.5	16.1
Professional occupations	7,800	10.5	13.4	13.8
Associate professional & tech occupations	8,100	10.9	14.5	14.8
Administrative and secretarial occupations	8,700	11.7	11.5	11.2
Skilled trades occupations	6,500	8.7	10.9	10.2
Personal service occupations	6,400	8.6	8.0	8.6
Sales and customer service occupations	7,300	9.7	6.8	7.3
Process, plant and machine operatives	7,200	9.6	6.0	6.6
Elementary occupations	13,200	17.7	10.9	11.0

Source: Annual Population Survey Apr 2009/Mar 2010 data

Economic Inactivity – Unemployment

2.43 Claimant count benefit claimants are people who are out of work claiming jobseekers allowance. The latest claimant count data for Peterborough suggests claimant count has been on a downward trend since February this year. There has been a decrease of 192 claimants over the last month (from 4,809 to 4617), which equates to a rate of 4.1%. The rate for England remains unchanged from the previous month the region has seen a drop of 0.1% point



Source: Claimant Count rates and proportions. Nomis, November 2010

Figure 5: economic inactivity

Peterborough Area Apr 2009-Mar 2010	Peterborough Numbers	Peterborough %	East of England %	Great Britain %
Economically In-Active	25,200	23.8	21.1	23.4
Wanting a Job	7,500	7.1	5.2	5.6
Not wanting a job	17,700	16.8	15.9	17.8

Source: Annual Population Survey Apr 2009/Mar 2010 data

Assets and Opportunities

2.44 Despite the somewhat bleak picture of economic performance. Peterborough does have a range of assets and opportunities at its disposal, and working through the very strong partnerships greater benefit can potentially be realised for both business and the community.

- A strong and continuing tradition of high value manufacturing and a current concentration of employment in banking, finance and insurance services
- Environment City Status, Home of Environmemtal Capital and emerging and well supported clusters in environmental technologies and media, printing and publishing
- Strong public sector employment presence with the continuing ability to attract national agencies and organisations
- A key gateway to/from the region towards Midlands and the North and with good access to London and the Greater South East, with key investments infrastructure which has enabled an emerging proposal for an ‘inland port’

- Continuing strong growth, which will attract investment
- A strong commitment to new development and regeneration to tackle some of the causes of economic underperformance, including affordable housing provision and the quality of all developments
- Presence of major companies including Thomas Cook Group, Indesit, Perkins Engines Co. Dresser Rand, EMAP, British Sugar plc, BGL Group, Diligenta Ltd and Fairline Boats plc.

Innovation

2.45 The SRES pin-points enterprise as innovation as the number one priority if Peterborough is to realise its ambitions to achieve 'substantial and sustainable growth' over the next 20 years. To achieve this vision, the Peterborough sub-regional economy must continue to increase its prosperity (as proxied by Gross Value Added (GVA) per capita) by raising the productivity of its firms, public sector and other organisations and the employment rate and prospects of its residents. A primary objective is to recognize the importance of innovation as a key driver of productivity and competitiveness, and of creating an environment that supports creativity and enterprise.

2.46 The Home of Environmental Capital initiative focuses on the significant low carbon and environmental goods and services (LCEGS) sector cluster in the Greater Peterborough Growth Area; the largest of its type in the UK. The city's 380 organisations in this sector employ around 5,000 people and account for 5% of Peterborough's GDP.

Investment

2.47 In addition to innovation, a second drive for Peterborough to recognize the accelerating pace of change and the requirement in a changing economy to be flexible, adaptable and agile in its response to changing economic and social circumstances. Critical in this respect is the capacity of the sub-region to improve its skills base and education infrastructure to meet the changing skill needs of business and the public sector (discussed later).

Skills

2.48 The skills levels within Peterborough are captured in terms of levels of attainment (by qualifications) and more generically across employment activity. Historically Peterborough has suffered from low achievement levels in terms of qualifications, and this has been deemed to create the knock effect in terms of the take-up high-level employment opportunities (by local residents) and the subsequent low wage levels of employees

Qualifications levels

2.49 The qualifications attainment of the working age population in Peterborough was generally lower than the East of England and GB averages in 2008. The proportion of graduates in the City's workforce is low. School attainment is also poor in some areas. The overall percentage of pupils achieving 5 or more A*-C grades at GCSE was 47.5% in 2003 compared to 51.9% nationally and points scores at GCSE and A-level are also marginally below national equivalents. Figures below show the 12 month calculations via Nomis official labour market statistics, as NVQ 2 and above well below attainment regional and national attainment levels at 56% seta against a national average of 65.2% and East of England average of 62.8%.

Peterborough Area Jan – Dec 2008	Peterborough Numbers	Peterborough %	East of England %	Great Britain %
NVQ4 and above	19.300	18.8	26.1	29.0
NVQ3 and above	37,400	36.4	43.4	47.0
NVQ2 and above	57,500	56.0	62.8	65.2
NVQ1 and above	73,500	71.7	78.8	78.9
other qualifications	13,500	13.1	9.3	8.7
no qualifications	15,600	15.2	11.8	12.4

Conclusions

2.50 Peterborough is seeking to achieve a step change in delivery, essentially by targeting high end job growth through knowledge and environmental sectors. Whilst these are growing markets, delivery is competitive and in many senses Peterborough is starting with a competitive disadvantage. Significant efforts are required through intervention to encourage market led jobs delivery to take a different form to those delivered in previous periods of significant growth.

Vision for Peterborough

2.51 The following section outlines a summary of the vision for Peterborough, as reflected in a number of strategic plans and strategies

Sustainable Community Strategy

2.52 The Sustainable Community Strategy (SCS) represents the growth agenda of all partners. Its vision and priorities direct many other key strategic documents that support the overall development of Peterborough including the Core Strategy.

2.53 The SCS vision is that of:

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

- *Improves the quality of life of all its people and communities and ensures that all communities benefit from growth and the opportunity it brings*
- *Creates a truly sustainable Peterborough, the urban centre of a thriving sub-regional community of villages and market towns, a healthy, safe and exciting place to live, work and visit, famous as the environment capital of the UK.*

2.54 The SCS has the following key priorities:

- Creating strong and supportive communities
- Creating the UK's environment capital
- Delivering substantial and truly sustainable growth
- Creating opportunities, tackling inequalities

2.55 The Greater Peterborough Partnership (GPP) is the Local Strategic Partnership working collectively towards the vision and priorities of the SCS.

Regional Spatial Strategy (RSS)

2.56 The status of the RSS, published in 2008, is currently uncertain since a recent judgement found that the coalition government's actions to revoke Regional Spatial Strategies were not legal. However, the government remains committed to abolishing the RSS and therefore it is anticipated that the strategy will be revoked in due course. Despite the inevitable deletion of the policies and targets of the RSS, some of the research and evidence base behind it remain useful and relevant to the continued development of vision, aims and objectives for the future of Peterborough.

Local Economic Assessment

2.57 A Local Economic Assessment is currently being prepared. This will provide both an overview of Peterborough's current economic landscape as well as detailed assessment of its risks and opportunities. Preceding jobs targets have been considered to have been challenging (1,000 pa net) but this year alone has seen a boost of over 3,000 jobs being created. Although there have been losses too, many announced redundancies have resulted in redeployment, creating a net growth around 2,000.

Local Enterprise Partnership

2.58 Peterborough has recently joined with the Cambridge and Cambridgeshire in the Greater Cambridgeshire-Greater Peterborough Local Enterprise Partnership (LEP). This has recently been approved by the coalition government, and demonstrates a clear economic ambition for the wider area. The process and structure of the new LEP are in process of being defined, but even in the generation of the bid, relationships between neighbouring authorities have been enhanced to levels that have not been experienced previously. This means that there is much greater likelihood for collaboration on all growth agendas (whether purely economic through investment and job creation, or through housing growth and the provision of infrastructure). Some key priorities are already coming forward from the partnership and it is clear that the focus will need to be high-level and strategic, and opportunities need to be seized around skills development, alternative funding mechanisms and infrastructure (both hard and soft).

Sub-Regional Economic Strategy 2008 - 2031

2.59 The Sub-Regional Economic Strategy (SRES) for Peterborough presents the vision for the economic well-being of the sub-region for the period 2008-2031. The vision and priorities contained in this SRES are derived from assessments of the Peterborough regional economy. .

2.60 The SRES aims to deliver sustainable growth by building upon the sub-region's strengths and opportunities and tackling the weaknesses and threats identified. This is a long-term challenge that will require significant prioritisation to manage expectation and build for sustainable growth.

Local Development Framework (LDF)

2.61 The LDF is gradually replacing the City Council's adopted Local Plan. The first document that is due for adoption is the Peterborough Core Strategy which will be presented to Cabinet in February 2011. It shares an identical vision to that of the SCS and has been assessed as sound by the Planning Inspectorate following public examination.

2.62 Other LDF documents are also being prepared, including a Site Allocations DPD, a City Centre Area Action Plan and a Planning Policies DPD, together with a number of Supplementary Planning Documents (SPDs)

Growth Trajectories

Support for Growth

2.63 Peterborough's growth targets set by the RSS were welcomed by the council and its partners. Despite the revocation of the RSS, the Leader of the Council has reaffirmed the Council's ambition for growth (see press release of 7 June 2010).

2.64 Partners, however, recognise the challenges that remain in order to maintain momentum and continue to generate the right atmosphere for growth, through increasing social community infrastructure, education and skills, quality of life issues and attracting additional high grade jobs to the city.

Growth Strategy

2.65 As part of Peterborough's commitment to growth, and growing the right way, an Integrated Growth Study (IGS) was commissioned to provide vital evidence on how this can be achieved in a sustainable manner. The IGS is a key element in the evidence base for the Core Strategy. The integrated nature of the study has resulted in a comprehensive review of all key policy, strategy and local planning documents as well as the aims and ambitions of key stakeholders, strategic partners, and the wider community.

2.66 Extensive consultation has been held with Peterborough's communities and stakeholders on the issues, visions and generic concepts for growth patterns to ensure as broad consensus as possible for proposals.

2.67 The preparation of options for sustainable growth has been based on a robust analysis of the potential options, through the development of a comprehensive spatial baseline that has enabled identification of opportunities and constraints to development and allowed analysis of potential areas suitable for growth. The IGS recommended spatial option focuses on a pattern of growth including city centre and district centre intensification along with specific urban extension, and limited growth in the rural areas.

Growth Targets

2.68 The table below sets out the progress that has been made to achieving the growth targets (as of 1st April 2009), and rolls forward the targets to 2026.

Dwelling provision for 2001 to 2026	Number of Dwellings
Net additional dwellings achieved (2001 to 2009)	6,892
Additional dwellings required to meet RSS minimum figure (2009 to 2021)	18,108
Additional dwellings required to compensate for assumed losses in dwellings (2009 to 2021)	171
Total outstanding requirement (2009-2021)	18,279
Dwelling Provision for 2021 – 2026	
Additional dwellings required to ensure continuity of supply to (2021 to 2026)	7,100
Additional dwellings required to compensate for assumed losses in dwellings (2021-2026)	71
Total requirement (2021 to 2026)	7,171
Dwelling provision to 2009 to 2026	
Total outstanding net requirement (2009 to 2026)	25,450

2.69 As such, provision will be made for the development of a minimum of approximately 25-26,000 additional dwellings over the period from 2009 to 2026.

Peterborough Housing Trajectory

2.70 The Housing Trajectory will be updated each year to take into account the number of completions, losses and dwellings on sites with planning permission. A new Housing Trajectory will be included in the Core Strategy and updated each year in the Annual Monitoring Report (AMR).

Spatial Strategy for the Location of Residential Development

2.71 The overall development strategy, as set out in the emerging Core Strategy, is to focus the majority of new development in and around the urban area of the City of Peterborough, creating strong, sustainable, cohesive and inclusive mixed-use communities, making the most effective use of previously developed land, and enabling a larger number of people to access services and facilities locally.

City Centre Intensification

2.72 The need to increase provision of housing in the city centre was a common theme emerging from the consultations on the Core Strategy and IGS. Development would be expected to 'kick-start' regeneration of the area as a vibrant activity hub for the rest of the city, where an increased number of people living in the centre will provide a greater market demand and associated opportunities for the development of a vibrant night time economy and associated improvements in local leisure, recreation, employment and retail provision.

2.73 The City Centre Area Action Plan (CCAAP) will set out the coherent planning and phasing of development in the city centre.

District Centre Intensification

2.74 In and adjacent to District Centres and Local Centres, the Council will encourage schemes for residential intensification. These areas cover the five District Centres of Peterborough: Bretton, Hampton, Millfield, Orton and Werrington. They comprise some of the former township areas that have been identified as having the capacity for significant growth through the exploitation of in-fill sites, increased density, redevelopment of existing-use sites (surface car parks) and market and policy-led residential development.

2.75 Intensification of this nature should deliver considerable regeneration benefits and secure the long term sustainability of social facilities. Other benefits likely to result from this would be the potential for an improved transport network through increased patronage and demand, with the opportunity for the instigation of high quality sustainable transportation modes.

Urban Extensions

2.76 Urban extensions provide an opportunity to deliver a large proportion of the city's new growth. Sustainable new communities can be created by using the best principles of urban design, and modern design and construction. They can support existing communities through combined social capital and new environmental infrastructure, and offer the opportunity for enhanced public transport systems and the expansion of Peterborough's Green Wheel network. Urban extensions also offer the potential for greater speed of delivery with land coming forward more readily with fewer inherent constraints and issues.

2.77 The scale of housing growth that Peterborough seeks means that there will need to be significant reliance on urban extensions to deliver not simply dwellings, but complete sustainable, inclusive, mixed use communities. Learning from best international practice, urban extensions should be designed and delivered as exemplars in sustainable living.

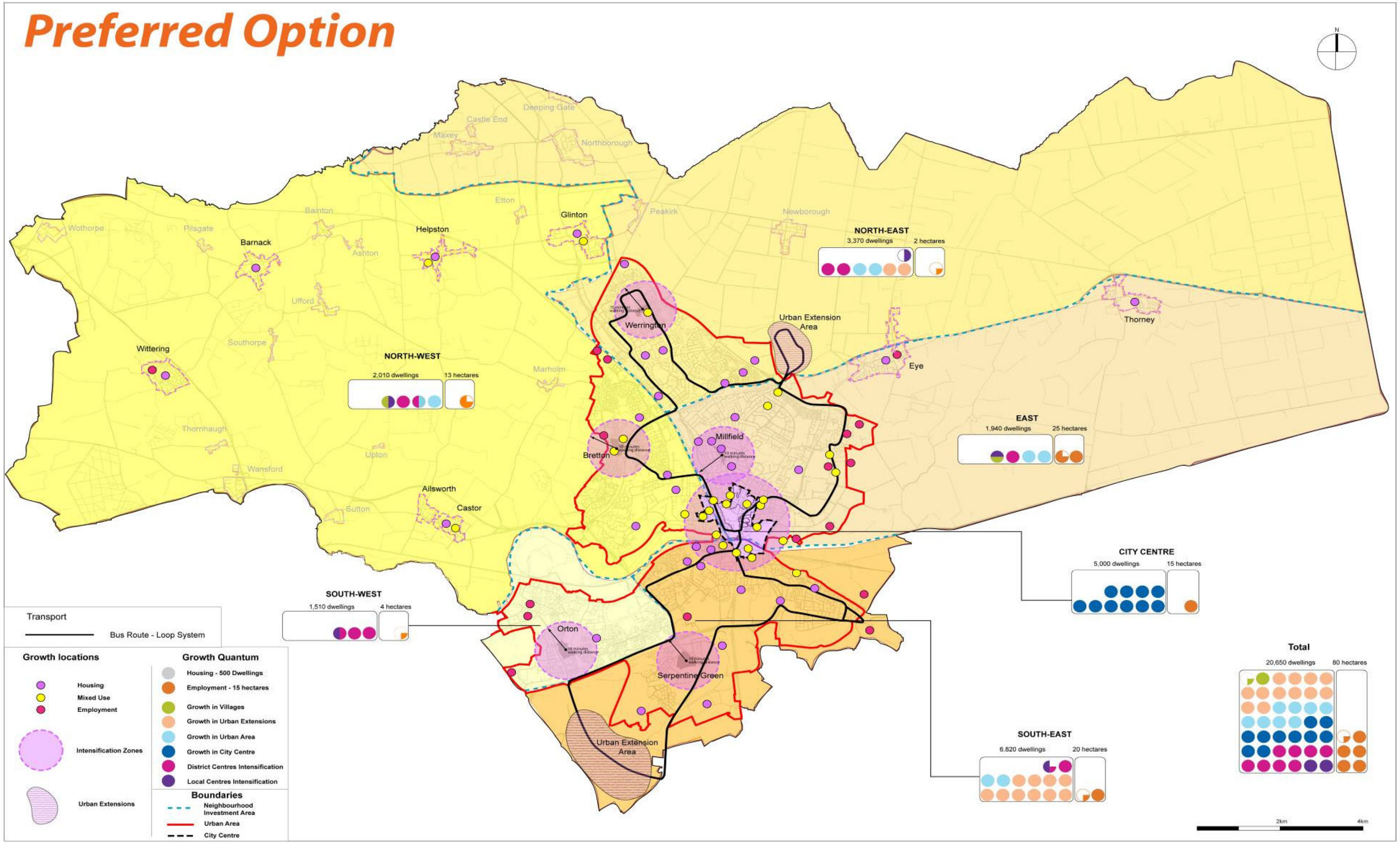
2.78 The emerging Core Strategy identifies two new urban extensions namely; Great Haddon and Norwood. It also reaffirms existing urban extensions yet to be completed / commenced, namely; Hampton, Stanground South and Paston Reserve. The locations for the proposed new urban extensions (i.e. those not already committed) are based on the evidence and conclusions from the IGS, which examined all potential alternatives against a comprehensive range of constraints information and evaluation criteria.

