

Annual Monitoring Report 2010

1st April 2009 – 31st March 2010

Local Development Framework

December 2010



Annual Monitoring Report 2010

(Covering the period 1st April 2009 – 31st March 2010)

CONTENT

1.	EXECUTIVE SUMMARY	1
2.	INTRODUCTION	4
3.	MONITORING FRAMEWORK.....	6
4	PROGRESS TOWARDS THE LOCAL DEVELOPMENT SCHEME	7
5.	ANALYSIS OF PORTSMOUTH CITY LOCAL PLAN POLICIES	10
	OBJECTIVE 1 - URBAN RENAISSANCE.....	11
	OBJECTIVE 2 - DESIGN AND HERITAGE.....	14
	OBJECTIVE 3 - NATURAL ENVIRONMENT.....	16
	OBJECTIVE 4 – TRANSPORT	21
	OBJECTIVE 5 - RETAIL, TOWN CENTRES AND THE ECONOMY	25
	OBJECTIVE 6 - HOUSING	33
	OBJECTIVE 7 - POLLUTION & AMENITY	39
	OBJECTIVE 8 - COMMUNITY.....	42
6.	SOUTHSEA TOWN CENTRE AREA ACTION PLAN.....	44
7	FUTURE MONITORING REPORTS.....	49
8.	CONCLUSIONS AND RECOMMENDATIONS.....	50
	APPENDIX 1: LIST OF INDICATORS.....	53
	APPENDIX 2: PROPOSED REVISED PORTSMOUTH LOCAL DEVELOPMENT SCHEME	57
	APPENDIX 3: 5 YEAR HOUSING SUPPLY (2011/2016).....	58
	APPENDIX 4: AFFORDABLE HOUSING COMPLETIONS 2008/09.....	63

1. Executive Summary

- 1.1 Portsmouth is essentially an island city connected to the mainland by three main transport routes. The total administrative area covers 6,019 hectares including Paulsgrove, Cosham, Drayton and Farlington on the mainland and part of the two harbours (Portsmouth and Langstone). The estimated population is some 200,000 people, although this figure fluctuates throughout the year given the movements of university students and naval personnel.
- 1.2 The city has one of the densest development patterns outside London, characterised by extensive areas of terraced housing with little local open space. This presents a number of challenges relating to the balance of suitable developable land available for growth with the need for green open spaces for both leisure and wildlife.
- 1.3 The task outlined in the Sustainable Communities Strategy, and reflected in the vision of the emerging core strategy, is to make Portsmouth the premier waterfront city with an unrivalled maritime heritage – a great place to live, work and visit.
- 1.4 The planning authority is working to achieve this vision through application of the saved policies of the Portsmouth City Local Plan 2001-2011 and the emerging core strategy. The below is a summary of performance in 2009/2010.

Urban Renaissance

- 1.5 Major regeneration projects in the city have stalled, largely as a result of the ongoing recession. However, progress has been made on submitting an application for major enabling transport infrastructure at Tipner, whilst The Hard SPD is being finalised. The government spending review will have an impact on the delivery of infrastructure, therefore the authority will need to have a contingency plan for delivery if funding is not forthcoming. The authority will continue to work with its partners on other major projects, such as City Centre North, so that the best and most appropriate scheme can be delivered for the city.

Design and Heritage

- 1.6 The planning authority is striving to improve the quality of design in Portsmouth. The design policy is employed rigorously and resulted in 38 applications refused on design grounds over the monitoring period. The council will continue to strictly apply design policy, look for the highest quality and, where appropriate, encourage developments constructed to Building for Life standards.
- 1.7 The city's maritime heritage and other historic areas have been protected through the monitoring period with no loss of any listed buildings.

Natural environment

- 1.8 Open space is at a premium in the city given its urban character. Whilst no open space has been lost to development over the past year, the amount of money generated through open space contributions has reduced compared to the previous year. Although this figure is reliant on new development coming forward, the council will need to ensure the management of these funds targets open spaces that are most in need of improvement and enhancement.
- 1.9 The council has a responsibility for the majority of Portsmouth Harbour SSSI and Portsdown Hill SSSI, in addition to some of Langstone Harbour SSSI. Indicators show an improvement in condition of each SSSI compared to last year. The council will continue to work with its partners to ensure the condition of these biodiversity assets is maintained and improved.

Transport

- 1.10 The densely developed nature of Portsmouth means the majority of development should benefit from good accessibility. However, it also results in congestion and transport bottle necks, especially in busy periods or when there are road closures. There are a number of proposals to alleviate this problem and improve public transport and interchanges. Budgetary issues have meant that a number of schemes have not progressed since the previous monitoring report but work has started on the new Trafalgar Gate link road and an application for a new junction on the M275 at Tipner had been approved.
- 1.11 New residential development continues to be accessible and the majority is also close to local amenities. The level of transport contributions has dropped, however, compared to previous years. This, together with other funding issues, may constrain transport development over the next year and will need careful monitoring.

Retail, town centres and the economy

- 1.12 In the current economic climate it can be expected that the city's retail centres would be experiencing decline. Whilst this has been observed in terms of increased shop vacancies in some areas, Albert Road Specialist Commercial Area and Cosham have both enjoyed a reduction in vacant shop units. Furthermore, the majority of new shopping uses over the monitoring period have been in town centre locations indicating town centre policies are working well.
- 1.13 There has also been a small increase in the percentage of A1 frontage in the City Centre, continuing the upward trend of the past few years. If this continues into the next monitoring period it is possible the 75% target of A1 frontage set out in the Local Plan may be reached. This indicates a better than expected performance of retail policies in the midst of an economic downturn.

- 1.14 The Specialist Commercial Area on Albert Road is protected by policy preventing an overconcentration of A3, A4 and A5 uses in the interests of public amenity and the viability of the shopping centre. The percentage of food and drink frontage in this area has remained constant from last year, suggesting the Albert Road policy continues to be robust.

Housing

- 1.15 The five-year housing land supply target is not on schedule to be met. A deficit of 1,162 dwellings compared to the South East Plan (SEP) Target is predicted for the five year period 2011/12 to 2015/16. The council also failed to meet the SEP annual housing target by nine units.
- 1.16 Housing continues to come forward at appropriate densities to make the most efficient use of the city's available land.

Pollution and amenity

- 1.17 Air quality monitoring stations indicate small increases of nitrogen dioxide at three out of the four monitoring stations, although only at London Road are levels higher than the national air quality objective. It is clear that planning polices need to do more to reduce levels of pollution. This will be taken forward by the emerging core strategy, specifically the sustainable design and construction policy. In the meantime pollution levels need close monitoring.

Community

- 1.18 A net gain of 16 community uses over the monitoring period indicates planning applications are bringing forward community benefit in the city.

Southsea Town Centre

- 1.19 There are several frontage based polices in operation in Southsea Town Centre to ensure it remains a viable shopping centre and an evening destination for leisure.
- 1.20 Levels of A1 frontage in the primary retail area have increased from the previous monitoring year. However, the percentage of vacant units has also increased reflecting the difficult economic conditions retailers are operating in.
- 1.21 There has been an increase in A4 and A5 uses in the secondary frontage above the 8% limit. However, this is a result of the reclassification of an existing use at the site of the former Chicago Rock Café. The percentage of A3 frontage in the restaurant quarter (Osborne Road and Palmerston Road South) has been maintained whilst the Palmerston Road precinct has remained a popular place for markets throughout the year.
- 1.22 Progress on opportunity sites in Southsea, however, has largely stalled given the economic downturn and the lack of progress with the City Centre North scheme. The council will continue to support schemes that enhance the vitality and viability of Southsea Town Centre.

2. INTRODUCTION

2.1 This is the sixth Annual Monitoring Report (AMR), covering the monitoring period of 1st April 2009 to 31st March 2010 on the Portsmouth City Local Plan 2001-2011 and the emerging Portsmouth Local Development Framework.

2.2 The Portsmouth City Local Plan 2001-2011 was adopted in July 2006. In July 2009, a number of polices in the local plan were saved as part of the transition from the local plan system to the Local Development Framework (LDF). These saved polices, together with adopted Supplementary Planning Documents and Area Action Plans, form the development plan for Portsmouth. The Core Strategy and the Site Allocations Development Plan Documents are under development.

Structure of the monitoring report

2.3 The first part of this report considers the council's progress towards producing the Local Development Framework through an analysis of the timescales as set out in the Local Development Scheme.

2.4 The second part of the report monitors the effectiveness of the council's planning policies. Each chapter contains a table providing an overview of national (core output) and local indicators that are used to monitor the success of the relevant policies. The performance of each indicator is also given in accordance with a simple traffic light system outlined below:

- **Green:** Targets and objectives have either been met or data indicates progress towards targets/objectives. Good performance.
- **Amber:** The data indicates no change or minor underperformance against targets and objectives/ the indicator needs close attention in the following monitoring year.
- **Red:** The data indicates underperformance against targets and objectives.
- **Grey:** The progress cannot be determined because:
 - There is a lack of data available to fully assess performance;
 - There is no detail available to explain the trends in data;
 - Further research is required;
 - The indicator asks for factual affirmation only, to which no value judgement can be applied.

2.5 Following the table for each objective, a detailed description of indicators is given. Every chapter is concluded with an outline of summary points.