Rural Settlements

2.79 In the rural area of Peterborough, residential development is planned to be on a comparatively modest scale, in accordance with the approach of the RSS and national planning policy, but offering scope to maintain the sustainability and vibrancy of villages and a degree of choice in the location of new dwellings, including affordable rural housing. The strategy is based on the settlement hierarchy which is founded on the evidence of the Peterborough Settlement Hierarchy Study 2007 and 2009 study update. The Core Strategy has full details on numbers and settlements chosen for limited growth.

2.80 **Summary**

A summary of the growth aspirations is shown in the figure below. This is an extract, as the Preferred Option, from the Integrated Growth Study. This has been amended slightly by the Core Strategy, through its consultation process, but the principles remain the same.


Preferred Option
NORTH-EAST
3,370 dwellings
2 hectares
NORTH-WEST
2,010 dwellings
13 hectares
EAST
1,940 dwellings
25 hectares
CITY CENTRE
5,000 dwellings
15 hectares
SOUTH-WEST
1,510 dwellings
4 hectares
SOUTH-EAST
6,820 dwellings
20 hectares
Total
20,650 dwellings
80 hectares
Deeping Gate
Castle End
Maxey
Northborough
Etton
Glinton
Peakirk
Newborough
Bainton
Helpston
Barnack
Wothorpe
Pilsgate
Ashton
Ufford
Southorpe
Wittering
Marholm
Thornhaugh
Upton
Wansford
Ailsworth
Castor
Sutton
Werrington
Urban Extension Area
Eye
Thorney
Bretton
Millfield
Orton
Serpentine Green
Urban Extension Area
Transport
Bus Route - Loop System
Growth locations
Housing
Mixed Use
Employment
Intensification Zones
Urban Extensions
Growth Quantum
Housing - 500 Dwellings
Employment - 15 hectares
Growth in Villages
Growth in Urban Extensions
Growth in Urban Area
Growth in City Centre
District Centres Intensification
Local Centres Intensification
Boundaries
Neighbourhood Investment Area
Urban Area
City Centre
2km
4km

3: OPPORTUNTIES AND ISSUES ARISING FROM THE STRATEGIES AND EVIDENCE BASE

Introduction

3.1 The following table sets out Summary of Peterborough's Development Strengths, Weaknesses, Opportunities and Threats (SWOT) arising from the previous chapter:

Summary SWOT

Strengths	Opportunities
• Ambition and priority area for increasing levels of housing and employment growth • Choice of land available for a range of uses • Well-defined sub-regional catchment area in areas such as employment and retail • PCC to drive forward growth • Effective business engagement • Strong cluster of environmental technologies, goods and services (EnviroCluster) • Strong manufacturing base, particularly engineering • Important service provision sector, particularly finance sector • Strategic location in relation to transport network, well connected to the national road and rail network in all directions • Significant food and drink sector • Established media, publishing and printing sector • Recent increase in start up rates for new businesses • Beacon Council for improving accessibility to services (via public transport) • Good record of major transport scheme and project delivery • Green Wheel Infrastructure • Low wage economy • High average road speeds • Geographical location in relation to London, eastern ports and wider UK • Growing educational sector with the potential to develop an HE presence • Home of environment capital brand	• Developing health sector • Growing banking, finance & insurance sectors • Environmental technologies cluster and developing climate change agenda (opportunity to develop local markets to recycle locally recovered materials) • Exploiting the city centre in terms of under used assets • Potential to develop city-centre tourism and cultural activities • Increasingly important recreational and entertainment location • Potential to build on average level of research and development (R&D) knowledge-based industries • Sustainable Travel Demonstration Town pilot scheme to be 'mainstreamed' • Ideal location for Distribution industry (ideal for logistics in sending recovered materials for recycling) • Significant Government funding available to boost house building industry • Proximity to Cambridge as a tourism and high tech investment centre • Political and corporate support for growth • Low average property prices relative to the rest of the Greater South East • Opportunities for more efficient land use in urban area • Improved and more proactive planning department.

Weaknesses

- Poor brand and image
- High incidence of low growth and low skilled sectors
- Lower than national average educational attainment
- Lack of higher education facility
- Lack of investment in cultural, sport and entertainment amenities
- Continued flow of inward investment from foreign-owned companies
- Limited high tech sectors
- Low level of high end jobs
- Lack of growth in net capital expenditure
- New town infrastructure maintenance legacy
- Potential restrictions to spatial growth due to limitation of energy supply.
- Railway station is a poor entrance to Peterborough
- High number of LSOAs in upper deprivation quartiles
- High number of homes in the private sector fail to meet the Decent Homes Standard
- Low development values makes new schemes difficult to deliver

Threats

- Pace of technological changes
- Economic restructuring with regards to manufacturing and resulting threats of globalisation in key supply chains
- Low aspirations and expectations
- Declining environment in townships due to age
- Falling top 50 retail town centre ranking and competition from surrounding settlements
- Growing traffic congestion
- Fringe retail areas under pressure due to city centre developments
- Declining net capital expenditure
- High level of people not in education, employment or training (NEETs)
- Low education attainment
- Impact of credit crunch and national/ global recession on the development and house building sectors
- Low skills, low wages
- Falling house prices leading to reduced gross development values which compromise delivery viability and anticipated planning gain
- Main house builders have ceased volume residential development in the short term
- Decline in social cohesion
- Pressure on public services from growing but transient migrant population
- Rise in deprivation
- Higher crime

Package Approach

3.2 With the benefit of the evidence and other information set out in the previous chapter, plus the SWOT analysis, we now turn to the principal opportunities for, and constraints to, growth. If Peterborough is to realise the shared vision, and to achieve its targets for economic/employment and housing growth, in a manner that is both sustainable and desirable, we believe that it must set out a coherent strategy on a *spatial* basis and a *thematic* basis. We created these 'packages' as part of the preparation of the IDP, but they remain applicable to this LIP. However, for brevity purposes, only a brief summary of the packages are described below (with fuller details in the IDP).

3.3 The ***Spatial Packages*** are grouped under the following four areas:

City Centre
Neighbourhood Areas
Urban Extensions
Other Growth

3.4 The ***Thematic Packages*** are grouped under the following headings:

Transport
Education
Environment
Utilities and Services
Employment / Economy
Community Infrastructure
Housing and Affordable Housing

Spatial Package: City Centre

3.5 The city centre is a key priority for Peterborough and its partners. The IGS, Core Strategy and emerging City Centre Area Action Plan (CCAAP), seek to create a strong, vibrant centre that will serve Peterborough and its sub-region. They will provide the detailed framework for the revitalisation and expansion of the city centre by identifying the opportunities for a range of commercial, residential, social, transport, environmental and physical benefits.

The reasoning behind the focus on the city centre is self-evident. In spite of all the benefits gained from the New Town period, one shortcoming was the lack of investment in the city centre. This has meant that with the UDC's closure in the late 1980s the city centre did not have in place a diverse infrastructure or level of residential occupancy to make it economically sustainable. For example, where other cities have relatively higher densities of residential occupancy in their centres, Peteborough's is extremely low: Peterborough's 9 dwellings per hectare as opposed to say, Bath, at 42 dw/ha.

Other examples around the country e.g. Milton Keynes and Kings Lynn have all demonstrated that a focus on city centre regeneration has led to wider economic growth by creating a flagship 'label' for the city. This focus does need to be kept in balance with wider opportunities, but without it, the cultural, retail, leisure, residential and other key economic drivers are not in place.

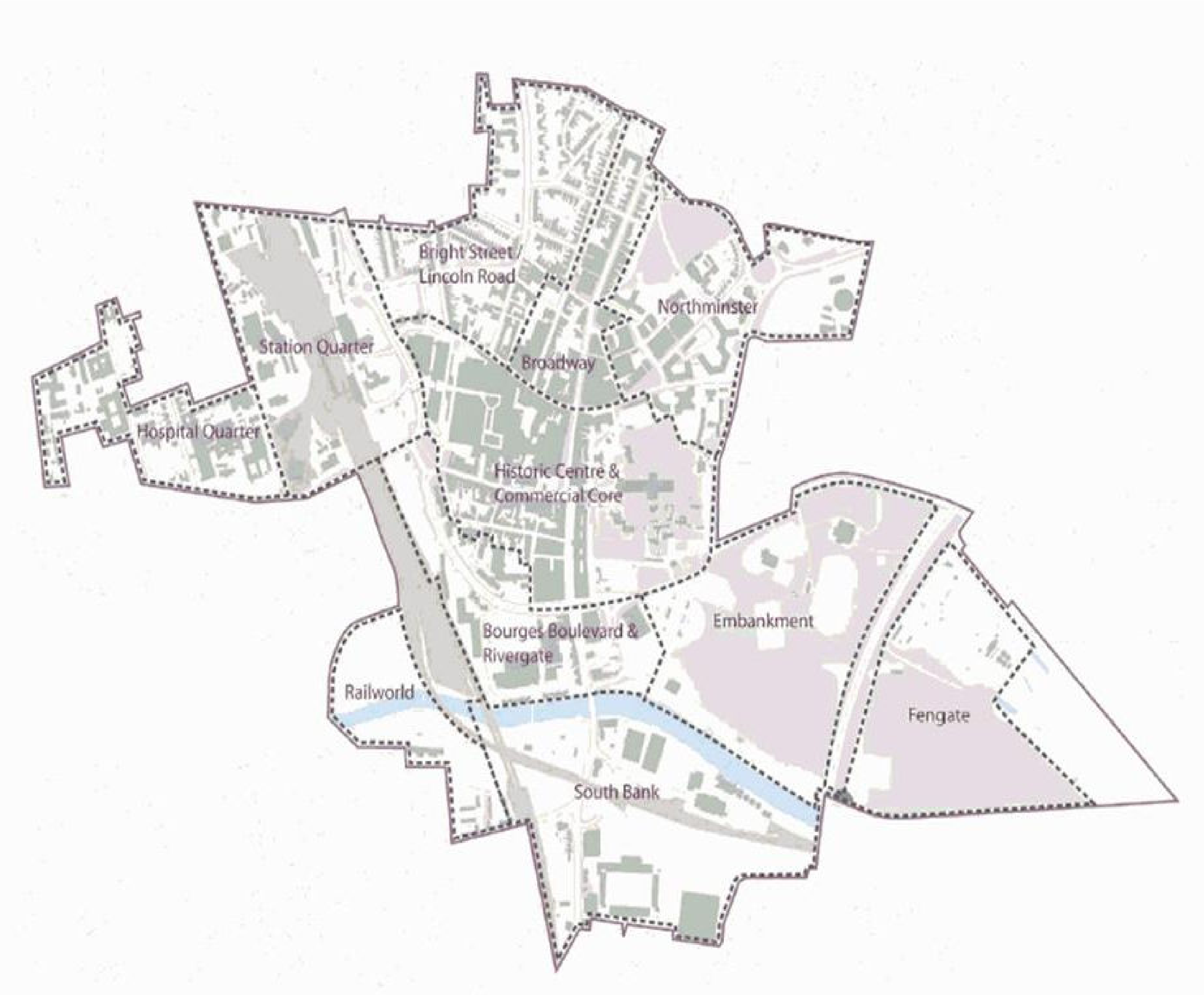
3.6 Key proposals include:

- An expanded centre with a greater number and range of retail uses, businesses and facilities
- An accessible centre with high quality public transport and a safe, convenient environment for pedestrians and cyclists
- A greater role for the key attractions of the Embankment, the River Nene, the Cathedral Precincts, Stanley Recreation Ground and Cathedral Square
- A major increase in city centre living
- Focus areas of potential regeneration and enhancement to enable these objectives, most critically at South Bank, the City Hospital site, the Railway Station area and the Northminster commercial area.

3.7 Infrastructure costs will be significant. The provision of public sector funding will be important for delivery given the marginal or commercial nature of several of the schemes.

3.8 The city centre boundary is shown below.

Figure 8-1 : City Centre Opportunity Areas



Spatial Package: Neighbourhood Areas

3.9 Significant growth during the 1970s-80s at the time of the New Town Development Corporation was focused around the creation of new "townships"; namely Bretton, Orton and Werrington. The "township" label fell away and was replaced by 'district area', which was more flexible in accommodating both existing areas and the 'new' township areas of Peterborough.

3.10 Peterborough has five district areas; the three mentioned above plus the existing area of Millfield and the most recent area known as Hampton.

3.11 Neighbourhood Management Areas were developed as a mechanism to manage and support communities in the context of the growth agenda, with the aim of preparing neighbourhood management plans for each area in partnership with the local community to identify key interventions for future growth.

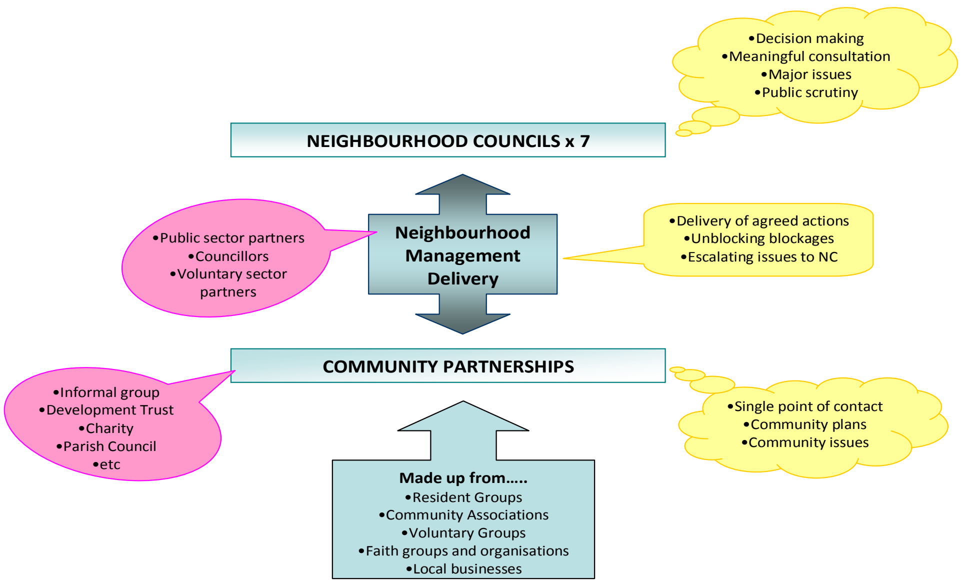
3.12 As originally conceived, the districts were fashioned as almost 'self-contained' areas were people could live, play and shop. Subsequently, the decline in family size and increase in mobility has gone some way to reducing the viability of a number of the older district centres. However, there are opportunities to revitalise the districts and enable the existing areas to feel the benefits that the growth agenda will bring. It has been identified within the IGS and emerging Core Strategy that this can be achieved through the intensification and re-development of those existing communities.