2.6 The last part of the monitoring report contains overall conclusions and recommendations to ensure that performance in some policy areas is improved.

2.7 This report does not discuss the progress towards the minerals and waste core indicators which is covered in a separate joint document, primarily produced by Hampshire County Council but in conjunction with Portsmouth and

Southampton City Councils and the New Forest National Park Authority. Please refer to this specific annual monitoring report for details of progress on the Minerals and Waste Development Framework and also towards the minerals and waste core indicators. The report will be available from <http://www.hants.gov.uk/>

3. MONITORING FRAMEWORK

3.1 The monitoring framework was prepared for the first annual monitoring report for 2004/2005 and has been used to produce all subsequent AMRs. The following key principles have also been successfully incorporated in developing annual monitoring reports since 04/05:

- Making use of existing information – data used in the monitoring reports comes from a variety of sources (as detailed below) in order to avoid duplicating work that is carried out elsewhere;
- Being consistent with national and regional monitoring – a set of national indicators (core output indicators) are used in the monitoring reports, several local output indicators correspond to the ones assessed at the regional level;
- Setting objectives, policies, targets and indicators – all local output indicators have been developed based on objectives, policies and targets included in local planning documents;
- Continuity – agreed and stated methodologies and routine data collection has been adopted in order to ensure the acquisition of comparable data;
- Applying a forward looking approach – collected and analysed information allows conclusions and recommendations to be made in order to ensure improvements in relevant policy areas.

3.2 The majority of the data comes from information already held by planning services. Other data sources include:

- Monitoring results of the Local Transport Plan
- Monitoring results of the Sustainable Community Strategy
- Air Quality Updating and Screening Assessment report
- Portsmouth House Condition Survey
- Public Protection Department, Portsmouth City Council
- Hampshire County Council Monitoring Reports
- South East England Regional Monitoring Reports
- Census and other National Statistics data
- Environment Agency data
- Natural England data
- CAPS Uniform Planning Applications database

3.3 In this way it has been possible to make use of already existing data as described in the principles above.

4 PROGRESS TOWARDS THE LOCAL DEVELOPMENT SCHEME

- 4.1 The most recent revision to the LDS was approved by the Government Office of the South East (GOSE) in August 2007. Since this was approved, regulations have changed altering the process requirements for producing Local Development Documents. It also emerged that more evidence was needed for the production of the core strategy. A draft revision to LDS timings was submitted to GOSE in April 2009 but had not been agreed when it became clear that more important evidence was required. A further revision was made in November 2009 but had not been agreed by the time of the May 2010 general election.
- 4.2 The 2007 LDS is therefore the most up to date document and as such performance against its milestones is poor. Until recently, the planning authority has been working toward the dates of the November 2009 revision. It should be noted, however, that following the revocation of the Regional Spatial Strategy in July 2010, there will be a further delay to the Core Strategy to allow for revision to the housing numbers for the city. The most recent LDS timetable revision is attached at Appendix 2. More detail will be provided in the next AMR.
- 4.3 Monitoring the progress of the LDS involves identifying whether local development documents are being prepared in line with the timetables in the LDS, and if the key milestones for their preparation are being met. The 2007 LDS refers to milestones that no longer exist in that form following the regulation changes. However, as the LDS refers to the pre 2008 system, so does this report, with explanations regarding the new system where necessary.
- 4.4 The plans in the August 2007 Portsmouth LDS were:
- The Core Strategy
 - The Site Allocations DPD
 - The Somerstown and North Southsea AAP
 - The Port Solent AAP
 - The Hard AAP
 - The Station Square and Station Street SPD
- 4.5 The Portsmouth LDS also referred to the joint Hampshire Minerals and Waste Development Framework, which is monitored separately, as set out in the first section of this report.

Core Strategy

- 4.6 The August 2007 LDS programmed the consultation on preferred options for August 2008 and a draft plan was published and consulted on in line with the timetable. Regulations have subsequently removed the preferred options stage.

Key Milestone	Target Date	Actual Date
Preferred Options	August 2008	August / October 2008

- 4.7 Submission of the final core strategy for public examination was timetabled for March 2009. The need for further evidence to inform the plan (and a subsequent delay in receiving it) was one reason for the delay. Furthermore, it was decided to include plans for the Port Solent, Tipner and Horsea Island strategic sites within the core strategy.
- 4.8 A further round of consultation on new and altered policies, as well as options for development at Port Solent, Horsea Island and Tipner is scheduled to take place over the summer in 2010.

Key Milestone	Target Date	Actual Date
Submission	March 2009	-

Site Allocations DPD

- 4.9 According to the August 2007 LDS, the Site Allocation DPD was due to reach issues consultation in March/ April 2009. It was decided to delay the site allocations document, following discussions with GOSE, in order for the core strategy to be produced first. Work on the site allocations DPD is ongoing with the aim of producing the document one year after the core strategy.

Key Milestone	Target Date	Actual Date
Issues and Options	March / April 2009	NA

Somerstown and North Southsea Area Action Plan

- 4.10 The Somerstown and North Southsea AAP was programmed to go to preferred options consultation at the beginning of 2008. This was underway at the end of the current monitoring period. Results of the consultation are expected during spring 2010, with submission to the secretary of state scheduled for July 2010.

Key Milestone	Target Date	Actual Date
Preferred Options consultation	January / February 2008	April / May 2010

The Port Solent Area Action Plan

- 4.1 A Port Solent AAP will no longer be produced because plans for strategic sites (such as the AAP) may now be included in the Core Strategy, avoiding additional costs for preparing a separate AAPA consultation on development options will take place during summer 2010.

Key Milestone	Target Date	Actual Date
Issues and Options	October/ November 2008	NA

The Hard AAP

- 4.2 Future development at The Hard will be taken forward by an SPD which will hang off a higher level policy in the core strategy. Consultation on the draft SPD took place between February and March 2010. The final document is expected later in the year.

Key Milestone	Target Date	Actual Date
Issues and Options	October/ November 2008	NA

Station Square and Station Street SPD

- 4.3 This was adopted in November 2007.

Additional SPDs

- 4.4 No new SPDs were progressed during the monitoring period. SPDs no longer need to be included in an LDS.

Revision to the LDS

- 4.5 Two draft updated LDS timetables were submitted to GOSE during the monitoring period but were not agreed for reasons outlined above.
- 4.6 The planning service is now working toward the timetable included in Annex 2, allowing for consultation on housing numbers following the government's plans to revoke the South East Plan. The Core Strategy should be published for pre-submission consultation in January / February 2011 and submitted to the Secretary of State in April / May 2011 for examination in late summer.
- 4.7 It is proposed to run the production of the site allocations document approximately one year behind the core strategy.

Summary:

- The 2007 LDS is extremely out of date and in urgent need of revision to take account of changes to the development plan regulations and the latest position regarding a realistic timetable for plan preparation. However, given the need to finalise both the core strategy and the site allocations document along with limited resources, this is not an immediate priority.
- A number of milestones have not been met, however, this is because the most recent approved LDS does not take into account a number of factors, most notably of which is the need for more evidence to be collected.

5. ANALYSIS OF PORTSMOUTH CITY LOCAL PLAN POLICIES

- 5.1 This part of the monitoring report focuses on assessing the implementation of the saved policies included in the Portsmouth City Local Plan 2001-2011. A separate section deals with the monitoring of the Southsea Town Centre Area Action Plan, adopted in July 2007. A set of national and local indicators and targets are used to assess the progress of meeting the policy targets as well as policy effectiveness (a full set of the indicators can be found in Appendix 2).
- 5.2 The objective topic areas that will be used for the purposes of monitoring in this report are:
- Objective 1: Urban Renaissance
 - Objective 2: Design and Heritage
 - Objective 3: Natural Environment
 - Objective 4: Transport
 - Objective 5: Retail, town centres and the economy
 - Objective 6: Housing
 - Objective 7: Pollution and Amenity
 - Objective 8: Community
 - Southsea Town Centre Area Action Plan monitoring

Objective 1 - Urban Renaissance

Objective: To promote the social, physical and economic regeneration of Portsmouth.

Indicators:

- *Progress towards the development of major regeneration sites in the city* **Local output**
- *Previously developed land that has been vacant or derelict for more than 5 years (NI 170)* **Local output**

Progress towards the development of major regeneration sites in the city

5.1.1 A variety of specific projects and area based renewal initiatives are promoted through the local plan. Table 1 charts the progress of the major regeneration sites set out in the plan and highlights where any are yet to be implemented.

Table 1: Progress towards regeneration sites 1st April 2009 – 31st March 2010

	Site	Proposal	Progress
CD1	City Centre North Urban Priority Area	Mixed-use comprehensive redevelopment mainly for retail.	Discussions with Centros over the potential content of a new planning application have commenced. However, due to economic circumstances a new planning application is not expected until late 2011.
CD2	City Centre Redevelopment sites	Nine sites have been identified for redevelopment for town centre uses.	The continuing recession has prevented construction starting on city centre redevelopment sites recently granted planning permission.

CD11	Historic Ships Car Park, Queen Street	Allocated for a mix of uses to include employment, housing and a car park.	The retail units remain vacant.
CD16	The Hard Interchange	Redevelopment or refurbishments of public transport interchange facilities.	The consultation on the draft SPD took place between February and March 2010. The masterplan is currently being finalised.
CD17	Historic Dockyard Heritage Area	Redevelopment for residential, employment and tourism related uses.	Not implemented as the Ministry of Defence is no longer releasing the land.
NL1	Tipner Urban Priority Area	Regeneration of the area to provide a range of uses including residential, employment, open space, car parking and a greyhound stadium.	Planning permission for the junction with the M275 has been granted. A decision on funding for this junction from the Department for Transport has been put on hold. The council will consult on a concept statement this summer that shows options for how Tipner could be developed.
ST3	Somerstown & North Southsea Principal Regeneration Area	Regeneration of this area to include refurbishment and redevelopment of housing, new community facilities, open space, employment and improved public transport links.	Not implemented. Consultation on the Reg 27 version of the AAP will take place in April/May 2010. It will be submitted to the secretary of state in July 2010.

Previously developed land that has been vacant or derelict

- 5.1.2 This indicator is used to gauge the success of local authorities in facilitating the re-use of brown field land as a contribution to regeneration and economic growth. The baseline for this indicator is taken from 2007/2008 when there were 26.629 ha of previously developed land vacant for more than 5 years, 6.272 ha of buildings vacant for more than 5 years and 0.228 ha of land and buildings derelict for more than 5 years.
- 5.1.3 In 2009/2010, there were 18.024 ha of previously developed land and 2.066ha of buildings that have been vacant for more than five years. Furthermore, some 0.226 ha of land and buildings have been derelict for more than 5 years. Although lower than the baseline figures, this represents an increase over the previous monitoring period.

Summary:

- Progress has stalled on the major regeneration sites as a result of the recession. Discussions are ongoing with developers to take these sites forward.
- Progress towards the preparation of Development Plan Documents and Supplementary Planning Documents are underway and further milestones for the next monitoring period have been set.
- These sites will continue to be monitored to ensure that the necessary regeneration and redevelopment takes place.
- A good performance has been maintained in facilitating the re-use of Brownfield land as a contribution to regeneration and economic growth.

Objective 2 - Design and Heritage

Objective: To protect and enhance the quality and variety of the urban environment.

Indicators:

●	<i>Number of listed buildings, locally listed buildings and conservation areas</i>	Local output
●	<i>Number of applications refused on design grounds</i>	Local output
●	<i>Housing Quality – Building for Life Assessments</i>	Core output H6

Listed Buildings and Conservation Areas

- 5.2.1 In the duration of the monitoring period there was one Grade II listed building added to the statutory list whilst no listed buildings have been lost through damage or demolition. Consequently, there remains more than 600 listed buildings in Portsmouth, 12 of which are Grade I (buildings of exceptional architectural or historic interest), 31 are Grade II* (particularly important buildings of more than special interest) and 405 are Grade II (buildings of special architectural interest that warrant every effort being made to preserve them). In addition, 267 buildings are entered on the local list.
- 5.2.2 No new conservation areas were designated during the 2009/2010 monitoring period and there have been no changes to the boundaries of the existing areas. A total of 25 conservation areas cover 409.89 ha in the city.

Design

- 5.2.3 Policy DC1 'Design Principles' of the Portsmouth City Local Plan 2001-2011 sets out the guidelines for good design which should be adhered to by all new development. During the 2009/2010 monitoring period, 38 applications (3.69% of all valid applications received) were refused where policy DC1 was referred to on the grounds of poor design. This is the same number as the previous monitoring report but represents a minor percentage increase of 0.32% over the previous year.
- 5.2.4 The similarity with the previous monitoring period suggests pre-application procedures are effective. The pre-application protocol enables officers to discuss development proposals prior to the submission of a formal application enabling potential problems to be identified and dealt with at an early stage. This makes it less likely that applications will be refused on design grounds.

Housing Quality – Building for Life Assessments

- 5.2.5 This is the second monitoring period where new housing completions have been assessed against the Building for Life criteria. In total, nine completed housing sites with 10 or more units were assessed and the results have been summarised in the table below.

Table 2: Building for Life assessment results

Address	Score	Assessment
Glebe Hall	11	Average
Avocet House	10.5	Average
St Paul's Road	10	Average
Ford Lodge (Osprey/Shearwater)	9.5	Poor
189 London Road	8.5	Poor
Meon House, Cosham	7	Poor
Roebuck House	7	Poor
East Shore School	5	Poor
Matapan Road	4.5	Poor

5.2.6 A third of the assessed developments were rated as average whilst the remainder were considered to be poor. This represents a poorer return than the previous monitoring period where one development was very good and another five were considered good. There is clearly room for improvement with regards to build quality of larger housing schemes in the city. Building for Life will continue to be an important indicator of quality.

Summary:

- No listed buildings were lost or damaged during the monitoring period and there was no reduction in the amount of the city covered by conservation areas, suggesting the policies implemented to protect the city's heritage are achieving their objectives.
- There was minimal change in the number of applications refused on design grounds compared to the previous monitoring period. The pre-application protocol (which allows modifications to be negotiated prior to formal submission of a planning application) helped to enable a steady consistency in the refusal rates.
- Developments assessed for Building for Life Standards were generally poorer than the previous year.

Objective 3 - Natural Environment

Objective: To protect the natural environment and habitats and maintain open space.

Indicators:

●	<i>Percentage of SSSIs in a favourable condition</i>	Local output
●	<i>Change in areas of biodiversity importance</i>	Core output
●	<i>Number of approved applications where Natural England has objected</i>	Local output
●	<i>Amount of open space</i>	Local output
●	<i>Contributions towards open space from new development</i>	Local output

Sites of nature conservation value

5.3.1 There are three SSSIs (Sites of Special Scientific Interest) in Portsmouth: Portsmouth Harbour (77.22% of SSSI area is in Portsmouth District), Langstone Harbour (31.71% of SSSI area is in Portsmouth District) and Portsdown Hill (90.82% of the SSSI area is in Portsmouth District). The national target is for 95% of SSSI to be in favourable or recovering condition by 2010 (Public Service Agreement (PSA) target).

Percentage of Portsmouth Harbour SSSI in a favourable condition

5.3.2 The overall condition of Portsmouth Harbour SSSI has improved compared to the previous monitoring period. Some 52.13% of Portsmouth Harbour SSSI is in a favourable condition, 22.21% is considered to be in an unfavourable but recovering condition, 0% is in unfavourable condition that has not changed, 25.30% is in unfavourable and declining condition and 0.35% is destroyed or part destroyed. In total 74.34% of Portsmouth Harbour SSSI is meeting the PSA target. Whilst this is below the national target of 95%, it is a considerable improvement over the previous monitoring period where only 30.16% was meeting the target.

5.3.3 The SSSI crosses three administrative boundaries. Of the SSSI located within Portsmouth District, 59.96% is in favourable condition and 16.37% is in an unfavourable but recovering condition. That gives a total of 76.33% of the area meeting the PSA target which is a significant improvement compared to the previous monitoring report.

5.3.4 The data suggests measures to improve the quality of the SSSI, such as the South Downs and Harbours Clean Water Partnership Delivery Strategy, appear to be working well. One caveat, however, is that several units of the SSSI have been re-assessed since the last monitoring report, including one unit of more than 285ha. If the condition of these units has changed significantly in the

assessment, this could account for much of the improvement noted over the previous monitoring period. This picture should become clearer in next years monitoring report.

5.3.5 Coastal squeeze as a result of the presence of coastal defences is the main reason behind unfavourable conditions in the SSSI.

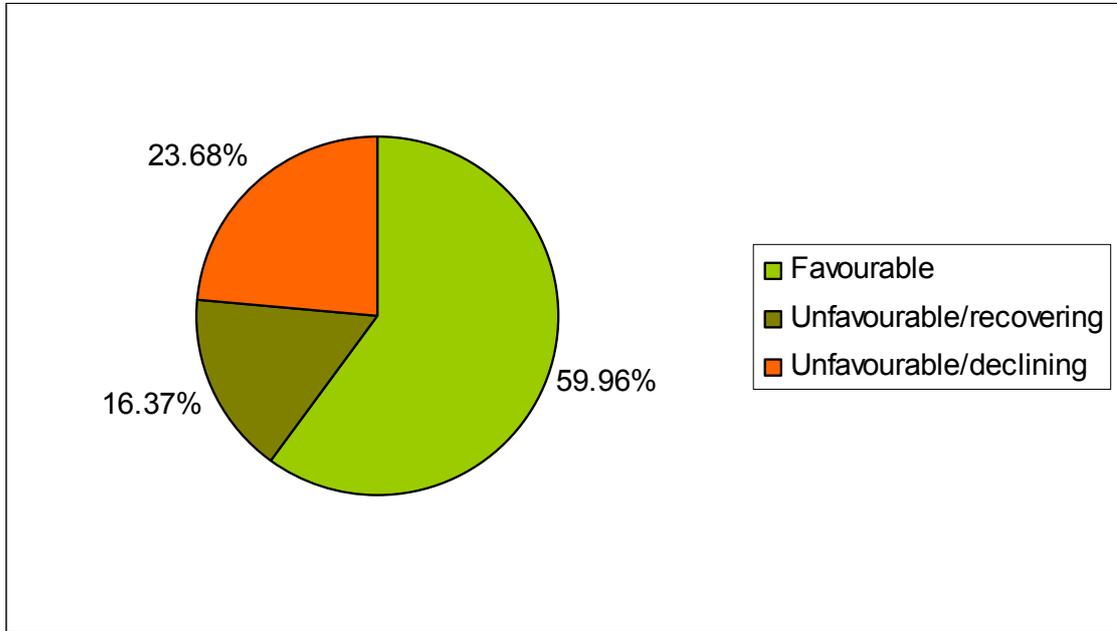


Figure 1: Condition of Portsmouth Harbour SSSIs area in Portsmouth District
Source: Natural England, 2009

Percentage of Langstone Harbour SSSI in a favourable condition

5.3.6 The overall condition of Langstone Harbour SSSI has slightly improved compared to the previous monitoring period. The amount of Langstone Harbour in a favourable condition is 8.96%, some 17.54% is considered to be in an unfavourable but recovering condition and 73.51% is in unfavourable and declining condition. In total 26.5% of Langstone Harbour SSSI is in a favourable or recovering condition. Whilst this is significantly lower than the national target of 95%, it represents an increase of 17.09% from the previous monitoring report.