3.13 These areas of Peterborough have therefore been identified as having the capacity for significant growth through the exploitation of in-fill sites, increased density, redevelopment of existing-use sites (surface car parks) and market and policy-led residential development.

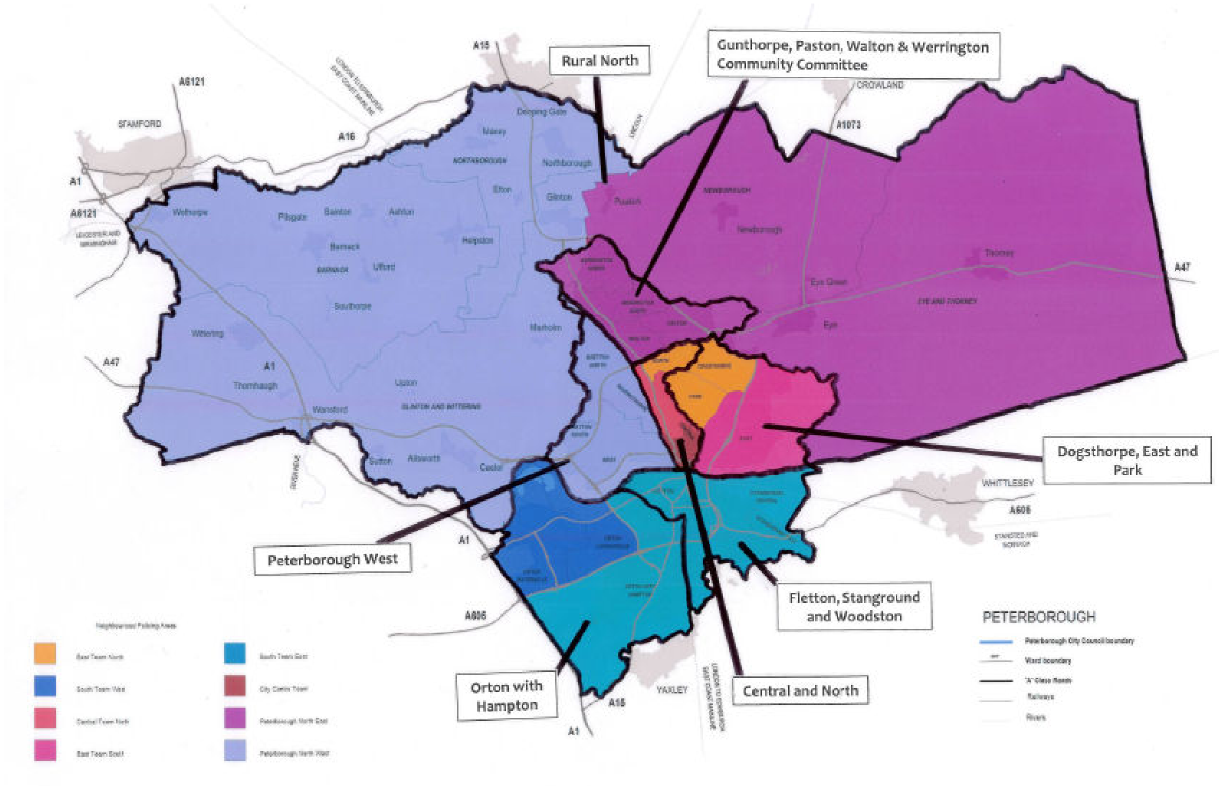
3.14 ***Neighbourhood Councils:*** On 18 May 2009 PCC approved the appointments of Chairmen of Neighbourhood Councils. There are 7 Neighbourhood Councils across the city aligned to the new Neighbourhood Management model. The first public meetings were in October 2009.

3.15 Neighbourhood Councils are made up of elected members, with standing invitations being issued to Parish Councils, Youth Council, Police Authority, Fire Authority, members of the public and other relevant local bodies, such as schools and community and voluntary groups. There will be the opportunity for such groups to take part in the meetings and express their views, but they will not have voting rights.

3.16 Neighbourhood Councils are a mechanism to devolve decision making to local areas. The meetings are held quarterly in each locality, allowing local communities greater opportunity to become involved in planning future provision and services and influence decisions made affecting their area. Community Groups and residents are involved in the development of Neighbourhood Plans which will determine development need, actions and priorities for the short, medium and long term. Neighbourhood Councils provide the strategic lead in the delivery of the Plans, whilst providing local communities the opportunity for meaningful consultation before recommendations and decisions are formally taken. Community Partnerships are being developed to drive the operational delivery and ensure the link between the community and Neighbourhood Councils is robust. (See below diagram).



The plan below shows Peterborough's Neighbourhood Council areas



Spatial Package: Urban Extensions

3.17 The spatial pattern of growth needed to achieve the City's growth targets requires a select number of urban extensions.

3.18 Depending on the location(s) chosen, new settlement extension(s), plus new business extension(s) would require significant initial infrastructure development. A significant proportion would be met by the developer directly. It is, however, envisaged that a degree of wider infrastructure provision will be required in order to unlock such key and significant growth and funding for this need to be identified and secured. In addition it is important to ensure other parts of Peterborough benefit from the growth and opportunities associated with this.

3.19 The emerging Core Strategy identifies major urban extensions at Stanground South, Paston Reserve/Norwood and Great Haddon. These urban extensions could offer much in terms of delivering sustainable growth at scale. Consolidated, rather than dispersed, urban extension(s) could become demonstration sustainability projects in their own right: a single large extension could be self-sustaining, achieve high levels of environmental sustainability (quasi-eco town) and even offer enhanced facilities for neighbouring communities. It could also offer the opportunity for enhanced public transport systems and encourage the expansion of the Green Wheel network.

3.20 Urban extensions also offer the potential for greater speed of delivery with land coming forward more readily and fewer inherent constraints and issues.

Spatial Package: Other Growth (city infill and other settlements)

3.21 In addition to focussed growth in the city centre, urban extensions and via the 'neighbourhood' initiatives, other growth will come forward in the city, as well as growth in outlying settlements and rural areas. These, either singularly or cumulatively, will have significant infrastructure implications.

3.22 By their very nature, it is hard to be specific about what those demands will be or quantify precise infrastructure needs or costs. As such, only estimates of costs and needs can be made, and often can not be spatially specific in where they will be needed. Through the remaining part of this chapter and elsewhere in this LIP, we have attempted to make reference to this 'other growth' and associated infrastructure need, but express caution at in its use. It is likely to be an underestimate of need, rather than over estimate, reflecting the difficulties in predicting the 'unknown'.

Thematic Package: Transport

Introduction

3.23 The development of the Transport element of the LIP has been influenced by the emerging national policy agenda for transport and Peterborough's SCS. Towards a Sustainable Transport System (TaSTS), Dft 2008, sets out the Government's response to the recommendations of Stern on the economics of climate change, and Eddington on transport's contribution to economic growth and productivity. TaSTS set out the Government's proposed approach to strategic transport planning to 2014 and beyond, and identified five broad goals for transport:

- Tackle climate change;
- Support economic growth;
- Promote equality of opportunity;
- Contribute to better safety, security and health;
- Improve quality of life and promote a healthy natural environment.

3.24 Proposals for putting this approach into practice were set out in the subsequent document Delivering a Sustainable Transport System (DaSTS), DfT Nov 2008. DaSTS identified the challenges to delivery of these five goals on the national, international and cities and regional networks. It also identified cross network challenges. The underlying principle of DaSTS is to understand the role of transport in supporting strong economic growth in a low carbon world.

3.25 Final Guidance (July 2009) for local authorities on preparing their third Local Transport Plan (LTP3) indicates that the DaSTS goals will replace the shared priorities for transport set out in LTP2 guidance. The City Council is currently working towards LTP3 and the challenges, vision and transport options could change as we develop that LTP3. Full details will be published in April 2011, though emerging LTP3 proposals are now being consulted upon and are available separately.

Peterborough's Transport Challenges

3.26 The transport issues facing Peterborough, both now and in the future as a result of the growth agenda, have been assessed and mapped against the DaSTS goals. This has allowed the transport challenges against each issue to be identified.

Transport Vision (Note: this work is still under consideration by the City Council)

3.27 Development of the Transport Options is allowing a Transport Vision for Peterborough to be developed: a Vision that would address the many challenges facing Peterborough whilst meeting the goals of Developing a Sustainable Transport System (DaSTS). The vision under consideration is set out under the following headings, with full details to be announced shortly:

- ***Smart Choices:*** "Smart Choices" is a way of giving the necessary travel information about alternative ways of making a journey, particularly by an alternative mode.
- ***Walking / Cycling:*** Peterborough will be a "connected city", with the walking and cycling network enhanced to remove or at least minimise barriers to travel.
- ***Public Transport:*** Frequent buses, high quality bus station, park and ride and potentially a wider range of solutions such as tram, cable car, parry people movers, transport modules, driverless taxis and Light Rapid Transit.
- ***Highway**:* A wide variety of improvements, from maintenance to speed control to information
- ***Rail:*** Various improvements to the train station, possible new stations and a possible rail freight are under consideration
- ***Freight:*** plans being drawn up with the aim of directing the flow of extraneous HGV traffic from Peterborough's urban roads onto the parkway network

Thematic Package: Education

Introduction

3.28 There are three aspects: provision for Children, for Young People and for Adults.

3.29 Provision for Children and Young People includes: full day care, pre-school education and Children's Centres for under 5s; primary, secondary and special schools for 5 – 16 years olds; school sixth forms, sixth form and skill centres for 16 – 19 year olds; play facilities, extended schools, before and after school and holiday clubs; social care and additional facilities for those children who need extra support; youth provision for out of school activities for 13 – 19 year olds; Connexions for careers advice and more targeted support.

3.30 The increasing population in Peterborough is leading to a shortage of school places at both primary and secondary level. Investment in school buildings has lead to 130 additional reception places being delivered by September 2011, and at least a further 60 by September 2012. Expansion is also planned for the secondary sector, with on former school building being re-used and other schools increasing their capacity.

3.31 Ormiston Bushfield Academy has managed to retain planned investment under Building Schools for the Future. Plans for the Orton Longueville and Stanground are on hold, following the suspension of the BSF programme. Arthur Mellows has changed its status to become an Academy.

Multiversity Initiative : Our vision … your opportunity

3.32 Peterborough's education, public and private sector leaders are united behind a credible plan to achieve a significant expansion in further and higher education provision over coming years.

3.33 Rather than relying on a 'single entity' university approach to achieve this goal as exists at present, Peterborough will develop a 'multiversity' model. This means that it will attract the best resources from a range of institutions to provide business-relevant knowledge and skills to support the economic growth of local companies.

3.34 Peterborough represents significant potential growth in students numbers for higher education institutions in a declining home market experienced in other parts of the country. Over the next decade, it is aimed to attract over 10,000 higher education students to Peterborough – there are currently fewer than a thousand students. The factors that underpin and support this target are:

1) no decline in the number of 18-year-old school leavers over the next decade
2) creation of 25,000 new homes
3) creation of 20,000 new job.

3.35 Businesses have an opportunity to help shape the design of higher education courses so that they reflect their own commercial requirements. This means that students will qualify with skills and knowledge that are immediately usable, giving employers a valuable commercial advantage in increased productivity and profitability.

3.36 Students will enjoy the vibrant lifestyle and leisure benefits available in the Peterborough area, with study centres located close to the heart of the city's attractions.

3.37 Higher education will help residents achieve their full potential, giving them the skills and knowledge to secure rewarding careers and their lifestyle aspirations.

3.38 While take-up of formal higher education in Peterborough is lower than average, the area is home to world-class expertise in diverse business sectors, including environmental, engineering and financial services. The EnviroCluster initiative, established in 2002, exploits the expertise of the UK's largest cluster of companies offering environment-related goods and services. Peterborough is a city committed to stimulating the creation and growth of new businesses supplying environmental products and services.

3.39 Other major employers play significant roles in the operations of multi-national businesses in areas such as engineering, financial services, agriculture and good manufacturing and media services. These and many other local businesses place a high premium on the value of up-skilling their people. In many cases, employers seek further education training in association with Peterborough Regional College and City College Peterborough, (formerly Peterborough College of Adult Education).

3.40 Recent research among 120 companies revealed strong support for a 'Skills Pledge' while 35% of respondents expressed interest in setting the skills agenda for Peterborough. This emphasis on skills development represents a rich market for higher education and other training institutions. Peterborough's 'multiversity' approach represents 'bankable' benefits for higher education and other training institutions and for the 70,000 plus businesses and one million people living in the sub-region.

3.41 Institutions can quickly and cost-effectively develop new opportunities targeting a virtually untapped market of more than one million people living in a higher education 'cold zone' within a 40 minute drive time radius of Peterborough. Potential partner HEIs will have limited and controlled financial exposure with opportunities to negotiate framework agreements and memoranda of understanding to ensure clarity of purpose. Private sector partners and developers can agree procurement and development partner models that meet their needs such as special purpose or asset backed vehicles.

3.42 Growth in higher education provision in Peterborough will inevitably attract further inward investment and expansion opportunities, leading to additional returns on investment. Potential higher education partners offer secure risk options and potential for flexibility in design and uses of assets. The design and operation of facilities also offers early entry points for 'seed-corn' funding contributions, providing the basis for longer term, profitable public-private partnerships.

3.43 The business community is encourage to help design and deliver Peterborough's 'multiversity' proposals because the education and training programmes will focus on delivering graduates with valuable, work ready skill. The programmes will offer knowledge transfer, research, bespoke tuition and other business support opportunities that will contribute to business success.

3.44 This commercial focus will be emphasised further through the encouragement of innovative new business ventures, with space made available to nurture start-up and grow-on enterprises. We believe that our visionary multiversity approach needs first class facilities from which these new educational and training opportunities can be delivered.

3.45 Integral to this vision will be a 5,000 sq m state of the art facility occupying a prime location on the South Bank of the River Nene in Peterborough city centre. This iconic facility will offer a range of complementary services, including high quality professional training, conference, events and business meeting accommodation, supported by outstanding social and leisure opportunities.

3.46 The multiversity will build upon existing provision. A joint venture between Anglia Ruskin University and Peterborough Regional College – with the support of Peterborough City Council – secured £9 million funding for the construction of a 3,000 sq m University Centre Peterborough (UCP), which opened in October 2009. UCP offers a range of full and part-time higher education programmes designed to equip student with work ready skills to support local businesses. This investment also supports the growth in numbers of local people following degree level studies and is increasing the number of students progressing from further education to higher education.

3.47 In addition, Anglia Ruskin University plans to open a refurbished facility in the south of Peterborough to deliver a range of health-related professional tuition courses that are currently provided at the Peterborough District Hospital. These programmes include midwifery, radiography, physiotherapy and veterinary science.

Universities@Peterborough: a multiversity strategy to the accelerated development of higher education

3.48 Peterborough's vision is to establish and develop higher education provision that encompasses teaching, research and business support activities across a broad range of academic disciplines that fully meets the needs of both its residents and businesses, both within the city but also, over time, within its hinterland which is the largest and deepest HE 'cold zone' for the take up of HE in the country. Furthermore, Peterborough will become the recognised destination of choice for HE students not only residing in the sub region but also nationally and internationally with the ultimate objective of significantly contributing to general wealth and social well being of the area, in addition to providing greater opportunity for all.