5.3.7 Only 31.71% of Langstone Harbour SSSI is in Portsmouth District, all of which is considered to be in favourable condition therefore meeting the national target. This is a considerable improvement on the previous year when 24.7% of the SSSI in the Portsmouth District met the target.

5.3.8 Since the last monitoring report, two units of the SSSI located in Portsmouth have been re-assessed and found favourable. This could account for the considerable improvement in the condition of Langstone Harbour within Portsmouth.

Percentage of Portsdown Hill SSSI in a favourable condition

- 5.3.9 The overall condition of Portsdown Hill SSSI has not changed since the previous monitoring period. In total, 9.18% of Portsdown Hill SSSI is in a favourable condition, 88.23% is considered to be in an unfavourable but recovering condition and 2.59% is destroyed or part destroyed. Some 97.41% of Portsdown Hill SSSI is meeting the PSA target, which slightly exceeds the national target of 95%.
- 5.3.10 The majority of Portsdown Hill SSSI is within Portsmouth District (90.82%). Of this, 97.15% is in an unfavourable but recovering condition, with the remaining 2.85% of the area considered destroyed or part destroyed. Therefore 97.15% of the SSSI in Portsmouth meets the PSA target, slightly exceeding the national target of 95%. All units of Portsdown Hill SSSI have been assessed during the monitoring period, therefore this data can be considered to be up to date.

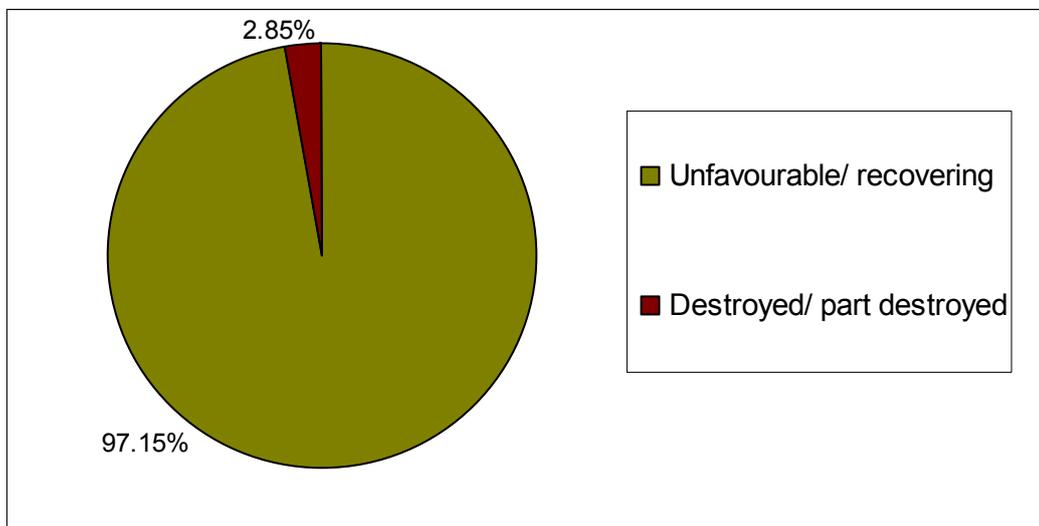


Figure 2: Condition of Portsdown Hill SSSIs area in Portsmouth District
Source: Natural England, 2009

- 5.3.11 All of the SSSI is in a Countryside Stewardship agreement or Higher Level Scheme which will ensure recovery to a favourable condition. Natural England report that progress towards reaching a favourable condition is good.

Condition of Portsmouth SSSIs

- 5.3.12 The condition of SSSI's located in Portsmouth has improved from the previous monitoring period. This indicates that plans such as the South Downs and Harbours Clean Water Partnership Delivery Strategy, Countryside Stewardship agreement or other Higher Level Schemes, are having a positive effect. Some variations in condition compared to last year can be attributed to the re-assessment of several SSSI units by Natural England. Any change in condition noted in the re-assessment would have an impact on results in the AMR compared to the previous monitoring period.
- 5.3.13 Coastal squeeze and the presence of coastal defences can cause unfavourable and declining conditions in SSSIs. Much of the coastline around Portsea Island

has been artificially altered through the provision of coastal defences and reclamation of land for development, making further declines in condition possible.

Change in areas of biodiversity importance

5.3.14 The local plan designated 12 sites of importance for nature conservation when it was adopted in 2006. Since then, survey work carried out on behalf of the city council by the Hampshire Biodiversity Information Centre has shown:

- a number of amendments should be made to the boundaries of the designated sites to reflect the natural fluctuation in the area of habitat present on the site; and
- several other sites in the city are worthy of designation.

5.3.15 The city council suggested approach to the selection and designation of these sites has been set out in a report to the Cabinet Member for Planning, Regeneration and Economic Development.

Number of approved applications where Natural England has objected

5.3.16 No applications were approved where Natural England objected during the monitoring period.

Open Space

5.3.17 There are 923 hectares of open space in the city equating to 23% of the total land area in Portsmouth. Saved policy DC20 of the Portsmouth City Local Plan seeks to protect open space in the city. All development (100%) occurred on previously developed or brownfield land during the monitoring period and therefore no open space was lost.

5.3.18 Contributions towards open space were £533 per person from new residential development during the monitoring period. It is intended to increase it to £545 for 2010/11 based on inflation. A total of £196,545.85 was secured through applications for one dwelling or more, some £100,405.24 less compared to the previous monitoring period. The reduction in contributions collected can be attributed to falling numbers of planning applications.

5.3.19 Open spaces and outdoor activity areas around the city have been improved through contributions. The completed schemes include:

- Play area provision in Melville Road;
- Improvements to ball court in Hertford Street, Buckland;
- Footpath improvements surrounding the Workers Memorial in Victoria Park;
- Improvements to play areas in Upper Church Path, Landport;
- Additional plots provided at Moneyfields allotments;
- Contribution to a new water-based play facility at Canoe Lake; and
- other schemes (22 in total).

5.3.20 Committed schemes in progress include:

- Improvements at Portsea Venture;
- Installation of additional lighting at St Mary's Church yard;
- A 'drip feed' sum over 25 years for maintenance of on-site provision at St Mary's Hospital development;
- New lighting to footpath at Pembroke Path;
- New inlet/outlet valves to automatically control lake water level at Canoe lake, and
- other schemes (13 in total).

5.3.21 There are a further 2 committed schemes yet to be started.

Summary:

- The overall condition of Portsmouth Harbour and Langstone Harbour SSSIs has improved compared to the previous monitoring period whilst the overall condition of Portsdown Hill has not changed.
- A number of boundary amendments to Portsmouth's designated SINCS are needed and several other areas could also benefit from designation. Furthermore, SINCS will now be referred to as local wildlife sites.
- There were no approved applications where Natural England objected.
- No open space has been lost to development.
- The results of monitoring show that the application of policy DC46 (negotiating financial contributions towards open space) is working satisfactorily and the contributions collected so far have been used to improve a number of open spaces across the city.

Objective 4 – Transport

Objective: To reduce adverse traffic impacts

Indicators:

- *Percentage of new residential development within 10/20 minutes walk of a GP, primary school, secondary school and a major retail centre* **Local output**
- *Non-residential development in high accessibility zones* **Local output**
- *Progress towards transport proposals* **Local output**
- *Contributions towards public transport and walking/cycling enhancements and preparation of travel plans* **Local output**
- *Number of cycle trips in the city* **Local output**

Accessibility

5.4.1 The table below shows the percentage of residential developments completed during the monitoring period lying within a 10 and 20 minute walk of key services. Almost all new residential development falls within a 10 minute walk of a primary school and over 80% of new residential development falls within a 10 minute walk of a GP surgery/health centre. This is a slightly lower percentage compared to the previous monitoring period.

Table 3: Accessibility of new residential development

Service	Percentage of new residential development within:	
	10 minutes walk	20 minutes walk
GP/Health centre	80.9%	11.6%
Hospital	25.9%	28.1%
Primary School	98.9%	1.1%
Secondary School	36.9%	57.9%
Employment	79.9%	18.2%
Major retail centre	24.8%	41.2%

5.4.2 More than 50% of new residential development has been built within a 20 minute walk of a secondary school, and more than 40% are within the same distance of a major retail centre. However, only 11% of new residential development is within a 20 minute walk of a GP/health centre which is a significant reduction compared to the previous monitoring period.