3.49 To achieve this, a 'multiversity' partner strategy has been adopted (a single provider approach not being viable in the current public funding climate) – initially six universities have agreed to work within a collaborative and complimentary framework to deliver the HE provision required. The multiversity approach aims to combine the strengths and specialism's of partner providers which will result in them deliver more than the sum of their individual parts.

Aims and objectives

3.50 The multiversity proposal for Peterborough and surrounding region seeks to address the issues and meet the objectives listed below:-

- Reduce the number of young people leaving the region to go university (Peterborough and surrounding region is a net exporter of students – people leaving to go off to university rarely return resulting in the lowering of the number of higher skilled young people for employment in local businesses)
- Accelerate the growth in student numbers studying in the City
- Provide more choice of provision to learners
- Increase the range / level of HE provision
- Provide a choice of HE provider
- Create world class 'centres of excellence' for teaching, research and development
- Enhance and widen funding opportunities
- Meet the needs of local learners with a variety of learning modes
- Be adaptive and respond to changes in market demand (new providers can be added as required)
- Be flexible with providers varying provision as appropriate
- Combine resources and lower costs
- Provide support, advice and knowledge exchange opportunities to local businesses

3.51 **Funding**

- Revenue: The project is 'pump primed' by the Peterborough City Council. This funding covers the costs of a dedicated Project Manager, certain advertising and promotional events and materials.

  Going forward, the on going day-to-day costs of HE delivery will be met by each individual institution, as is normal, with assistance from Peterborough City Council as required.

  Upon creation of the partnership into a single financial entity, income, expenditure and the cost of future development will be met within this mechanism.

- Capital: Recognising the limitations of attracting public funding for this initiative, Peterborough City Council is embracing the challenge and opportunity to build the foundations of its university on well proven commercial models.

3.52 A developer will be selected and appointed that will create a university campus similar to that of 'Regis' style office accommodation i.e. reception, library, catering, student services will provided centrally and form part of the 'service' charge whilst rooms and other areas are rented, leased or hired as required by users. This model offers HEI partners a low cost entry option and forward costs in step with use / income.

Thematic Package: Environment and Green Infrastructure

Environment Capital

3.53 Peterborough continues to build on the Environmental City status awarded in 1991 and has committed itself to creating the UK's Environment Capital by adopting this as one of the key priorities in its SCS 2008 - 2011.

3.54 This priority is also referred to in the LDF and plays a key role in ensuring that environmental sustainability is central to the city's growth plans.

3.55 Peterborough's cluster of low carbon and environment goods and services is one of the largest in the country. It is embraces a wide range of businesses from consultancies (such as Royal Haskoning, Roulton and LDA) and government agencies (Natural England, JNCC) through to major environmental engineering giants such as Dresser Rand. UKCEED, the UK's Centre for Environmental and Economic Development is based at the city's Eco-Innovation Centre, which has already reached capacity (with 35 businesses) and is looking to grow further in 2011.

3.56 Peterborough is also leading the way in innovative new ways of ensuring sustainability. Its Integrated Growth Study was a seminal assessment of how a city can grow in a sustainable way, and this has been the foundation of the City Visualisation system ('the Peterborough model'): a pioneering web-based platform created by a partnership of IBM, Royal Haskoning, Opportunity Peterborough, Peterborough City Council and Green Ventures. This has received international coverage and several major cities are looking to exploit its structure and tools.

3.57 The city has recently launched its 'Home of Environment Capital' campaign, which is receiving coverage among major national media outlets. It is vital that this claim is supported by substance, and this LIP seeks to underpin the aspiration through the nature and delivery of its growth agenda.

3.58 Both economically and in the provision of new housing, Peterborough can lead the way in environmental performance, and through the City Visualisation model, measure and demonstrate that performance. Economically, the city will focus on developing its environmental sector: the recently commissioned LCEGS (Low Carbon and Environmental Goods and Services) study identifies those parts of the sector 'ripe' for growth. These include advanced manufacturing, the development of bio-renewable technologies, and potentially electric car systems, development, manufacturing and maintenance. Peterborough is also leading the way in water management research and technology, through its cluster, government agencies and Anglian Water. All of these initiatives will not only provide jobs growth and re-profile the city buy offer opportunities for joint working with major Higher Education institutions, thus underpinning the city's skills agenda.

Peterborough's Eco-Innovation Centre – launched 2008

3.59 Environment City status (leading to 'Home of Environment Capital') in and of itself is as much a 'state of mind' as to how a city approaches sustainability issues. For example, having adopted the initiative, Peterborough also became one of three Sustainable Travel Demonstration towns, working with all local developers and employers to seek to reduce their car-borne trips to work along with other initiatives.

3.60 Specific sectors were not targeted under this initiative: there is a balance to be struck between environmental aspirations and economic realities. Logistics and distribution is a key sector for employment in the city, and this should not be undermined: rather, the companies involved in that have been supported (through initiatives such as Travel Choice) to adjust their working patterns.

3.61 The environment sector itself is a particular strength for Peterborough – providing a high profile cluster to support inward investment campaigns and also providing opportunities to develop the higher skilled economy that Peterborough is seeking to rebalance (ref. Peterborough Integrated Growth Study – Economic Scenario testing).

Green Infrastructure

3.62 Access to quality open space and biodiversity is a key factor in prompting community well being, health and maintaining a high quality of life. The Peterborough IGS has identified that in order to ensure that existing and new communities can maintain appropriate access to green infrastructure, an additional 182ha of open space and 47ha of local natural reserves are required as a minimum for the amount of development proposed.

3.63 In addition to this, is the protection and enhancement of the Green Grid Network for both recreational and leisure uses as well as for its nature valve. For all of these types of spaces the issue of ownership is important to ensure and maintain public access.

3.64 A Green Grid Strategy was produced in 2007. The strategy draws up a strategic framework and action plan for green space provision throughout the Greater Peterborough area, to ensure that Peterborough's growth goes hand in hand with the protection and provision of quality green infrastructure. The Strategy seeks to provide a comprehensive vision to improve the quality, quantity and connectivity of the area's green spaces and to identify proposals for capital projects that will be realised in the short medium and longer term.

Public Realm

3.65 The overarching vision for public realm improvements is to create a vibrant and sustainable city centre scene. Changing the pattern of movement through it; capitalising on great assets such as the river and historic buildings including the Cathedral; and facilitating a huge expansion in the number of visitors and residents in the city centre making it much more of a 24 hr location for activity.

3.66 Realising the vision is dependant upon following a programme of phased delivery of public realm improvements.

3.67 The implementation of Phase 1 of the public realm enhancements has already proved hugely successful. With assistance from a wide range of bodies, including HCA (EP as was), CLG and EEDA, the city council and OP instigated a major £12m transformation programme, which included the removal of the unsightly and obstructive 'Corn Exchange Building', clearance of the main square of clutter and the installation of fountains, floodlighting, bespoke furniture and high-quality shared surface stone pavements.

3.68 The work has been included by national organisation, English Heritage, in a forthcoming publication on exemplary work in conservation areas, and has been held up by regional bodies as an example of best practice. It is underpinning major marketing campaigns for the city and is sparking genuine interest among investors.

The new Cathedral Square, illuminated at night

Thematic Package: Utilities and Services

Introduction

3.69 In order to achieve “a bigger and better Peterborough”, there will be an increasing demand placed on the utilities within Peterborough particularly energy use and supply, water infrastructure, waste management and digital connectivity. This package identifies the additional infrastructure requirements, highlighting those that will require public sector intervention.

3.70 Whilst indicative, the most important investments within this package are (with full details in the IGS):

- Water - Capacity increases for Flag Fen waste treatment works to process the city’s waste water and sewerage output within environmental constraints. Without this occurring Peterborough cannot meet or approach its growth targets for dwellings numbers and new employment locations. This element of infrastructure is managed by an external partner, Anglian Water.

- Energy - Provision of a city ESCO to deliver not only the energy requirements needed for the planned growth within the city but to do so in a way that reduces CO_2 emissions linked to Peterborough and also reduces the costs associated with the massive investment in electricity network that is currently required for growth to be achieved. This infrastructure requires public intervention.

- Waste - Provision of an Energy from Waste (EfW) facility, an Anaerobic Digestion facility and improved recycling facilities in Peterborough. Collectively these will encourage more dry recycling, divert waste from landfill, turn food waste into fertiliser and create renewable energy that could help to heat or power nearby areas of the City.

- Digital Connectivity – Create a digital infrastructure for the unitary authority, to ensure that Peterborough remains a competitive location for businesses in addition to enabling the improved delivery of public services and an enhanced standard of living for local residents.

Thematic Package: Employment

3.71 Peterborough needs strong economic development delivery. There is broad agreement that the city has significant economic potential. Opportunity Peterborough (OP) has now been refocused to deliver key economic development services. OP's refreshed business plan sets out how the company needs to focus its activities to provide maximum support during the remainder of the 2010/11 financial year.

3.72 There are a clear number of priorities that OP needs to take forward successfully over the remainder of 2010/11. This section seeks to identify key priorities that will be taken forward:

a) Delivering a strong, visible, memorable marketing programme for the city

- Encourage partner's to own and promote the City's brand via e.g. Peterborough Bondholder scheme, weblinks, corporate literature and in the media
- Deliver visible marketing campaigns to attract prospective investors
- Support the delivery of the city's environmental ambitions across the media
- Work with local businesses to reinforce their 'successes' within the media
- Use multimedia to promote Peterborough effectively (including delivery of Biz Map)

b) Supporting local business ambitions

- Implement a 'business engagement' framework that will guide the range of agencies that interact with business
- Support key sectors – OP will deliver/facilitate and support measures via the Cambridgeshire Enterprise Service legacy grant
- Support businesses to resolve 'growth blockages' – such as skills and planning
- Proactively attract new investment and business – targeting growth sectors and companies
- Secure investment to improve the attractiveness of the City

c) Creating the conditions to increase skills level across our communities

- OP will gain a firm understanding of the skills agenda; both current and future needs
- Champion 'skills' with local business to increase partners knowledge of future needs
- Work with providers to encourage targeted delivery that meets business demand
- Support partners in delivering improved access to higher/further education

d) Increase our knowledge of the local economy and utilise intelligence effectively

- Produce a Local Economic Assessment for the City
- Use economic data to drive decision making
- Work with local businesses to ensure OP understands wider economic activity

3.73 Relative to both the national and regional picture, Peterborough is comparatively less reliant on its public sector employment (Source: Annual Business Inquiry, Workplace Analysis, Employees, SIC 2003,2008). Clearly this will be impacted by public sector cuts at local authority level. In Peterborough, there are likely to be in the region of 280 redundancies (although regrettable in every sense, this represents only a little over 1% of the public sector employment numbers). Implications of the Coalition Government's proposed restructuring of the health service are still unknown at this stage: although it is intended to lead to greater performance quality, choice and efficiency, it is unclear how that will be delivered in practical terms and therefore its impact on staff numbers.

3.74 Attracting Government departments to the city cannot be seen as a panacea to this employment issue. It offers opportunities, however, not only in terms of direct employment (on average, only 50% of existing staff move with a department when it relocates, providing 50% of staffing numbers for local recruitment initiatives) but also in 'service' industries to support the new arrival (through education for the children of incoming employees, to retail and food sales for overall staff contingent).

Thematic Package: Community Infrastructure

Health and Well Being

3.75 The following key drivers are seen as change agents for the future delivery of health and well being services for the Peterborough population over the next 10 years:

- Joint Strategic Needs Assessment
- Living Longer: Living Well – NHS Peterborough Five Year Strategic Plan
- Strategic Service Development Plan – SSDP
- Older Persons Accommodation Strategy
- Greater Peterborough Health Investment Plan
- Carbon Management Strategy
- Commissioners Investment Asset Management Strategy
- Putting People First – national concordat for adult social care

Adult Social Care:

3.76 The City Council and PCT are working to review and replace over time Council owned care homes to meet the changing needs of local people. The assets released as a result of this project will be either sold or in some cases the sites will be retained with a view to existing building being replaced with new build re-provision through working and investment partnerships.

Culture, Sport and Recreation

3.77 A growing and vibrant area depends in part on all residents having access and opportunity to participate in a range of cultural sporting and recreational facilities and activities. Culture and sport is recognised as having broad ranging benefits of enabling communities and individuals to come together in a positive and non threatening environment. Participation can help them grow and achieve physically, mentally, socially and academically. It is Peterborough's aspiration to ensure true access for all in society to a broad range of facilities and activities. We will work to update our existing programmes and infrastructure as well as develop in new and innovative directions.

Thematic Package: Housing and Affordable Housing

Affordable Housing

3.78 Affordable housing has played a significant part in the growth of new housing in Peterborough. The number of market homes being built in Peterborough has continued to fall since the housing market peaked in 2007. Despite this trend, the overall number of homes built across the authority continued to rise, mainly due to an increase in the number of affordable homes being built. The table below shows the increasing contribution that affordable housing has made to annual new build housing figures in recent years.

Year	Total number of completions	Number of affordable completions	Affordable, as percentage of total completions
2005/6	862	91	11%
2006/7	1265	231	18%
2007/8	999	234	23%
2008/9	1049	446	43%
2009/10	1125	708	63%

3.79 The figures for last financial year clearly demonstrate that affordable dwelling completions dominated the housing market locally, accounting for over 60% of the total completions. This surge in RSL completions, in a recession year, led to Peterborough bucking the national and regional trend for housing completions, which showed an approx 40% fall on the 2001-2009 average.

Investments between 2005 and 2010

Key investments in Peterborough over the past 5 years are shown in the table below (including some units which are funded but not yet delivered).

Investment in the delivery of new homes

Investor	Capital Funding	Outputs delivered (to be delivered)
HCA	£65,374,850	1590
Joint HCA and PCC	HCA - £15,174,442 PCC – £2,500,499	390
PCC only	£4,178,000	111
S106 (developer contribution) and nil grant	£0	99
Kickstart and Homebuy Direct	£8,942,258	433
Total	£96,170,049	2623

3.80 **Meeting Housing Need**

Peterborough City Council's proposals for meeting housing needs are set out in the Core Strategy Proposed Submission. This sets a target for 30% affordable dwellings and 20% of dwellings to Lifetime Homes standards on housing sites delivering 15 or more units, plus an additional requirement to deliver 2% of units as wheelchair adapted homes on sites delivering 50 or more dwellings. These requirements take into account current and future need as identified through the SHMA and also economic viability as calculated by the Affordable Housing Viability Study 2009. The study does acknowledge the impact on costs arising from the requirements for Lifetime Homes standards and provisions for wheelchair adapted properties and suggests that 'it is an area that needs to be kept under review in terms of practicalities, costs and impacts - as part of the overall expectations from schemes.' The affordable housing target provides a balance between the requirements of need and viability that will ensure the delivery of affordable housing to meet the need of the current and future residents of Peterborough.

3.81 The tenure split for affordable housing provision recommended by the Core Strategy is 70% social rented and 30% intermediate housing. The evidence to support and justify the required tenure split originates from the SHMA completed in March 2008.This tenure spit was reaffirmed as appropriate by the Affordable Housing Viability Assessment 2009 and more recently by the SHMA update report completed in July 2010. However, the Coalition Government's plans for radical reform to the social housing system including planned levels of investment in affordable housing, future tenure types and rent levels for social housing, will present significant challenges for the council and its Registered Provider partners to delivering this tenure split. The 'Local decisions: a fairer future for social housing' consultation paper proposes that all local authorities will be required to publish a Strategic Tenancy Policy. The function of this policy will be to set out the broad objectives to be taken into consideration by social landlords regarding their individual policies on the grant and reissue of tenancies. The council recognises that it is vital that we engage with all our Registered Provider partners to ensure a mutual understanding of strategic priorities relating to the future of affordable housing in Peterborough in response to these proposed reforms. Discussions are underway with our partners in response to the proposals and we will use the Affordable Housing Provider's Forum as a means of pursing this dialogue as planned legislation is introduced

3.82 **Affordable Housing Programme of Development**
Peterborough's Affordable Housing Programme aims to ensure the sustainable delivery of affordable and specialist housing, which will make significant in-roads to meeting the needs of those in unsuitable accommodation and those looking to set up their own home who can't afford to meet their housing needs on the open market.