5.4.3 There were 42 new non-residential developments completed within high-accessibility zones (31.3% of all non-residential developments). This is a small increase compared to the previous monitoring report.

Progress towards transport proposals

5.4.4 The Portsmouth City Local Plan includes a variety of transport proposals for the city and table 4 charts the progress of these proposals.

Table 4: Progress of transport proposals

Policy number	Proposal	Progress
SP4	New junction with the M275 at Tipner	The major scheme business case has been submitted and the planning application approved. The outcome of the government's comprehensive spending review will determine if the scheme gets funding to go ahead.
SP4	LRT between Portsmouth, Gosport and Fareham	Full construction on Phase 1 is due to commence in September 2010.
SP4	Park & Ride from Tipner to the Hard	<i>No change from 2008/2009 monitoring report.</i> Awaiting redevelopment of Tipner (see M275 at Tipner).
SP4	Car parks (Park & Ride) at Tipner and Farlington with weekend and holiday overflow at the IBM site.	As above for Tipner, the permanent park and ride at Farlington is not being progressed at present. Park and Ride at Lakeside North Harbour site is operating Saturdays, bank holidays and for special events.
SP4	Port Solent – Tipner public transport, pedestrian and cycle link	<i>No change since 2008/09 monitoring report.</i> The proposal is being taken forward in the emerging Core Strategy and will be considered as part of any development at Port Solent / Horsea Island.
SP4	Safeguarding land for new railway stations at Farlington and Paulsgrove	<i>No change since 2008/09 monitoring report.</i> Land continues to be safeguarded for these two stations.
SP4	Dualling of Hope Street and realignment of Marketway.	<i>No change since 2008/09 monitoring report.</i> City Centre scheme is delayed and is currently under review.
SP4	Improved access to HM Dockyard (Trafalgar Gate)	Funding in place for Trafalgar Gate Link Road. Work due to start on site April 2010. Link Road and right turn lane to be complete December 2010/January 2011.
SP4	Interchange improvements at City Centre South, the Hard and Cosham.	<i>No change since 2008/09 monitoring report.</i> Interchange improvements at The Hard are included in an emerging Supplementary Planning Document.
SP4	Extended cycle ways, including Portsbridge to Broadmarsh	<i>No change since 2008/09 monitoring report.</i> Major cycleway schemes are subject to the availability of finance. The completion of the Broadmarsh to Eastern Road cycle path by the Highways Agency has highlighted the need to continue this to Portsbridge but there are costs and difficulties associated with this

		<p>such as a crossing over or beneath the railway line. The principle of the scheme has been accepted in design terms but has not yet been progressed.</p> <p>Other sections of the cycle network will be completed by funding through the LTP capital programme, contributions by developers and through minor improvements implemented in conjunction with the highways PFI. Funding is also available through the Safer Routes to Schools and Road Safety Schemes.</p>
--	--	---

Contributions towards transport enhancements and travel plans

- 5.4.5 Policy DC27 in the Portsmouth City Local Plan requires development to be accompanied by the appropriate provision, or financial contributions toward, public transport, cycling or pedestrian facilities. A total of £76,152.96 was secured through contributions from development during 2009/10. This is £84,387.11 less compared to the previous monitoring period, although this reduction can be attributed to falling numbers of planning applications.
- 5.4.6 Travel plans are required from major development proposals (over 500 m²). One travel plan was approved during the monitoring year in accordance with the relevant planning condition applied to enforce policy DC29. The plan related to outline permission granted for a new further education college and five-a-side football facility on Tangier Road. This is a reduction of approved travel plans compared to the previous monitoring period when five travel plans were approved.

Cycling in the city

- 5.4.7 Technical problems relating to data counters and the responsibility of collecting relevant cycle data continues to hinder reporting on this indicator.

Summary:

- The majority of new residential development took place in accessible locations within easy reach of key services and facilities.
- Some progress has been made towards implementing existing transport proposals. Work is about to begin on construction of the Trafalgar Gate Link Road, planning permission has been given for the Tipner interchange and improvements to The Hard are outlined in the forthcoming SPD for the area. Some transport proposals, however, have not been moved on from the previous years monitoring report. This is primarily due to a lack of funds.
- There has been a slight reduction in the amount of contributions secured from development compared to the previous year, as well as fewer approved travel plans.
- The data on cycling trips in the city is again unavailable for this monitoring period. The city council continues to try and solve the technical problems that prevent monitoring of this indicator.

Objective 5 - Retail, town centres and the economy

Objective: To strengthen and diversify the City's economy and to increase local employment opportunities.

Indicators:

●	<i>Total amount of floorspace for town centre uses (A1, A2, B1 (a) and D2)</i>	Core output
●	<i>Amount of completed town centre uses in town centres and in whole the LA area</i>	Local output
●	<i>Percentage of A1 frontage in City Centre</i>	Local output
●	<i>Percentage of vacant units in centres</i>	Local output
●	<i>Proportion of A3/A4/A5 uses in Albert Road Specialist Commercial Area</i>	Local output
●	<i>Total amount of additional employment floorspace by type</i>	Core output
●	<i>Employment land available by type</i>	Core output
●	<i>Total amount of employment floorspace coming forward on previously developed land</i>	Core output
●	<i>Number of primary employment sites / premises lost</i>	Local output
●	<i>Total number of jobs</i>	Local output

Total amount of floorspace for town centre uses

5.5.1 For the purposes of the AMR, town centre uses are defined as A1 (Shops), A2 (Financial & Professional Services) B1(a) (Offices) and D2 (Assembly and Leisure). Some 18,747m² gross floorspace of town centre uses were completed in Portsmouth during the monitoring period. This is an increase of more than 7,000m² compared to 2008/09.

5.5.2 The pie chart on the subsequent page shows that 12.4% (2,325 m²) of gross floorspace of town centre uses occurred in town centres, considerably lower than the previous monitoring report (36.5%, or 4,165m²).

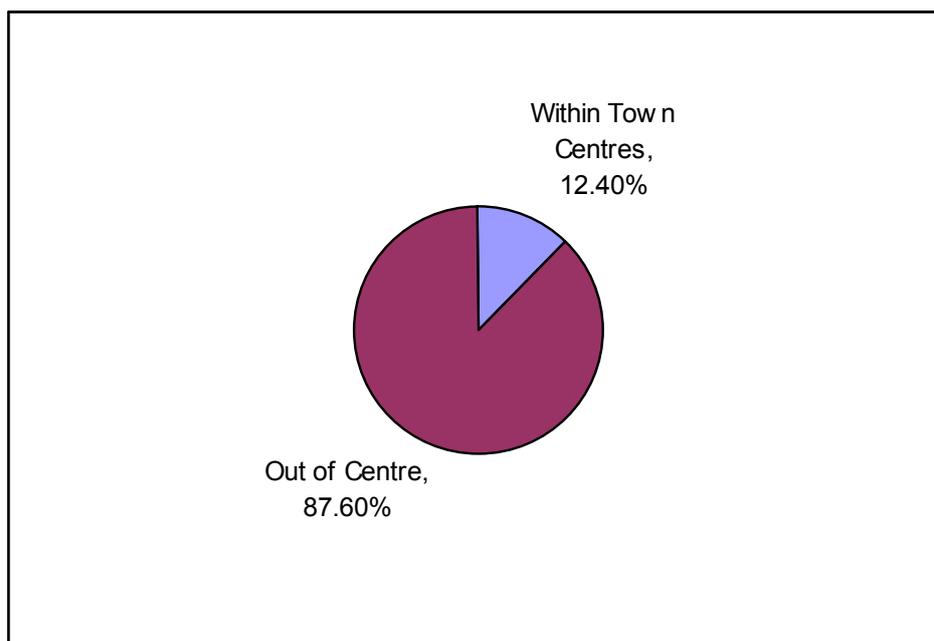


Figure 3: Gross percentage of town centre use floorspace
Source: PCC monitoring data

Table 5: Percentage of gross completed town centre floorspace within town centres and in out of centre locations

Town centre use	Within Town Centres	Out of centre
A1 Shops	70.60%	29.40%
A2 Financial & Professional Services	61.55%	38.45%
B1 (a) Office	1.03%	98.97%
D2 Assembly and Leisure	3.96%	96.04%

5.5.3 Table 5 shows the percentage of gross completed town centre floorspace by type in town centres as well as in out of centre locations. By evaluating the table it shows that:

- Some 70% of new shops were located in town centres. This is a significant increase compared to the last monitoring report.
- The majority of financial and professional services were developed within the town centres.
- Small amounts of B1(a) office and assembly and leisure uses have been developed within the town centres which is an increase on the previous monitoring report which saw zero levels of this development.

5.5.4 The data displayed in table 4 suggests town centre policies are generally working well for A1 and A2 but have slipped for B1 (a) and D2 uses. However, the majority of the D2 out of town centre figure is a result of the completion of the final phase of the Mountbatten Centre redevelopment, a large sports and leisure centre that serves the whole city. Most office use is provided in industrial estates and business parks outside the city centre. Any increase of B1 (a) and D2 within the town centres is significant given there was no increase during the last monitoring period.

5.5.5 There has been a net reduction of floorspace in town centre use within town centres (-1,574 m²) compared to a positive net gain of floorspace for town centre uses in out of centre locations (8573 m²). This is a reversal from the previous monitoring report. The graph below shows gains, losses and total net gains by type of town centre uses in both locations.

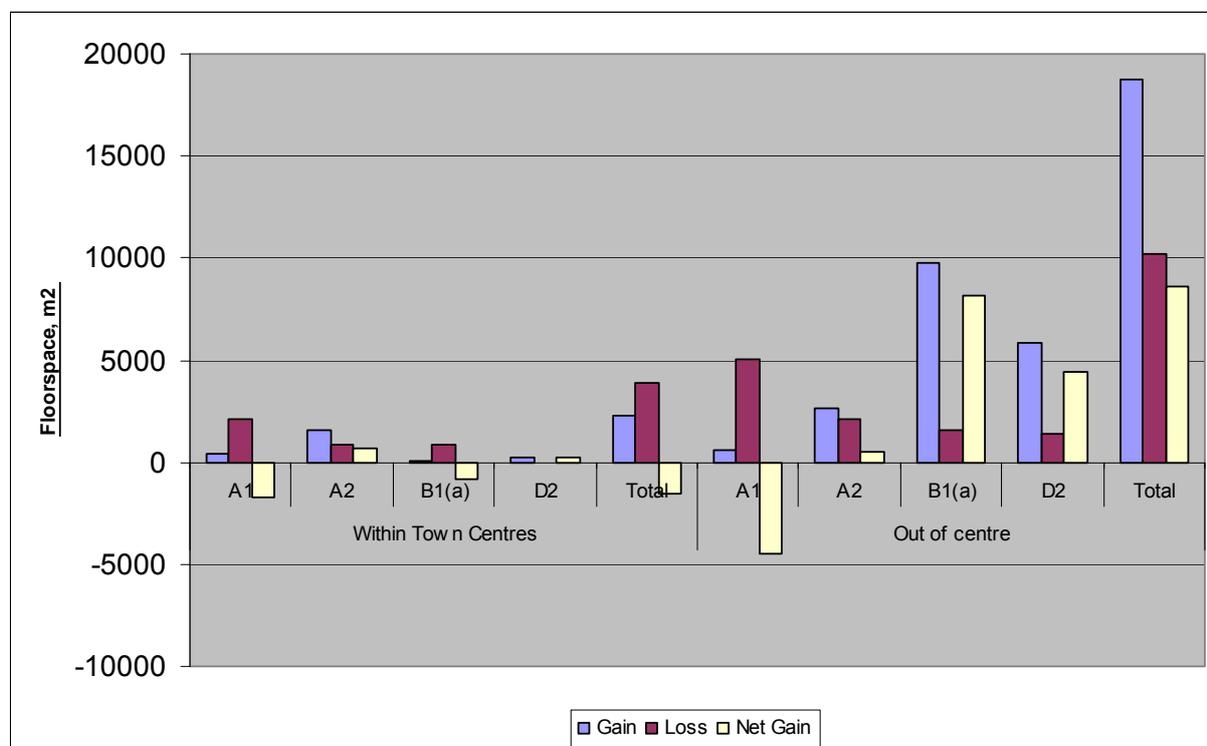


Figure 4: Gains and losses of floorspace for town centre uses within town centres and in out of centre locations – by type and total

5.5.6 There has been a reduction in A1 uses across the city whilst B1 (a) uses have reduced within town centres. In contrast, there has been a net increase in other town centre uses both within and outside designated centres. The rate of increase in out of centre locations has been higher than those in centres, although there are acceptable reasons for this disparity as outlined above.

5.5.7 The local plan policies for town centres advocate a town centres first policy in line with PPS4: Planning for Sustainable Growth (previously PPS6). This must be rigorously applied to ensure that town centre uses continue to be located within designated centres.

Percentage of A1 uses in the City Centre

5.5.8 There was an increase of 19.505m of A1 frontage within the city centre during the monitoring period.

5.5.9 To ensure shopping remains the primary use of the principal retail area, the Portsmouth City Local Plan states the percentage of A1 retail frontage in the city centre should not fall below 75% (City Centre policy CD5). Although there has been a small increase in the amount of A1 frontage in the city centre the overall percentage remains under this target. This has been the case for the

previous five years of monitoring. Allowing for revised measurements as outlined in the previous monitoring report, the figures for the past four years indicate an upward trend.

Table 6: Percentage of A1 frontage

	Percentage of A1 frontage			
	2006/07	2007/08	2008/09	2009/10
City Centre Principal Retail Area	73.04%	73.46%	74.14%	74.81%

Source: PCC monitoring systems

5.5.10 If this trend continues it is possible the 75% target will be reached within the next few monitoring periods.

Percentage of vacant units in centres

5.5.11 Table 6 below shows the percentage of vacant frontages in Portsmouth’s town centres. The frontages of all units in the city centre and district centres were reviewed in 2008/2009, therefore data for 2009/2010 should only be directly compared to the figures for last years monitoring report.

5.5.12 The level of vacant frontage in the city remains relatively low and in some areas performance is better compared to last year. The highest percentage of vacant uses is in the city centre as a result of delays in the City Centre North scheme (given a number of vacant units are on land earmarked for this development) and the continued vacancy of large retail units such as the former Woolworths store. The lowest percentage of vacant units has been monitored in Albert Road Specialist Commercial Area (1.4%) indicating the market for independent specialist shopping and the local night time economy remains strong. The number of vacancies in Cosham has reduced by some 3.3% compared to last year, however, the number of vacant units in Fratton and North End continues to increase.

Table 7: Percentage of vacancies

	Percentage of frontage occupied by vacant units			
	2006/07	2007/08	2008/09	2009/2010
City Centre Principal Retail Area	12.48%	14.7%	15.91%	16.7%
Albert Road Specialist Commercial Area	7.49%	4.46%	2.98%	1.4%
Cosham	4.74%	6.94%	8.10%	4.82%
Fratton	4.92%	9.65%	12.26%	13.54%
North End	3.60%	9.49%	6.15%	9.43%

Source: PCC monitoring systems

Proportion of A3/A4/A5 frontage in the Albert Road Specialist Commercial Area

5.5.13 Policy SJ7 seeks to limit the percentage of food and drink uses (use classes A3, A4 and A5) in the western end of the Albert Road Specialist Commercial Area (between Victoria Road South and Napier Road/Oxford Road) in order to protect residential amenity and the specialist shopping character of the area. This policy limits the percentage of A3/A4/A5 uses to no more than 35% of the frontage within the designated centre.

5.5.14 Table 8 below shows the percentage of frontage occupied by A3, A4 and A5 in the western end of the Albert Road Specialist Commercial Area. The level of food and drink uses in this part of Albert Road has not changed since the previous monitoring period. Although slightly above the 35% threshold, this indicates Policy SJ7 is effective.

Table 8: Percentage of A3/A4/A5 uses

	Percentage of frontage occupied by A3/A4/A5 uses			
	2006/07	2007/08	2008/09	2009/10
Albert Road Specialist Commercial Area (western end)	35.26%	35.27%	35.04%	35.04%

5.5.15 An SPD on Food and Drink Uses on Albert Road will be adopted later in the year in response to concerns about the number of A1 shopping units that are being converted to food and drink establishments. The SPD will cap the existing levels of A3, A4 and A5 across the three identified sections of Albert Road (both sections of the specialist commercial area and the Albert Road East Local Centre). Its effectiveness will be monitored in the corresponding section of the 2010/2011 AMR.

Total amount of additional employment floorspace by type

5.5.16 Figure 5 (below) shows total floorspace gains and losses for employment uses in Portsmouth during the 2009/2010 monitoring period. It shows a net loss of 1426m² of B8 warehouse/storage uses, 2298m² of B1 mixed or unspecified and 84m² of builders depot. However, there has been a substantial net gain of employment floorspace for B1 (a) office of 8136m², B2 general industry (6207m²) and mixed industrial uses (936m²). This results in a net gain of 11471m². This is a significant increase on the previous years monitoring report which showed a net gain of 695m².