3.83 The affordable housing programme for Peterborough anticipates delivery of 330 units of affordable housing during 2010/11 with a planned expenditure of £16,422,333 on the schemes that will complete during the year. In addition to this, it is expected that private developers will provide an additional 90 Homebuy Direct homes during the year as a result of allocations from the Kickstart programme. While this still remains a substantial affordable housing programme in the current economic climate, it represents a significant reduction in the number of RSL dwelling completions when compared to the previous financial year. This reduction in affordable homes completions is expected to impact on the total number of completions in the city in 2010/11.

3.84 To ensure that growth in Peterborough continues to focus on creating mixed and sustainable communities, affordable housing need to maintain a strong role in the future housing market and securing funding for new schemes will be fundamental to this objective.

3.85 Peterborough City Council will actively explore with its Registered Provider partners, the potential for using publicly owned land as a catalyst for the delivery of new homes, within a robust financial context. A dialogue has already been initiated by the council, to set up a collaboration agreement with interested Registered Provider partners with the aim of bringing forward new housing projects in the city that would provide a range of property types and tenures including affordable homes.

3.86 The Council also has an affordable housing capital fund which is funded from resources received on an annual basis as a result of the agreement for a Large Scale Voluntary Transfer of council housing stock to Cross Keys Homes (CKH) in October 2004. The terms of that transfer agreement provide that during the first ten years following the stock transfer the Council will receive part of the sale proceeds from Preserved Right to Buy transactions. The Council's Capital Strategy states that whilst these receipts form part of its overall corporate resources, the Council is committed to using it to pump-prime opportunities for future affordable housing schemes, in partnership with Registered Social Landlords.

3.87 **Future Affordable Housing Programme**

The Peterborough Strategic Housing Market Assessment update 2010 identified a need for 1008 new affordable homes per year. In order to meet the breadth of need identified in the SHMA, the future affordable housing programme needs to encompass a range of tenures, units sizes and unit types across a variety of sites. Four themed priorities have been identified to ensure the delivery of Peterborough's affordable housing preferred options.

3.88 These priorities aim to include the full scope of affordable housing schemes that the council is working with its Registered Provider partners to provide both now and in future, to meet the need and growing demand for affordable housing in the city as part of Peterborough's sustainable growth agenda.

3.89 The delivery of BME housing schemes has not been identified as a separate theme for our affordable housing preferred options. Our existing approach of working with our RP partners is to ensure the provision of a wide range of affordable property types and sizes and the delivery of schemes in a variety of locations across Peterborough's neighbourhoods. This includes areas with a strong localised ethnic identity.

3.90 This approach to delivery along with the Peterborough's choice based lettings (CBL) housing allocations policy (which operates a single housing register administering all RP lettings within the Peterborough area) means that housing applicants can choose to bid for property based on its size, type and location and will be considered for that property based on their identified level of need. In this way, the range of needs and cultural preferences within the community can be addressed within the priority themes identified below without designated culturally specific schemes that may or may not be selected by housing applicants through the CBL process.

3.91 Approximately a third of applicants on the Peterborough Homes housing register are from applicants from BME groups. As of January 2011, around 32.4% of the 7,116 live applications were from BME households. The breakdown of applicants by ethnicity is shown in the table below. The BME group with the highest representation is 'other white background'; a category which will include many of the migrant households that have moved to Peterborough since the accession of the A8 countries to the European Union in 2004.

Ethnicity	Number of apps	% of total	Ethnicity	Number of apps	% of total
African	164	2.3%	Other Asian background	259	3.6%
Bangladeshi	7	0.1%	Other Black background	58	0.8%
British	4796	67.3%	Other White background	892	12.5%
Caribbean	38	0.5%	Other Mixed	49	0.7%
Chinese	4	0.1%	Pakistani	183	2.6%
Indian	35	0.5%	Portuguese	209	2.9%
Irish	48	0.7%	Traveller	3	0.04%
Italian	28	0.4%	White and Asian	9	0.1%
Kashmiri	2	0.02%	White and Black African	8	0.1%
Not Stated	15	0.2%	White and Caribbean	17	0.2%
Other	292	4.1%	Total BME (exc British + 'not stated')	2,310	32.4%

3.92 The following table shows the breakdown of lettings through Peterborough's CBL scheme by ethnicity for the period 1 April to 31 December 2010. In the quarter Oct- Dec 2010 the percentage of total lettings to BME households very closely reflects the current level of BME applicants on the housing register.

Lettings by Ethnicity

Ethnicity	No.	%	No.	%	No.	%
	Apr-Jun 10		Jul-Sep 10		Oct-Dec 10	
African	6	2.14%	9	2.67%	11	3.75%
Bangladeshi	0	0%	1	0.30%	0	0%
British	207	73.93%	256	75.96%	197	67.26%
Caribbean	0	0%	0	0%	1	0.34%
Chinese	0	0%	1	0.30%	0	0%
Indian	1	0.36%	1	0.30%	1	0.34%
Irish	3	1.07%	0	0%	1	0.34%
Italian	0	0%	1	0.30%	3	1.02%
Kashmiri	1	0.36%	1	0.30%	0	0%
Not stated	1	0.36%	2	0.59%	2	0.68%
Other Asian	8	2.85%	11	3.26%	10	3.41%
Other Black	3	1.07%	0	0%	2	0.68%
Other	14	5.00%	11	3.26%	12	4.10%

Other Mixed	1	0.36%	1	0.30%	1	0.34%
Other White	18	6.43%	29	8.60%	34	11.60%
Pakistani	6	2.14%	4	1.19%	6	2.05%
Portuguese	10	3.57%	8	2.37%	11	3.75%
White Asian	0	0%	1	0.30%	0	0%
White and Black Caribbean	1	0.36%	0	0%	1	0.34%
		100.00%		100.00%		100.00%

.

3.93 **Delivery of Affordable Housing on Urban Extensions**
As already identified, the development of urban extensions has a major role to play in delivering Peterborough's aspirations for growth. Urban extensions have the capacity to deliver not only housing, but complete sustainable, inclusive, mixed use communities that provide infrastructure, transport, education and community facilities.

3.94 The capacity for substantial provision of affordable homes on urban extensions makes them key to the delivery of Peterborough's future affordable housing programme. The urban extensions at Hampton, Paston Reserve and Stanground South are already delivering units and contributing to the growth of Peterborough. Hampton and Paston Reserve have already provided 681 additional affordable homes during the 3 year period up to 31st March 2010. This equates to 48% of the overall provision of affordable housing during this period. Stanground South has started to deliver its first affordable housing during this financial year with an anticipated total of 40 affordable homes being delivered on this site by the end of 2010/11.

3.95 Detailed below are all the identified urban extension sites which between them could deliver approximately 17,800 dwellings of which around 5,340 could be affordable homes.

Urban Extension	Total number of units	Indicative number of affordable units	Affordable units delivered 07/08 -09/10
Hampton	7500	2250	641
Paston Reserve	1200	350	40
Stanground South	1500	440	
Great Haddon	5300	1600	
Norwood	2300	700	

3.96 The scale of development on urban extensions provides the opportunity to deliver a range of unit types that can cater for different types of identified need, such as extra care housing provision, larger family homes or bungalows.

3.97 Government funding through the Kickstart Delivery Programme was awarded for two tranches of the Hampton urban extension. This will enable the delivery of a further 221 homes (including 3 affordable and 92 Homebuy Direct units) up to March 2012.

3.98 Peterborough City Council's commitment to the delivery of affordable homes on urban extension sites is has been demonstrated by the award of capital funding to a partner Registered Provider to enable the delivery of 80 affordable homes on the Stanground South urban extension in the next three years.

3.99 **Delivery of Affordable Housing on other Urban ' Infill' Sites**
The delivery of infill development in Peterborough's urban, neighbourhood and city centre areas plays an important part in the supply of additional new-build affordable homes in Peterborough. Planning policy requires 30% provision of affordable homes on sites of 15 or more units. Infill development sites enable a range of affordable units types to be provided in a range of locations throughout Peterborough delivering rural, city centre, high density, low density or suburban affordable homes. Infill development sites tend to be accessible, close to amenities, served by public facilities and generally appropriate infrastructure already exists. These benefits mean that infill sites can enable the development of specialist need affordable homes within existing communities.

3.100 In Peterborough, during recent years, infill development has transformed the appearance of sites across the city such as a former sewerage works, derelict buildings, under utilised land, vacant factories/warehouses and garage parking courts. This type of development needs to be sensitive to their existing surrounding area. Alongside the visual improvements which infill residential development can create, there can also be a number of social benefits which the regeneration can deliver including a reduction of crime/antisocial behaviour and improved social interaction between different sections of the community. As well as generating homes, they can also provide enhanced community facilities including investment in local infrastructure such as schools and improvements to existing services such as bus routes.

3.101 The city council works closely with its partner Registered Providers to deliver schemes led by the RP which generate 100% affordable housing. These schemes often enable the delivery of specialist units, such as adapted wheelchair units, to meet a specific need The delivery of 100% affordable housing schemes is of particular importance as it delivers affordable units on sites where planning policy does not require any affordable units.

3.102 **Delivery of Affordable Housing in Rural Areas**
The delivery of affordable housing in Peterborough's rural areas is vital to ensuring the sustainability of our rural communities.

3.103 The proposed allocation in the Core Strategy of approximately 1500 dwellings in rural locations (of which around one third are already committed) in the period of the strategy up until 2026, is divided between the three tiers of rural settlement size identified in Peterborough;

- approximately 600 dwellings between Peterborough's two largest villages identified as key service centres with the greatest capacity for expansion
- approximately 450 dwellings between the eight villages identified as having the capacity for limited growth
- approximately 50 dwellings in the remaining small villages.

3.104 The site size threshold for requiring affordable housing on residential schemes in Peterborough's rural areas is 15 units or more, as in its urban areas. Due to the size and scale of development in rural areas, many schemes are below the threshold and therefore are not required to provide affordable housing.

3.105 A comparison between estimated gross need and supply of affordable housing in rural areas, indicates that in Peterborough's larger key service centre rural settlements, levels of need are 7 times higher than existing supply and in the smaller villages levels of need are around 14 times higher. This largely reflects the lack of supply in affordable housing in the rural areas and the low turnover of affordable housing stock. This is demonstrated by the level of rural properties let through Choice Based Lettings during the period April 2008 and October 2010. A total of 4678 properties were allocated during this period and of these, only 184 were rural lettings. Furthermore, 115 of the rural lettings were made in the two key rural service centres, Eye and Thorney. This means that on average only 1 in every 25 affordable homes allocated in Peterborough were in a rural area.

3.106 Peterborough's first Rural Housing Strategy adopted in 2010 identifies increasing the supply of affordable housing in rural areas as a key priority. The strategy acknowledges that delivery of affordable housing in rural areas will largely depend upon provision through s.106 obligations or development of small sites by Affordable Housing Providers. As a means of increasing the supply of affordable homes in rural locations, the objectives of the strategy include promoting the development of rural exception sites and exploring the potential of Community Land trusts. As a result, Peterborough has now set up a Rural Housing Partnership with two RSL partners and Cambridgeshire Acre, a charitable local rural enabling agency. This partnership is currently undertaking consultation with local parishes to identify those interested in developing affordable housing through exception sites.

3.107 Peterborough is also currently working with Foundation East, a charitable to establish what role they can take in the promotion of Community Land Trusts as a means of developing housing in Peterborough's rural and urban communities.

3.108 **Delivery of Supported Housing Schemes**

To ensure an increasing range of choice and diversity of housing provision that can contribute to addressing specialist housing need, the emerging Core Strategy recommends that 20% of dwellings on sites of 15 or more units are built to Lifetime Homes standards and that on sites of 50 or more dwellings there will be an additional requirement to provide 2% of the units as wheelchair adapted homes.

3.109 Addressing the needs of vulnerable groups requiring specialist housing is one of the considerations discussed with our RSL partners when agreeing the type and tenure of affordable housing provision on sites throughout the city.

3.110 The accommodation needs of all people who come into contact with the health and social care services provided by NHS Peterborough will be evidenced in the emerging Health and Social Care Accommodation Strategy. This strategy will replace a number of existing strategies such as the Older People's Accommodation Strategy and NHS Peterborough's Extra Care Housing Strategy and will provide a holistic approach to meeting the needs of a wide range of client groups including elderly, physically disabled and mentally disabled.

3.111 The existing Peterborough Older Persons Accommodation Strategy (OPAS) sets out a requirement to build 500 units of extra care' accommodation in Peterborough by 2016 in order to meet the needs of an ageing population and the projected growth in dementia. The provision of extra care housing is identified as a strategic priority in the Housing Strategy and also the Supporting People strategy. There are currently 179 units of extra care housing provision in Peterborough with a further 52 units on target for completion in March 2011. The target for Extra Care provision set out in the OPAS is very challenging but remains a priority for Peterborough City Council and its partners. The target of 500 units was informed by Joint Strategic Needs Assessment carried out in 2007. This target is in the process of being reviewed as part of the development of the emerging Health and Social care Accommodation Strategy. This target will need to balance the need for older persons accommodation in Peterborough with the reality of access to funding for future extra care provision.

3.112 The draft Vulnerable People's Accommodation Strategy produced by NHS Peterborough (to be replaced with the emerging Health and Social Care Accommodation strategy) identifies the housing issues facing people with a learning disability and/or mental health issues in Peterborough.

3.113 Current housing provision in Peterborough for people with learning disabilities and/or mental health issues falls into 4 categories:

- Residential Care Homes
- Independent Living (in the community equated to a tenancy in self contained accommodation where the person lives alone or with an on-site care provider
- Group Homes (renting a room in a shared house with others and receiving support, either floating or on site.
- Supported Housing (accommodation within a complex with support staff either on site 24/7 or during the day

3.114 Under provision of supported and independent living options for these needs groups within Peterborough has resulted in a significant number of adults and also young people being accommodated outside of the area. This is not only an unsatisfactory arrangement for those people forced to live outside the area but is also a costly solution to individual housing needs.
Gap analysis has identified a need for more provision of all categories types of housing required for people with a learning disability and/or mental health issues.

3.115 A review of applicants on the Housing Register who have been identified as having a medical priority that affects their housing needs is currently underway. To date the review has confirmed that 31 households with a member who is full time wheelchair user and 43 households with a member who is a part time wheelchair user have been identified as needing suitably adapted and accessible accommodation. Depending on individual circumstances accommodation needs range from houses with downstairs bedroom and bathroom facilities, ground floor flats and wheelchair adapted bungalows.

3.116 The emerging Housing Strategy for 2011-12 has identified addressing specialist housing need as a key theme.

3.117 **The Coalition Government's Housing Initiatives and impact on future delivery**
The coalition government are in the process of introducing a range of housing initiatives and policies which will have significant implications for the future delivery of affordable housing and meeting housing need.

3.118 **Outcome of the Comprehensive Spending Review**
The Comprehensive Spending Review, announced in October 2010, included a number of significant changes that will affect both housing development and housing need. Besides the 50% cut in central government funding for affordable housing, one of the biggest announcements in terms of finance was the 'New Homes Bonus'. Under this scheme, for every new home built the local authority will receive a 'bonus' that is the equivalent to six years in council tax receipts. This un-ring fenced grant is designed to act as an incentive for local authorities and communities that encourage housing growth. Local authorities will also receive an improved 'bonus' for every affordable home that is built, and every empty property that is bought back into use. Peterborough City Council welcomes the introduction of the New Homes Bonus, and in particular the way it recognises the additional financial and environmental pressures that high growth locations undergo as a result of the growth. However,

the New Homes Bonus will not in itself be the only source of government support needed to help facilitate and enable growth to occur. With other financial support removed (such as Planning and Housing Delivery Grant and Growth Area Funding), combined with falling land values and reduced development viability, means that finding funds to provide infrastructure to facilitate major growth remains a major challenge.

3.119 The council's Medium Term Financial Plan to 2015/16 has estimated the following levels of grant for Peterborough arising from the new bonus. Please note that the figures take into account the 'loss' the council will incur due to a reduction in Formula Grant. Therefore the figures stated indicate an assumed 'net gain'.

	2011/12	2012/13	2013/14	2014/15	2015/16
New Homes Incentive	£1.182m	£1.493m	£1.681m	£1.681m	£1.681m

3.120 Another major announcement was the introduction of a cap upon the amount of housing benefit that a household can claim. Although this change is unlikely to directly affect those already renting in Peterborough, the city may experience inward migration as families that are priced out of London seek more inexpensive accommodation within easy reach of the capital. Other changes to the housing benefit entitlement for single persons under the age of 35 will also have a significant impact upon the demand for shared house-type accommodation across Peterborough.

3.121 The government also used the CSR to announce the introduction of new 'flexible tenancies'. If adopted, the proposals would replace the current policy that sees social landlords only award lifetime tenancies for people moving into social housing. Councils and RSLs would have the flexibility to offer new social housing tenants minimum contracts of two years.

3.122 These new tenancies will feature rents described as 'affordable rents' and that are charged at around 80% of the market rate.

3.123 The table below based on some initial local research, sets out the potential implications for different property sizes and types where affordable rents are applied. It provides average rents for seven areas of the city by property size and type in January 2011. Each average rent has been calculated by taking two random properties from the higher, middle and lower price brackets on rightmove.co.uk. 80% of each market rent has then been calculated in order to give a maximum figure that would be charged for each property type in each of the areas under the new 'affordable rent' tenure.

3.124 The average local social rent for each property type has then been calculated using current Choice Based Lettings property details and then the difference between the 80% rent and the social rent has been calculated to provide the 'mark up' that RSLs would generate from the new affordable rent tenure.

3.125 These figures indicate that the cost of larger accommodation would substantially increase in some areas of Peterborough, whereas for smaller accommodation the difference would be considerably smaller. Also note the difference in rental prices between areas. Under the new tenure, Hampton would become a considerably more expensive area to live in than the other areas analysed here.

	One Bed Flat	Two Bed Flat	Two Bed House	Three Bed House	Four Bed House
Hampton	£464	£601	£608	£719	£842
80% of market rent	£371	£480	£486	£575	£674
Average RSL social rent	£269	£327	£325	£340	£372
Rental 'headroom'	£102	£153	£161	£235	£302
Dogsthorpe	£416	n/a	£561	£586	n/a
80% of market rent	£333	n/a	£449	£469	n/a
Average RSL social rent	£269	£327	£325	£340	£372
Rental 'headroom'	£64	n/a	£124	£129	n/a
N Bretton	£385	£473	£550	£574	£650
80% of market rent	£308	£378	£440	£459	£520
Average RSL social rent	£269	£327	£325	£340	£372
Rental 'headroom'	£39	£51	£115	£119	£148
Werrington	£385	£400	£518	£604	£575
80% of market rent	£308	£320	£414	£483	£460
Average RSL social rent	£269	£327	£325	£340	£372
Rental 'headroom'	£39	-£7	£89	£143	£88

Fletton	£395	£493	£537	£545	n/a
80% of market rent	£316	£394	£430	£436	n/a
Average RSL social rent	£269	£327	£325	£340	£372
Rental 'headroom'	£47	£67	£105	£96	n/a
Orton Goldhay	£300	n/a	£477	£524	£565
80% of market rent	£240	n/a	£382	£419	£452
Average RSL social rent	£269	£327	£325	£340	£372
Rental 'headroom'	-£29	n/a	£57	£79	£80
Paston	£412	£596	£525	£590	n/a
80% of market rent	£330	£477	£420	£472	n/a
Average RSL social rent	£269	£327	£325	£340	£372
Rental 'headroom'	£61	£150	£95	£132	n/a
Average	£394	£513	£539	£592	£658
Average 80% of market rent	£315	£410	£432	£473	£526
Average RSL social rent	£269	£327	£325	£340	£372
Rental 'headroom'	£46	£83	£107	£133	£154

3.126 It is the intention of the Coalition Government that the implementation of affordable rents will enable RSLs to use this model to agree an investment plan with the HCA for the delivery of new affordable homes. This plan will be based on the future rental income stream from the 'headroom' figure over an agreed period of time. Research already undertaken by various RSLs and Hometrack has shown that the level of extra receipts at the disposal of RSLs varies significantly depending on where their housing stock is located. In terms of Peterborough's main providers, the following table sets out the percentage of their total stock that is located in Peterborough. This may have implications for their capacities to generate funding from the new delivery model.

RSL	Current stock	Number of units in Peterborough	Peterborough stock as % of total stock
Accent Nene	18547	1637	8.8%
Axiom	2058	1081	52.50%
BPHA	16011	480	3%
CKH	9862	9772	99%
Hyde	45000	1145	2.50%
Longhurst	7972	128	1.60%
Total	99450	14243	14.3%

The role of affordable rents in delivering homes to meet housing need in Peterborough will be discussed by partners and set out in the council's Strategic Tenancy Policy in due course.

3.127 **Community Right to Build**

Due to be announced in the forthcoming Localism Bill, the Community Right to Build scheme will grant groups of local people the power to give consent to new homes or community amenities. With an initial focus upon rural development, the 'Community Right to Build' scheme will allow communities to grant outline planning consent for development where 75% of the local population approve of the proposals. The full details of the scheme, including the likely impact upon delivery rates, are still unclear. However, what is evident is that the Community Right to Build scheme represents a noteworthy change to the existing planning system, and if adopted is likely to have a significant impact upon rural housing delivery during the lifetime of the Local Investment Plan.

4. GOVERNANCE AND FINANCE ARRANGEMENTS

Summary of Governance / Delivery Arrangements

4.1 The governance and management arrangements for growth currently sit with the Deputy Chief Executive's department and subsequently under the Head of Peterborough Delivery Partnership (PDP).

4.2 Moving forward, our Governance arrangements will be more focussed on a programme of projects to kick start delivery. The development of a Peterborough Delivery Partnership has been put in place with key partners.

4.3 Peterborough, through its city council and urban regeneration company, has built exceptionally good relationships with local landowners (such as Milton Estates, O&H, and the Church Commissioners) and property agents (Savills, BSM, Carter Jonas). This means that we are well-placed to develop leads, broker deals and bridge the private and public sector interests. This will only be enhanced by, and enhance, alternative funding arrangements and assist in identifying opportunities for true partnerships and joint ventures.

Finance Arrangements - Introduction

4.4 Having set out the issues, opportunities, needs and governance arrangements to deliver growth and associated infrastructure, it is necessary to briefly refer to the finance arrangements underpinning all of these matters.

4.5 In essence, the finance arrangements need to be as simple as the regulations and governance arrangements permits, but there is no hiding from the fact that getting the right funding, at the right time, from the right organisations will be complex.

4.6 There are broadly four sources of funding to deliver the growth and infrastructure:

1. *Direct Private Sector spend* (including developers and utility companies)
2. *Private Sector contributions to the Public Sector* in order for the Public Sector to spend it
3. *'Public' spend* i.e. the spending of funding (grants, loans or other forms) received from: Europe, Government, government agencies, Lottery, etc
4. *Joint Ventures* between Private and Public Sector

Direct Private Sector Spend

4.7 The vast majority of financial investment in the City will be private sector funds spent directly by the private sector. This could be from developers (i.e. building houses, employment premises, retail premises etc, together with associated on-site infrastructure) or via (the former public, but now privatised) utility providers (i.e. water, energy, telecommunication companies etc).

4.8 Where agreements on such contributions are not easily determined or are stalling, it is becoming more frequent for 'open book' negotiations to take place. This gives the public sector the opportunity to scrutinise the 'costs' which the developer is undertaking overall on delivering the site, so that a greater understanding can be reached by all parties on what may be a reasonable (and viable) contribution the private developer can make to wider infrastructure needs.

4.9 The city council endorses such open book arrangements in appropriate circumstances, and sees considerable benefits in doing so for both parties. It is also likely to speed up conclusions on appropriate financial contributions to be made.

4.10 This LIP is a good source of reference for the private sector (including the utility providers) in order for them to plan for their financial commitments in the City.

Private Sector contributions to the Public Sector

4.11 It is now common practice for developers to make financial (as well as other) contributions to the public sector in order for wider infrastructure needs to be delivered. These contributions, via a formal legal agreement (a 'Planning Obligation' agreement), have traditionally been agreed on a site-by-site basis. As part of its enabling function, council officers liaise with officers within the Planning Services team to provide comments and suggestion in relation to planning applications for housing development, specifically relating to the provision of affordable housing. In accordance with the Council's planning policy, occasionally it is agreed between the Council and a landowner/developer that rather than providing on-site affordable housing as part of a development scheme, the landowner/developer agrees to pay, via a s.106 Planning Obligation, a sum in lieu of on site affordable housing provision. The amount of any commuted sum agreed with the council's S106 monitoring team is determined by taking into account the value of the affordable housing required by planning policy and the viability of the scheme. Funds generated from commuted sums are invested in affordable housing projects within the locality of the planning application site from which the payment was triggered. However, a move towards standard charges for certain items (eg school places, libraries, etc) has become common place, and this has been taken forward further by some authorities towards an overall 'standard charge' or 'tariff' arrangement.

4.12 The City Council has been exploring the issue of a standard charge for sometime, and commenced such a process in 2009, based on the Council's draft 'Planning Obligations Implementation Scheme' (POIS) SPD. The final version of this SPD was adopted by Council in February 2010.

4.13 All funds collected via the standard charge is being pooled, and then spent on infrastructure items in accordance with arrangements set out in the POIS.

4.14 Whether a payment of a standard charge is made by a developer remains optional and negotiable.

4.15 The actual standard charges set out in the POIS reflect the infrastructure needs of the City as set out in this LIP. The charge is only a contribution to the overall infrastructure costs, and needs to be supported by substantial public sector investment. The viability of the charge on the development proposal is an important consideration.

4.16 Full details of the arrangements are set out in the POIS.

4.17 Government is planning to overhaul the 'standard charge' process, with the introduction of a Community Infrastructure Levy (CIL). Whilst similar to a standard charge in that there will be a locally agreed fee a developer will have to pay for each unit of development built, the CIL, if implemented by a local authority, is non-negotiable on a site-by-site basis. This will considerably streamline the process and gives considerably more certainty to developers and the public sector alike. However, on the downside, the lack of negotiation ability may result in certain sites becoming unviable.

4.18 The City Council is currently exploring whether it wishes to introduce a CIL.

4.19 The policy framework for overseeing the contributions made by developers will be in the Core Strategy and the POIS. The following emerging policy was put forward by the Council to the Secretary of State, and is currently subject to examination by an independent inspector.

Policy CS 12: Developer Contributions to Infrastructure Provision

Where a planning obligation is required in order to meet the principles of policy CS10 'Infrastructure' then this may be negotiated on a site-by-site basis. However, to speed up and add certainty to the process, the City Council will encourage developers to enter into a planning obligation for contributions based on the payment of a standard charge. Subject to arrangements to be set out in a separate Planning Obligations LDD, contributions received via this standard charge may be assembled into pools at an authority-wide level and to the relevant Neighbourhood Management Area (as described in policy CS 8).

The use of a standard charge approach will ensure that any contribution is reasonably related to the scale and type of development that is proposed. The Planning Obligations LDD will set out detailed arrangements for the operation of the standard charge and formulae based upon needs assessments, viability studies and associated business plans, which will be kept under review. The LDD will include the level of the charge for different types of development, by unit of development, and the basis for the calculation of that level of charge; any minimum size thresholds which will apply; any arrangements for pooling, including the split between the pools; any arrangements for staged payments; long-term management and maintenance of infrastructure; any arrangements to address collection and management of pools; and inflation proofing measures.

The City Council will be prepared to negotiate a variation from the standard charge(s) in cases where actual provision of neighbourhood or strategic infrastructure is provided as part of the development proposals or other material consideration. The LDD will include an explanation of where exemptions from or variations to the charge may occur.

Additional contributions may also be negotiated to mitigate a significant loss of a facility on the site, such as public open space.

In the event that the Community Infrastructure Levy (CIL) is fully enacted and Government regulations are put in place, then the City Council may adopt such a CIL to replace the standard charge arrangements set out in this policy.

(Source: Draft Pre-Submission version of the Core Strategy, October 2009)

Public Funding

4.20 Recognising that the private sector will not, either directly or indirectly, fund all necessary infrastructure, the public sector must make significant financial contribution to enabling growth and infrastructure provision. The sources of such funding are wide, and range considerably in terms of access to such funds by a particular locality.

4.21 Examples of sources of funding are as follows:

- European funding (particular for major transport schemes or tackling deprivation)
- Central Government Funding (such as for transport, green infrastructure, community infrastructure, health care, schools, culture. Such funding is either 'ringfenced' for direct spend on a specific item of infrastructure or (more increasingly) 'non-ringfenced', which devolves decisions on precisely what the funding is spent on to the local level)
- Government Agencies and Quangos (such as Homes and Communities Agency)
- The City Council's own financial resources and capital programmes
- Lottery Funding

4.22 Some of these funds are automatically awarded to the City Council, though the level of fund may be determined by need or past performance. The National Affordable Housing Programme (NAHP) for 2008-2011 saw considerable HCA funding allocated for the provision of affordable housing schemes in Peterborough. As a part of the funding allocation process, the council was consulted on all bids submitted to HCA by affordable housing providers. Where scheme addressed an identified need and contributed towards the council's strategic priorities we liaised with the HCA to offer support for the proposed scheme. The new affordable housing funding regime proposed by the Coalition Government from April 2011 will not only see a major reduction in the levels of funding available for affordable housing, but also a considerable change to the relationship between the HCA and RSLs in terms of finance provision and expectations regarding the capacity of RSLs to cross subsidise and invest in new affordable homes. This change in relationship will also impact upon the role of local authorities in attracting HCA funding to the city. The Local Investment Plan and the proposed Local Authority strategic policy on tenancies will form the basis to inform both the HCA and RSL partners of Peterborough's affordable housing priorities and expectations in terms of tenure, rent levels and affordable housing allocations in Peterborough.

4.23 Other funding is secured via 'bidding' processes, where only selected authorities receive funding based on the bid submitted. The City is generally good at securing funds through such 'bids' and this is being strengthened by the creation of a new 'Central Bidding Team' at the City Council, which has a remit to:

- research what non-statutory grant opportunities are available
- create a library of templates and case studies to help staff successfully bid for grants
- identify what the city's unique selling points are to help cash in on our strengths
- ensure each bid is commercially sound, e.g. ensuring a good return on investment
- decide the best approach on who will apply – department, central funding unit or jointly
- ensure each bid is written and branded consistently
- evaluate each bid to ensure we learn from mistakes to enable successful bids in the future

4.24 The City Council and its partners are committed to maximising its income via all available public sources, and then effectively joining up such funds with funding from other (private) sources so that effective and efficient delivery of infrastructure can be delivered.

Joint Ventures

4.25 The council is looking actively at the benefits to be achieved from a range of joint ventures with the private sector, to deliver growth in the City. Work is underway, to scope the projects which may benefit from a joint venture and would otherwise be stalled.

‘Tomorrow’s Growth’ Development Programme

1. THE PROJECT SCHEDULE AND MOVING FORWARD

1.1 At section 3.2 of this LIP, we identified a package approach to our programme of growth and investment needs, namely:

***Spatial Packages* of**:

City Centre
Neighbourhood Areas
Urban Extensions
Other Growth

And ***Thematic Packages*** of:

Transport
Education
Environment
Utilities and Services
Employment / Economy
Community Infrastructure
Housing and Affordable Housing

1.2 This part of the LIP now takes those Packages and sets out the proposed projects for the initial 3 year 2011-2014 which will help to deliver on those package needs.