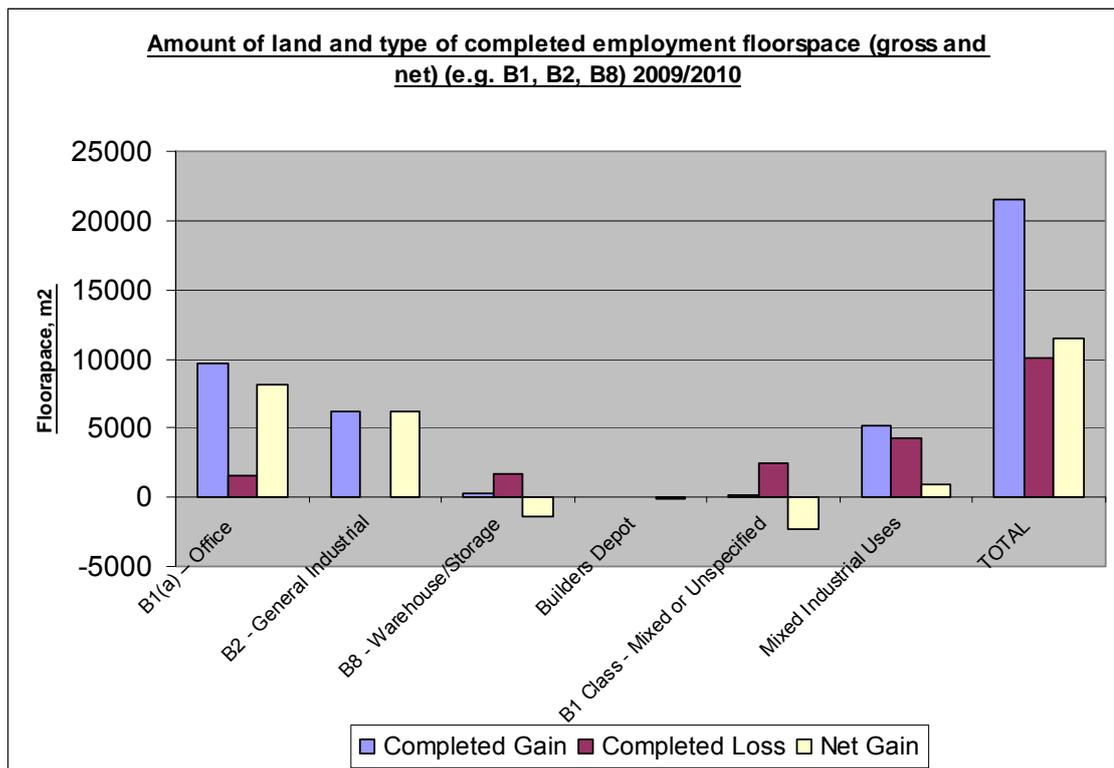


Figure 5: Employment floorspace gains and losses by type

Employment land available

5.5.17 There are 40.82 hectares of employment land allocated in the Portsmouth City Local Plan 2001-2011 for a mix of B1/B2/B8 uses. All completed employment uses during 2009/10 have been permitted outside allocated employment sites, however, 16 applications were permitted within policy DC30 which protects industrial areas and other existing employment sites for employment uses.

Total amount of employment floorspace coming forward on previously developed land

5.5.18 All employment floorspace (gross) was completed on previously developed land during the monitoring period 2009/2010. This has been the trend for the previous 6 monitoring years (since 2004/2005).

Number of primary employment sites / premises lost

5.5.19 Policy DC30 in the City Local Plan aims to protect the city's most important employment sites and premises and prevent their redevelopment to other uses. It is important to maintain a stock of employment land within the city so that existing businesses can expand and new businesses can locate in the city.

5.5.20 During the monitoring period a total of 4,265 m² (compared to 251m² during the previous monitoring period and 4647 m² in 2007/08) of land designated as employment land under policy DC30 has been lost to uses other than B1, B2 or B8. This loss is made up of 5 permissions: four changes of use to Sui Generis and 1 change of use to a laser treatment clinic (D1). Whilst there has been a formal loss of B1/B2/B8 land on designated DC30 land, in all cases the permitted uses were considered appropriate to their location.

Total number of jobs

5.5.21 Policy SP8 in the Portsmouth City Local Plan 2001-2011 sets a target of creating around 14,000 new jobs between 1996 and 2011. The table below demonstrates changes in the total number of jobs between 2000 and 2007 and total number of employee jobs between 1995 and 2007.

Table 9: Total number of jobs

	Total number of jobs ¹	Number of gained or lost jobs comparing to the previous year	Total number of employee jobs ²	Number of gained or lost jobs comparing to the previous year
1995	-	-	78,622	-
1996	-	-	88,257	+9,635
1997	-	-	98,322	+10,065
1998	-	-	99,300	+978
1999	-	-	96,700	-2,600
2000	120,000	-	100,300	+3,600
2001	122,000	+2,000	100,800	+500
2002	126,000	+4,000	102,800	+2,000
2003	120,000	-6,000	98,400	-4,400
2004	125,000	+5,000	102,700	+4,300
2005	124,000	-1,000	102,900	+200
2006	118,000	-6,000	96,800	-6,100
2007	119,000	+1,000	97,500	+700
2008	121,000	+2,000	99,600	+2,100
Total number of jobs gained between 2000 and 2008:				1000
Total number of gained employee jobs between 1996 and 2008:				11,343

5.5.22 The highest total number of jobs between 2000 and 2008 was in 2002 and 2004. The number of jobs has been reducing since 2004, but the 2008 data represents the first increase in total jobs in four years. The data shows a gain of 1,000 jobs between 2000 and 2008.

5.5.23 Total number of employee jobs which exclude self-employed, government supported trainees and HM Forces show similar trends compared to the changes in total number of jobs. The highest number of total employee jobs was also monitored in 2002 and 2004/2005 which was followed by a significant reduction in 2006 and a slight increase in 2007. As the data for employee jobs is available for a much longer period than the total number of jobs, it is possible to assess progress towards the policy. Taking into account that this number does not demonstrate total number of jobs, the overall increase of 11,343 employee jobs between 1996 and 2007 indicates good progress towards the policy target.

5.5.24 The most recent data for 2009 was not available when preparing the Annual Monitoring Report.

¹ Including self-employed, government supported trainees and HM Forces

² Excluding self-employed, government supported trainees and HM Forces

Summary:

- The town centres have experienced net gains in A2 and D2, but some losses in A1 and B1(a). Overall there has been a net loss of town centre uses within town centres and a net gain of town centre uses in out of centre locations.
- Some 41.38% of new shops were completed in town centres, suggesting policies controlling out of centre developments may need to be applied more strictly to direct more town centre uses to designated centres, especially retail and leisure developments.
- There has been a net loss of office uses within town centres, but a net gain in out of centre locations.
- A1 frontage in the City Centre remains below the 75% target, however, the data indicated a better performance compared to the previous monitoring period.
- Vacancy levels in the City Centre, Fratton and North End have increased from last year, although Cosham and Albert Road Specialist Commercial Area have seen reductions in vacancies.
- The percentage of food and drink uses in Albert Road West remains at the limit stipulated by policy SJ7.
- Although land designated as employment land under DC30 has been lost to uses other than for primarily industrial or business uses, these have been uses appropriate to their location. This indicates that the policy is being applied to restrict the change of use or redevelopment of land protected for employment uses.
- There has been a recent increase in the number of jobs in Portsmouth, keeping the city on track for meeting the policy target of creation of new jobs set for the period between 1996 and 2011.

Objective 6 - Housing

Objective: To meet the housing requirements of the City's population.

Indicators:

●	<i>Plan period and housing targets</i>	Core output H1
●	<i>Net additional dwellings – in previous years</i>	Core output H2(a)
●	<i>Net additional dwellings for the reporting year</i>	Core output H2(b)
●	<i>Likely future levels of housing delivery for at least the next 15 years or up to the end of the plan period</i>	Core output H2(c)
●	<i>Managed delivery target</i>	Core output H2(d)
●	<i>Number of new and converted homes built on previously developed land</i>	Core output H3
●	<i>Net additional pitches (Gypsy and Traveller)</i>	Core output H4
●	<i>Gross affordable housing completions</i>	Core output H5
●	<i>Density of new residential development</i>	Local output
●	<i>Number of dwellings on allocated housing sites / windfall</i>	Local output

5.6.1 Housing delivery remains a key priority at national and local level, especially in the South East where the pressure on house building is at its greatest. The following indicators illustrate how Portsmouth has performed on housing delivery.

Plan period and housing targets

5.6.2 The South East Plan established Portsmouth's housing target during the 2009/2010 monitoring period. The government plans to replace Regional Spatial Strategies in the near future and local authorities have been advised to assess local housing targets based on a robust evidence base. However, as the South East Plan was in force during the monitoring period, housing delivery during 2009/2010 will be assessed against the RSS target for Portsmouth.

5.6.3 Portsmouth's South East Plan target was to deliver 735 dwellings a year equating to a total of 15,435 net additional dwellings between 2006/07 and 2026/27.

Net additional dwellings – in previous years

- 5.6.4 Housing delivery from the previous five years is detailed below. The target in the South East Plan applies to all housing delivery from 2006/07 onwards. This target was only met during 2008/09 when it was exceeded by a significant margin, largely due to completions on two large sites (Admiralty Quarter and Gunwharf Quays) which boosted completions considerably.

Table 10: Net additional dwellings for the previous 5 years

2004/05	2005/06	2006/07	2007/08	2008/09
737	634	526	712	1309

Net additional dwellings for the reporting year

- 5.6.5 A total of **726** net additional dwellings were completed in Portsmouth during the current monitoring period. This is nine dwellings below the target in the revoked South East Plan and a sizeable fall compared to the previous year.

Net additional dwellings - in future years

- 5.6.6 The five year land supply covers the whole of the Portsmouth administrative area (4,028ha). The annualised plan target for the lifetime of the core strategy, (based on the South East Plan's target) takes completions up to 31 March 2010 into account. This results in an annual average requirement for 716 units per year from 2010/11 to 2026/27.