1.3 The schedule is intended to be the more ‘live’ element of the LIP, in that it can be updated quickly and frequently as and when projects are confirmed for addition to or removed from the programme. It will be refreshed from time to time, possible annually.

1.4 The schedule sets out and details the proposed projects for the initial 3 year 2011-2014 priority programme. These are the specific projects and project themes for which funding is sought.

1.5 The IDP provides an overview of the infrastructure and support Peterborough needs for the longer term period beyond 2014 up to around 2030. This document was adopted in Dec 2009 and it is intended that it will be subject to periodic refresh to ensure that it remains fit for purpose as part of the delivery programme.

1.6 The project themes identified below for the delivery of Peterborough's affordable housing preferred options reflect the priorities for the thematic package for affordable housing set out in chapter 3 of this plan. These project profiles provide a more focussed explanation of how these priority themes can deliver Peterborough's demonstrated need for a range of affordable homes. They do not identify specific schemes for potential funding on the basis that the council and its partners do not wish to constrain the potential for development to sites identified at this stage. Each of the project themes for affordable housing has been designated as a high priority for Peterborough. The findings of the recently updated SHMA re-affirms that Peterborough has a high level of housing need and that affordable housing is required across the range of tenures, property sizes and locations within the city to address this need. To enable Peterborough to maximise its potential for sustainable growth that meets the aspirations, demand and need of all of its residents, it is vital that affordable housing provision reflects the full scope of evidenced need for affordable housing in the city. Our close working relationship with our Registered Provider partners means that we maintain a clear and informed understanding of the range of sites and schemes with the potential to deliver affordable housing in Peterborough. This information along with our understanding of the housing market and housing need in the city (informed by the recently updated SHMA findings) forms the evidence behind the themes selected for the affordable housing projects.
It is intended that this plan should remain fluid and responsive to the changes and opportunities that arise.

1.7 Following on from the housing projects identified in the schedule are a set of projects regarding proposed improvements to the City's transport infrastructure. The primary purpose of these proposals would be to facilitate important tracts of potential development land, which would in turn lead to significant increases in housing unit numbers.

1.8 All of the projects put forward at this stage are major high priority growth delivery proposals. In principle the Council would like to see all of them happen, as they are all evidenced as being desirable and necessary. Prioritising between these projects would be a set of decisions that would have to be made by senior council officers and members.

1.9 As the LIP is intended to be a very fluid document, the specific project inclusions may be altered, added to, or deleted as considered appropriate over time.

PROJECT 1: DELIVERY OF AFFORDABLE HOUSING ON URBAN EXTENSIONS

Location

Urban extension sites have been identified at Hampton, Paston Reserve, Stanground South, Great Haddon and Norwood.

Priority

High

Description of the project

The identified urban extensions have the potential to deliver 14,000 homes of which over 4000 units could be affordable. The core strategy proposed submission identifies the tenure and unit type of affordable home which are required to reflect the demand identified in the SHMA update.

Need for the project

The Peterborough Strategic Housing Market Assessment identifies a need within Peterborough to deliver 1008 units of affordable housing per annum. The delivery of affordable homes on urban extensions is identified as a major source of future affordable housing provision. This is demonstrated by the role of urban extensions in the provision of affordable housing in recent years. They account for 48% of the overall supply of affordable housing during the last 3 years (April 2007 – March 2010).

Lead organisation

Peterborough City Council

Partner organisation involved

Registered Providers
Private Developers
Land owners

Status / stage of the project

The urban extensions at Hampton, Paston Reserve and Stanground South are already delivering units and contributing to the growth of Peterborough. The sites at Great Haddon and Norwood are less advanced but are likely to deliver growth within the timescales of this Local Investment Plan.

Project cost Estimates/Funding

Project costs will vary depending on property types and tenure and the capacity to achieve economies of scale. Estimated average cost of £115,947 per unit on a s.106 development based upon average costs from previous urban extension development where grant was provided for a mix intermediate and social rented tenure affordable units. Funding may be sought from the HCA. Other avenues of funding including the lead and partner organisations will also be explored to ensure best value for the future development of affordable housing on urban extension sites.

Outputs and outcomes

Output:

- Potential for the delivery of up to 200 affordable homes on urban extension sites per year based on previous outputs

Outcome:

- Delivery of mixed and sustainable sites.
- Reduce number of households in housing need.
- Meet the demand for affordable housing.
- Provide a range of affordable tenure, unit types and sizes.
- 10% of homes delivered will meet Lifetime Homes standard.
- 2% of affordable homes delivered will be accessible for wheelchair users.

Deliverability and timescales

There are no specific obstacles to delivery of units on the sites at Hampton, Stanground South and Paston Reserve, all of which have outline planning consent. However, there is a degree of reliance on private sector partners implementing schemes to ensure infrastructure is in place to deliver affordable tranches.

The next phase of development on Paston Reserve is currently seeking planning approval. Anticipated start on site during 2011/12

The sites at Great Haddon and Norwood are deliverable within the longer term timescale of this plan.

Key risks

1. Sites with existing planning consents will be unable to deliver the agreed mix of tenure if grant input is not available.
2. Delivery is dependent upon the land owners being willing to service the land and release the affordable housing tranches.
3. The delivery of units at Stanground South and Paston Reserve is likely dependent on the involvement of a private sector delivery partner.
4. The current economic climate could prevent significant private sector investment which is required to instigate growth at Great Haddon and Norwood.

Steps taken to mitigate principle risks

1.Ongoing liaison with all key stakeholders to identify barriers to development and assist with solutions where possible
2. A flexible scheme by scheme approach to viability issues

Alignment with the vision

Delivering substantial and truly sustainable growth:
Creating better places to live – so that we provide better places to live for both new and existing communities, ensuring the highest environmental standards of new building.

Alignment with the LDF and other strategies

Sustainable Communities Strategy
Peterborough Core Strategy – proposed submission
Housing Strategy 2008-11

PROJECT 2: DELIVERY OF AFFORDABLE HOUSING ON OTHER URBAN 'INFILL' SITES

Location
In Peterborough's city centre, urban and neighbourhood areas, a wide range of infill developments either have planning permission or have been identified in the site allocations document as being appropriate for residential development.

Priority
High

Description of the project
Planning policy requires 30% affordable housing on all developments delivering 15 or more units and this will enable substantial numbers of new affordable homes. Alongside this, the city council is working with partner Registered Providers to deliver smaller 100% affordable housing schemes to meet specific local needs.

Need for the project
The Peterborough Strategic Housing Market Assessment identifies a need within Peterborough to deliver 1008 units of affordable housing per annum. Through S106 planning agreements the council is seeking a mix of tenure and unit types on these sites to reflect the housing demand identified in the SHMA update.

The delivery of affordable homes on infill developments accounted for 52% of the overall supply of affordable housing during the last 3 years (April 2007 – March 2010) and therefore the delivery of affordable housing on infill developments plays an essential role in the overall affordable housing programme.

Lead organisation
Peterborough City Council

Partner organisation involved
Registered Providers
Private Developers
Land owners

Status / stage of the project
Peterborough City Council's Housing Trajectory identifies a range of sites with existing outline or detailed planning consent and if developed these sites could deliver 163 new affordable homes.

Project cost Estimates/Funding
Project costs will vary depending on property types and tenure and the capacity to achieve economies of scale. Estimated average cost of £115,947 per unit on a s.106 development based upon average costs from previous urban infill development where grant was provided for a mix intermediate and social rented tenure affordable units. Funding may be sought from the HCA. Other avenues of funding including the lead and partner organisations will also be explored to ensure best value for the future development of affordable housing on urban infill sites.

Outputs and outcomes
Output:

- Delivery of a range of affordable homes on a variety of sites within Peterborough

Outcomes:

- Delivery of mixed and sustainable developments.

- Reduction in the number of households currently in housing need.
- Provide a range of affordable tenure, unit types and sizes.

Deliverability and timescales

The delivery of affordable units on infill sites is controlled by private sector developers who must facilitate the delivery of the affordable units by providing access to the site and relevant infrastructure. There are sites within the city with existing planning consents therefore anticipate delivery during 2011/12.
The tenure splits set out in existing s.106 agreements may need to be varied subject to the priorities to be set out in the forthcoming requirement for the council to prepare a Strategic Tenancy Policy in response to the Government's funding and tenure reforms.

To further enhance affordable housing delivery, the city council works closely with partner Registered Providers to encourage the delivery of full affordable housing schemes where this can be facilitated on smaller sites in the ownership of RP partners.

Key risks

1. Sites will be not deliver the agreed mix of tenure set out in the planning consents if grant input is not available.
2. The delivery of units is dependent on the involvement of a private sector delivery partner to service the site and provide necessary infrastructure.

Steps taken to mitigate principle risks

1.Ongoing liaison with all key stakeholders to identify barriers to development and assist with solutions where possible
2. A flexible scheme by scheme approach to viability issues

Alignment with the vision

Delivering substantial and truly sustainable growth:
Creating better places to live – so that we provide better places to live for both new and existing communities, ensuring the highest environmental standards of new building.

Alignment with the LDF and other strategies

Sustainable Communities Strategy
Peterborough Core Strategy – proposed submission
Housing Strategy 2008-11

PROJECT 3: DELIVERY OF RURAL HOUSING SCHEMES

Location

Peterborough City Council's site allocations document identifies a number of sites in rural areas which are suitable for residential development.

Priority

High

Description of the project

This project will see the delivery of affordable housing units which are required from PCC planning policy which expects 30% affordable housing on all sites which deliver 15 or more units. Additionally the council is actively pursuing the delivery of rural exception sites, which provide 100% affordable housing, through its partnership with Cambridgeshire Acre.

Need for the project

The Peterborough Strategic Housing Market Assessment identifies a need within Peterborough to deliver 1008 units of affordable housing per annum. The delivery of affordable housing on rural sites is crucial to the delivery of a varied affordable housing programme. Additionally the levels of need for affordable housing in rural areas surrounding Peterborough are significantly higher than the current supply.

The Peterborough Rural Housing Strategy has an objective to increase the supply and methods of delivery of affordable housing in rural areas.

Through S106 planning agreements the council is seeking a mix of tenure on qualifying sites to reflect the housing demand identified in the SHMA update.

Lead organisation

Peterborough City Council

Partner organisation involved

Registered Providers
Rural Housing Parnership
Cambridgeshire Acre (rural enabling agency)
Land owners
Private developers

Status / stage of the project

A number of sites within villages have existing planning consents and the affordable units may be deliverable with grant input.

Additionally, Cambridgeshire Acre is currently liaising with Peterborough's rural communities to enable the delivery of rural exception sites.

Project cost estimates/funding

Project costs will vary depending on property types and tenure. Estimated average cost of £94,101 per unit on a s.106 development based upon average costs from previous rural development where grant was provided for a mix intermediate and social rented tenure affordable units. Funding may be sought from the HCA. Other avenues of funding including the lead and partner organisations will also be explored to ensure best value for the future development of affordable housing on rural sites.

Outputs and outcomes

Output:

- Increased delivery of affordable homes in rural communities.
- Delivery of 100% affordable housing units on rural exception sites.

Outcomes:

- Delivery of mixed and sustainable developments.
- Reduction in the number of households currently in housing need.
- Provide a range of affordable tenure, unit types and sizes.

Deliverability and timescales

Sites with detailed planning consents could be delivered as there are no known obstacles to delivery. However, as the sites are controlled by private sector developers the delivery of the units is not within the council's control. The council continues to work closely with private sector delivery partners to enable the delivery of much needed market and affordable accommodation in rural areas.

Two grant free rural schemes are due to start on site during 2011/12.
The tenure splits set out in existing s.106 agreements may need to be varied subject to the priorities to be set out in the forthcoming requirement for the council to prepare a Strategic Tenancy Policy in response to the Government's funding and tenure reforms.

Key risks

1. Due to uncertainty regarding future grant levels, registered providers who are seeking to deliver rural housing sites with existing planning permissions are looking at options to ensure delivery without grant. If it is possible to deliver affordable rural units without grant it is likely that the tenure split which has previously been agreed will be altered to make the scheme viable and this could lead to the delivery of units which do not meet the most pressing needs of the community.
2. The delivery of units on some sites is dependent on the involvement of a private sector delivery partner to service the site and provide necessary infrastructure.
3. Failure to locate suitable sites for rural exception schemes could hamper the ability to deliver rural units.

Steps taken to mitigate principle risks

1.Ongoing liaison with all key stakeholders to identify barriers to development and assist with solutions where possible
2. A flexible scheme by scheme approach to viability issues

Alignment with the vision

Delivering substantial and truly sustainable growth:
Creating better places to live – so that we provide better places to live for both new and existing communities, ensuring the highest environmental standards of new building.

Alignment with the LDF and other strategies

Sustainable Communities Strategy
Peterborough Core Strategy – proposed submission
Peterborough Housing Strategy 2008-11
Peterborough Rural Housing Strategy 2010-13

PROJECT 4: DELIVERY OF SUPPORTED HOUSING SCHEMES

Location

The delivery of supported housing accommodation can be achieved across a range of sites identified as eligible for affordable housing in Peterborough's urban and rural areas. Two sites have already been identified as appropriate for the delivery of additional extra-care accommodation.

Priority

High

Description of the project

The accommodation needs of all people who come into contact with the health and social care services provided by NHS Peterborough will be evidenced in the emerging Health and Social Care Accommodation Strategy. This strategy will replace a number of existing strategies such as the Older People's Accommodation Strategy and NHS Peterborough's Extra Care Housing Strategy and will provide a holistic approach to meeting the needs of a wide range of client groups including elderly, physically disabled and mentally disabled. The emerging Health and Social Care Accommodation Strategy will also inform the direction of the council's emerging Housing Strategy.

The nature of housing which is required to fulfill this project is varied and could include small clusters of units or large extra care housing villages. Some of this need could be met through planning policy and the requirement to provide 30% affordable housing on all sites of 15 or more units.

Need for the project

The existing Peterborough Older People's Accommodation Strategy sets a target to secure land and funding to deliver 500 extra care units by 2016. The extra care housing programme is intended to help older people achieve greater independence and well being by giving them more choice over housing and care options as well as reducing admissions to residential care homes or hospitals.

The Peterborough Strategic Housing Market Assessment (SHMS) identifies a need within Peterborough to deliver 1008 units of affordable housing per annum.

The Housing Needs survey associated with the SHMA identified that 18.9% of households in Peterborough contain one or more member who is within a special needs group. Of these households 19% are living in unsuitable housing and 47% do not contain any older people. Therefore the delivery of supported housing units, not solely provided for older people, is a priority.

A review of the housing register has identified 31 households with a member who is a full time wheelchair user currently living in unsuitable accommodation.

Lead organisation

Peterborough City Council

Partner organisation involved

NHS Peterborough – Primary Care Trust
Registered Providers
Land owners
Private developers

Status / stage of the project
The council is currently in liaison with land owners and Registered Providers to deliver extra care schemes in Peterborough.
The council is working closely with Registered Providers to encourage the delivery of supported housing units on small infill developments.

Project cost Estimates/Funding
Project costs associated with the delivery of supported housing schemes can fluctuate depending on the nature and scale of development. Estimated average cost of £114,955 and £158,382 per unit for supported housing and extra care housing respectively, on a s.106 development based upon average costs from previous supported housing and extra care development where grant was provided for social rented tenure affordable units. Funding may be sought from the HCA. Other avenues of funding including the lead and partner organisations will also be explored to ensure best value for the future development of affordable housing on supported housing and extra care sites .

Outputs and outcomes
Output:
- Delivery of additional extra care units to meet the target of the OPAS
- Delivery of additional supported housing units to meet identified need

Outcomes:
- Delivery of mixed and sustainable developments.
- Reduction in the number of households currently in housing need.
- Improve the supply and nature of accommodation for older people in Peterborough.

Deliverability and timescales
Some sites have been identified through s.106 agreements for the delivery of supported housing schemes. However, it might not be feasible to deliver them without grant input. Subject to the changes outlined in the Health and Social Care Bill 2011, the priorities of the forthcoming Strategic Tenancy Policy and innovative funding solutions we aim to deliver further supported housing schemes during the period 2011/12 – 2013/14.

Key risks
Supported housing schemes can be more expensive to deliver if the units must be built with specific features. Without grant, it will be difficult to deliver supported housing units.
Where site provision for supported housing is linked to s.106 conditions , lack of funding could jeopardize delivery and the site could ultimately be developed by the land owner for market accommodation.

Steps taken to mitigate principle risks

1.Ongoing liaison with all key stakeholders to identify barriers to development and assist with solutions where possible
2. A flexible scheme by scheme approach to viability issues

Alignment with the vision
Delivering substantial and truly sustainable growth:
Creating better places to live – so that we provide better places to live for both new and existing communities, ensuring the highest environmental standards of new building.

Alignment with the LDF and other strategies

Sustainable Communities Strategy
Peterborough Core Strategy – proposed submission
Peterborough Housing Strategy 2008-11
Peterborough Rural Housing Strategy 2010-13
Peterborough Older People's Accommodation Strategy
NHS Peterborough Extra Care Housing Strategy

PROJECT 5: A1139 FLETTON PARKWAY JUNCTION 1 TO JUNCTION 2 PARKWAY WIDENING

Location:
A1139 Fletton Parkway Junction 1 to Junction 2 Parkway Widening

Priority
High

Description of the project
The A1139 Fletton Parkway was constructed as part of the New Town phase of Peterborough's development in the 1970s. It is a Primary Route and forms part of the Parkway network of dual carriageway roads in and around Peterborough, which benefit the city in keeping long distance and through traffic out of the central and residential areas. Fletton Parkway also provides a link from the A14 (via the A605) and the A1 to the west of the city with the A16 and A47 to the east.

The project would involve widening the A1139 Fletton Parkway between Junction 1 and Junction 2, over a length of approximately 3 km, from two lanes in each direction to three. The additional lanes would be gained by extending and connecting the on and off slip roads between junction 1 and 2. There may be a need to carry out strengthening on the existing carriageway to allow an acceptable tie in between the new and existing carriageway and this work would form part of the scheme. This section of road forms a key element of Fletton Parkway, and is a critical gateway for both traffic travelling within the region and traffic travelling into Peterborough.

Need for the project
The Peterborough Strategic Housing Market Assessment identifies a need within Peterborough to deliver 1008 units of affordable housing per annum. The emerging Core Strategy proposes 30% of new housing should be affordable.

The A1139 Fletton Parkway between Junction 1 and Junction 2 carries some 60,000 vehicles per day. Planned growth will push this link beyond its existing capacity.

It is intended that the Hampton development site will eventually build around 7,500 homes located to the south of Fletton Parkway and the planned Great Haddon proposal will build around 5,000 houses, to be located between Hampton to the east and the A1M to the west.

The Great Haddon proposal will increase the pressure on Fletton Parkway and the Integrated Development Programme has identified that the developers of this project will have to contribute, if not entirely build, this widening scheme to ensure that there are no detrimental impact to the highway network in Peterborough which could compromise the economic performance of the Region.

A LIP contribution to the widening of Fletton Parkway will ease the financial constraint resulting from the infrastructure required to release development land. A contribution would allow negotiation on levels of contribution from the developers and allow them to bring forward the desirable number of affordable housing within Great Haddon development at an early stage.

Lead organisation
Peterborough City Council

Partner organisation involved
Private developers

Status / stage of the project

The planning application for Great Haddon has been submitted and negotiations for developer contributions is underway and the A1139 Fletton Parkway junction 1 to junction 2 parkway widening project is currently under investigation.

Project cost Estimates/Funding

Indicative project costs are currently estimated to be in the region of £15m. Funding is hoped to largely come from the key private developers involved in the Great Haddon proposals. Funding may also be sought from the Regional Development Fund and the HCA.

Outputs and outcomes

Output:

- Delivery of approximately 1600 affordable homes

Outcome:

- Delivery of mixed and sustainable sites
- Reduce number of residents with a housing need
- Meet the demand for affordable housing
- Provide a range of affordable tenure, unit types and sizes
- Improved access to the city centre and new employment ,leisure and other economic opportunities

Deliverability and timescales

It is anticipated that the project will state on site between 2011 and 2013, and that the works will last from 9 – 12 months.

Key risks

- The A1139 Fletton Parkway adjoins a SSSI/SCA site on its southern boundary, which could prolong the design process.

Steps taken to mitigate principle risks

- Work closely with the English Nature to mitigate the risk to the SSSI site. The wide central reservation at this location offers an opportunity to reduce or eliminate land take from the verge in the vicinity of the SSSI/SCA. It should be noted that the SSSI/SCA site also adjoins Fletton Parkway between Junction 2 and Junction 3 where the key risks were successfully mitigated.

Alignment with the vision

Delivering substantial and truly sustainable growth:

Creating better places to live and work – so that we provide better places to live for both new and existing communities, ensuring the highest environmental standards of new building.

Alignment with the LDF and other strategies

Sustainable Communities Strategy
Peterborough Core Strategy – proposed submission
Housing Strategy 2008-11

PROJECT 6: SIGNALISATION OF A47T/A15 JUNCTION 20

Location
Junction 20, located to the north-east of Peterborough at the intersection of the A47 Trunk Road and the A15 Paston Parkway Primary Route.

Priority
High

Description of the project
The scheme is to implement full signalisation of Junction 20 and increase approach widths and circulatory lanes as this is the most effective solution to mitigate the impact of allocated residential development in the surrounding area.

Need for the project
There are a number of residential developments proposed in the vicinity of Junction 20 that will build approximately 3000 properties, in particular Paston Reserve and Norwood. Junction 20 would be the primary point of access on to the parkway system and Trunk Road network for the majority of those households.

A contribution to the improvement of J20 will help to unlock the land for development and assist the planning case officer negotiate with the developers to bring forward the desirable number of affordable housing with in the vicinity of Junction 20.

Lead organisation
Peterborough City Council

Partner organisation involved
Highways Agency, Private Developers

Status / stage of the project
An initial sketch design has been prepared but requires further work

Project cost Estimates/Funding
Indicative project costs are currently estimated to be in the region of £10m. Funding is hoped to largely come from the key private developers involved in the development proposals at the adjoining land and from the Highways agency. Funding may also be sought from the HCA.

Outputs and outcomes
Output:
- Delivery of a fully signalised Junction
- Construction of additional approach lanes and circulatory carriageway

Outcome:
- Improved capacity at major route intersection
- Improved journey time reliability
- Reduced congestion
- Improve road safety leading contributing to reduced accidents
- Reduce rat running on unsuitable local roads
- Unlock development land
- A possible increase in the number of residential properties built in the vicinity of Junction 20

Deliverability and timescales

It is anticipated that the project will start on site between 2012 and 2014.

Key risks

1. Problems acquiring additional land to accommodate widening.
2. Scheme may not be delivered within scheme budget or funding window.
3. Increased congestion and reduced journey time reliability if the scheme is not delivered.
4. CRA land required to accommodate improvement

Steps taken to mitigate principle risks

1. Design of scheme altered to ensure no third party land required
2. The funding bid is based on a detailed estimate of the scheme and includes contingency optimism bias
3. Work closely with Highways Agency to agree a joint approach to the design process
4. Early involvement of HCA to address any CRA land issues

Alignment with the vision

Delivering substantial and truly sustainable growth:
Creating better places to live and work by making best use of existing infrastructure and supporting growth through transport solutions.

Alignment with the LDF and other strategies

Sustainable Communities Strategy
Peterborough Core Strategy – proposed submission
Housing Strategy 2008-11

PROJECT 7: SOUTH BANK RAIL AND RIVER BRIDGES

Location:
South Bank Development Site

Priority
High

Description of the project
The provision of two pedestrian and cycle bridges across the River Nene and East Anglia railway will build on the 'carbon challenge' ethos of the South Bank site while supporting Peterborough's ambition to achieve Environment Capital status. The bridges will achieve this by reducing the traffic impact of the development by encouraging short journeys from the South Bank Development and connected surrounding residential areas to city centre to be undertaken by sustainable travel modes. The railway bridge connects the carbon challenge site to Fletton Quays, while the river bridge continues the route on to the city centre.

Need for the project
The Peterborough Strategic Housing Market Assessment identifies a need within Peterborough to deliver 1,008 units of affordable housing per annum. The Peterborough Integrated Growth Study proposes 35% of new housing should be affordable.

The bridges will ensure the cohesion and integration of the new development and prevent the isolation often associated with socially affordable housing by linking it with Fletton Quays, which is proposed to be a vibrant mixed use development. The improved accessibility will also provide the opportunity for better lifestyle choices for South Bank residents.

The scheme will unlock 1,100 homes for development on the South Bank Site (designated a key centre for development and change). Through improved access to the city centre the structures would support the delivery of the wider city centre development which aims to re-incorporate the River Nene back into the heart of the city centre to take full advantage of the pristine waterfront available for development. A contribution to the bridges will help to unlock the land for development and assist the planning case officer negotiate with the developers to bring forward the desirable number of affordable housing.

Lead organisation
Peterborough City Council

Partner organisation involved
Private Developers – Network Rail, Environment Agency, East of England Development Agency (EEDA), EDF Energy, Homes and Communities Agency, Morris Homes to the south of the Railway, unknown private developer to the north of the Railway

Status / stage of the project
This scheme is currently under investigation. A feasibility study has been undertaken to ensure a structure could be accommodated over the railway within the existing and proposed restraints.

Project cost Estimates/Funding
Indicative project costs are currently estimated to be in the region of £15.5m. Funding is hoped to come from the key private developers and from the HCA who are involved in the proposals at South Bank.

Outputs and outcomes

Output:

- Delivery of approximately 330 affordable homes

Outcome:

- Delivery of mixed and sustainable sites
- Reduce number of households in housing need
- Meet the demand for affordable housing
- Provide a range of affordable tenure, unit types and sizes
- Improved access to the city centre and new employment and leisure opportunities
- Promotion of sustainable modes of transport Link between new and existing communities such as the South Bank, riverside uses and beyond to the city centre
- Improve community safety through design of the streetscape

Deliverability and timescales

A planning application for the Carbon Challenge site (south of the railway) was submitted during the summer of 2010 and is expected to be determined in February 2011. An initial feasibility study has been to undertaken to confirm that a bridge over the railway can be accommodated within the restraints that exist and those that are expected to be imposed by the development of the Carbon Challenge site, this study also considered potential alignments for the River Bridge which will be an iconic structure on the city centre landscape. It is anticipated that the project will start on site between 2012 and 2013.

Key risks

1. Private developers do not submit a planning application for the development to the north of the railway.
2. The majority of the land within the South Bank area is owned by public bodies that are all signed up to the re-development of this area. However, there are sections of land to the south of the river which are privately owned, this may result in protracted negotiations.
3. The planning brief for the South Bank is subject to change.
4. Track possession over the rail line will be required and could take a minimum of 18 months to secure.
5. There is a high voltage power cable running across the site parallel to the railway line. This places a considerable restraint on the location and alignment of the railway bridge; however an initial feasibility study has shown that a structure can still be accommodated.
6. Environment Agency flood risk requirements will place constraints on the design of the structures.
7. Network Rail negotiations likely to be protracted due to the involvement of a private developer.
8. The structures are developed in piecemeal fashion due to funding or a slow start on the Fletton Quays development, this would result in a compromised solution.

Steps taken to mitigate principle risks

1. Work closely with developers from the initial stages.
2. If planning powers were at risk, the scope of the scheme would be reviewed to minimise environmental impact, reduce land-take or third party concerns.
3. The South Bank masterplan has been developed in tandem with the CCAAP which will include the requirement for a pedestrian and cycle bridge over the railway line and the River Nene.
4. Communications with both Network Rail and EDF Energy undertaken during both design and construction can mitigate the potential time delays caused, early dialogue with Network Rail and EDF Energy to identify programme constraints with Peterborough City Council taking the lead.
5. The bridge span can be designed to accommodate flood risk requirements, early dialogue with Environment Agency will be undertaken to identify design constraints.

Alignment with the vision

Delivering substantial and truly sustainable growth:

Creating better places to live and work – so that we provide better places to live for both new and existing communities, ensuring the highest environmental standards of new building.

Alignment with the LDF and other strategies

Sustainable Communities Strategy

Peterborough Core Strategy – proposed submission

Housing Strategy 2008-11

PROJECT 8: WEST-EAST STATION PEDESTRIAN AND CYCLE BRIDGE

Location:
Station Quarter Development Site

Priority
High

Description of the project
The provision of a pedestrian and cycle bridge from the west of the Station to the east. The bridge would connect the western and eastern sides of the Peterborough Station Quarter.

Depending on the option chosen to be taken forward the bridge may have provision for retail development integrated into the structure.

The bridge would incorporate both passenger and public movement. The bridge would also provide a strategic cycle and pedestrian link between the east and west of the city.

Need for the project
The bridge would allow :

- Access to the station from the west for rail users, the site of a future multi storey car park (and hence reduce city centre car trips by early interception before Crescent Bridge)
- Access for pedestrians and cyclists between the Peterborough Hospital Development site/Station Quarter West and the City Centre
- Access between station quarter east and west

The bridge is vital for the station quarter development, the Peterborough District Hospital development site and providing access both to and across the station from the western side of the city. The bridge would ease congestion on Crescent Bridge as people will exit Thorpe Road before crescent bridge and be able to access the station from the western side, and this will help cater for the predicted growth in rail travel. The bridge would also add the use of sustainable modes of travel from new development sites.

Lead organisation
Peterborough City Council and Network Rail

Partner organisation involved
Private Developers –Environment Agency, East of England Development Agency (EEDA), Homes and Communities Agency.

Status / stage of the project
WYG Engineering has carried out an option report through Network Rail GRIP Stage 1-3 (1. Output definition, 2. Pre-feasibility 3. Option selection).

Project cost Estimates/Funding
Indicative project costs are currently estimated to be in the region of £15 – 27m, depending upon which of a number of options are chosen for this linkway. Funding is hoped to come from private developers, Network Rail, other rail companies and the HCA.

Outputs and outcomes

Output:

- Delivery of approximately 75 to 195 affordable homes
- Unlocks Station Quarter West development potential

Outcome:

- Delivery of mixed and sustainable sites
- Reduce number of households in housing need
- Meet the demand for affordable housing
- Provide a range of affordable tenure, unit types and sizes
- Improved access to the city centre and new employment and leisure opportunities
- Promotion of sustainable modes of transport link between the east and west of the city
- Improve community safety through design of the streetscape
- Improve access to the following proposed development sites: Station Quarter, Peterborough District Hospital .

Deliverability and timescales

Discussions have been had with developers and Network Rail. WYG Engineering has carried out an option report through Network Rail GRIP Stage 1-3 (1. Output definition, 2. Pre-feasibility 3. Option selection) for the pedestrian and cycle bridge. It is anticipated that the project will start on site between 2014 and 2015.

Key risks

1. Private developers do not submit a planning application for the developments
2. A number of different developers and landowners are involved in the development of these sites
3. The design layouts are drawn against a background formed from a combination of historical topographical information and OS tile data. The layout design will need to be further developed against current and accurate topographical data to ensure the structure will fit at the preferred location and that the required minimum clearances can be achieved.

Steps taken to mitigate principle risks

1. Work closely with developers from the initial stages
2. Facilitate communications between developers to gain the best possible outcomes
3. Work closely with designers to ensure that a solution can be found

Alignment with the vision

Delivering substantial and truly sustainable growth:
Creating better places to live and work – so that we provide better places to live for both new and existing communities, ensuring the highest environmental standards of new building.

Alignment with the LDF and other strategies

Sustainable Communities Strategy
Peterborough Core Strategy – proposed submission
Housing Strategy 2008-11