Table 11: Remaining housing requirements for the South East Plan period to 2026 and annualised target

SE Plan target 2006/07-2026/27	15,435
Less 2006/07 completions	526
Less 2007/08 completions	712
Less 2008/09 completions	1,309
Less 2009/10 completions	726
Total completions between 2006/07 and 2009/10	3,273
Requirement for 2010/11 onwards	12,162
Resultant annual requirement	716
Resultant requirement per five year phase	3,580

- 5.6.7 The city council has updated its Strategic Housing Land Availability Assessment (SHLAA), originally published in September 2009, to calculate the likely level of future completions. The 2010 update to the SHLAA has been compiled alongside the AMR and has informed the analysis below. Further detail is included in Appendix 3.

Table 12: Likely future levels of housing delivery from 1st April 2011

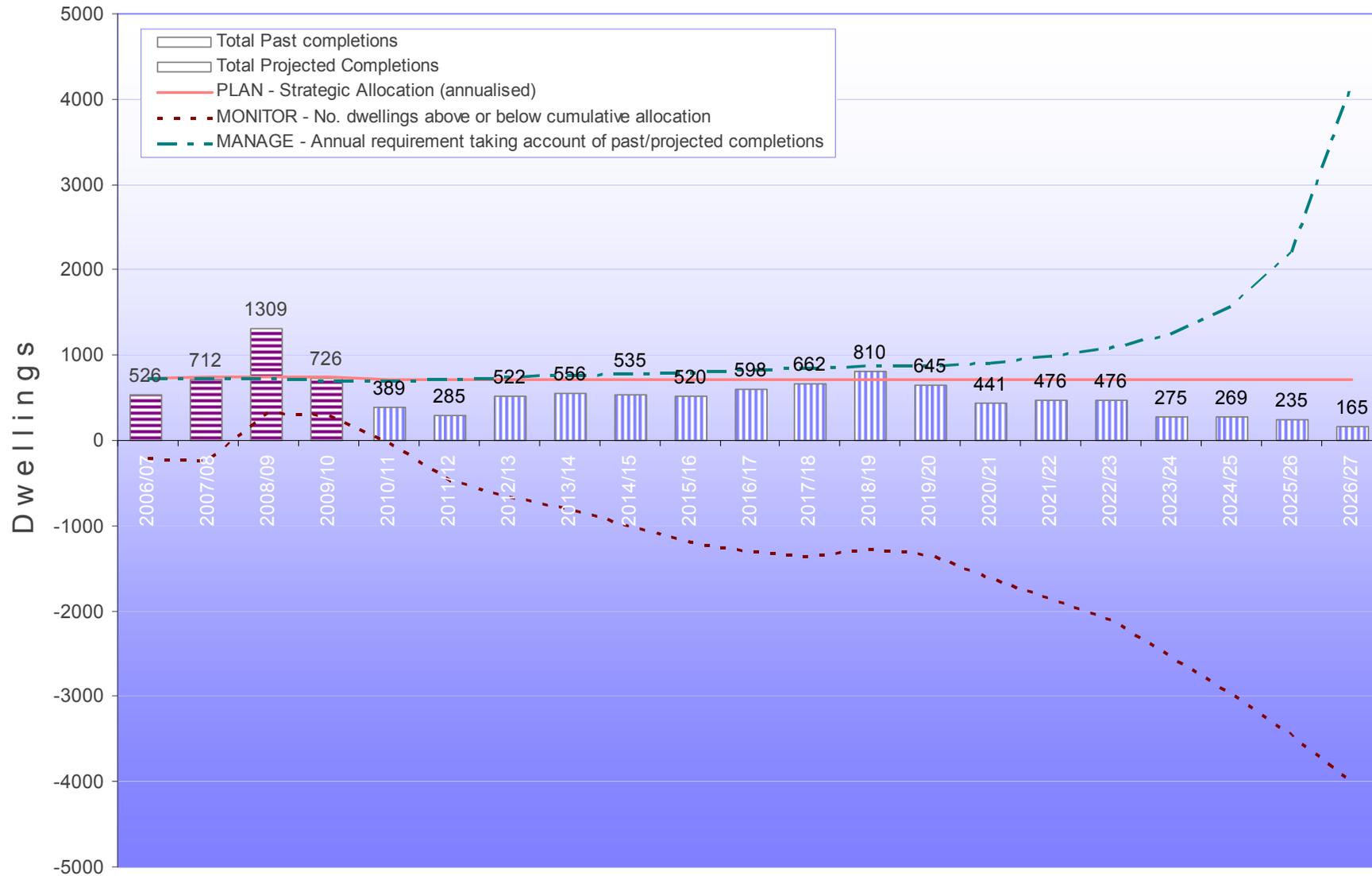
Phase of delivery	Time Period	Former RSS requirement	Net delivery of dwellings	Difference to former RSS requirement	Running difference to former RSS requirement
0-5 years	2011/12 – 2015/16	3,580	2,418	-1,162	-1,162
6-10 years	2016/17 – 2020/21	3,580	3,156	-424	-1,586
11-15 years	2021/22 – 2025/26	3,580	1,731	-1,849	-3,435
15+ years	2026/27	716	165	-551	-3,986
Totals		11,456	7,470	-3,986	

- 5.6.8 As illustrated above, Portsmouth has a deficit of 1,162 dwellings from the base date of 01 April 2011 to 2015/16. There is also a deficit of 3,986 dwellings across the delivery period of the Core Strategy (compared to the South East Plan’s housing target).
- 5.6.9 This significant change compared to the previous monitoring period is largely a result of changes to the yields and phasing of future development at Horsea Island, Port Solent and Tipner strategic sites.
- 5.6.10 Details of Portsmouth’s five year housing land supply are set out in Appendix 3. The sites in Appendix 3 are judged to be deliverable in accordance with the definition in paragraph 54 of PPS3.

Managed delivery target

- 5.6.11 The graph below shows Portsmouth’s predicted managed delivery of housing up to 2026/27. The housing trajectory is based on data in the 2010 SHLAA. An element of supply from unidentified sites of less than five dwellings has also been included in the trajectory. Details of the justification for including this element of supply can be found in the 2010 SHLAA.

Figure 6: Portsmouth's 2010 Housing Trajectory



Number of new and converted homes built on previously developed land

5.6.12 All new and converted homes in Portsmouth were built on previously developed land during the monitoring period, surpassing the government's target by 40%. There are no greenfield sites in Portsmouth given it is an exclusively urban area. As a result, open spaces are highly valued and protected meaning there is frequently no alternative to developing on previously developed land. Since the first annual monitoring report in 2004/05, 100% of housing has been built on previously developed land.

Net additional pitches (Gypsy and Traveller)

5.6.13 No new Gypsy and Traveller transit or permanent pitches were permitted in Portsmouth's local authority area during the monitoring period.

Gross affordable housing completions

5.6.14 A total of 190 gross social rented and intermediate housing units were completed over the monitoring period (the schemes where these affordable dwellings were delivered are detailed at Appendix 4). This equates to 26% of the gross number of dwellings completed in the whole monitoring period and is 302 units fewer than during the previous monitoring period.

5.6.15 The council's housing strategy seeks 2,000 affordable homes to be delivered through a six-year period to March 2011 with an annual average of 330. Monitoring indicates this target was exceeded in 2008/2009 (492 affordable units completed) but not in 2007/08 (196) and 2009/10 (190).

Density of new residential development

5.6.16 Planning Policy Statement 3 requires local planning authorities to avoid the inefficient use of land and states the density of new residential developments should ideally not fall below 30 dwellings per hectare (although minimum density levels have been removed from PPS3, they were extant during the monitoring period). Saved policy DC47 in the Portsmouth City Local Plan sets out a range of appropriate densities depending upon location. Figure 7 below shows the density of new residential development completed in Portsmouth.

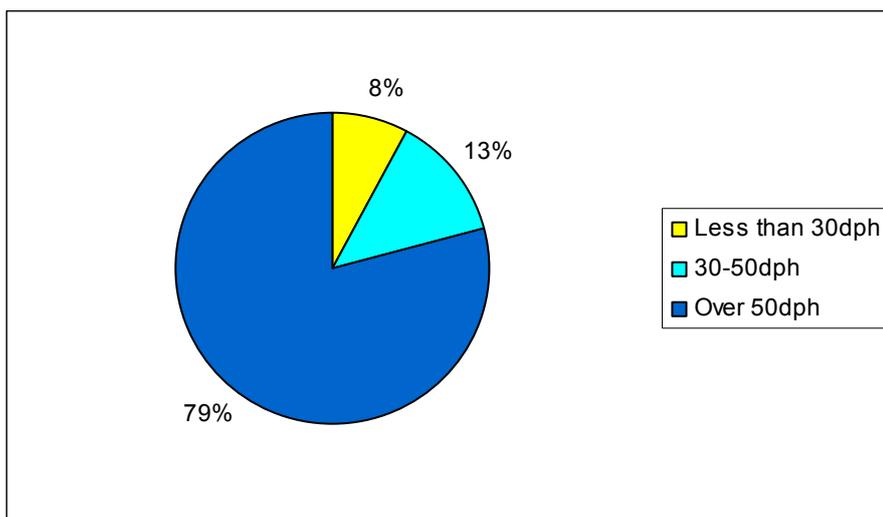


Figure 7: Density of residential development completed in 2009/10

5.6.17 The majority of development during the monitoring period took place at relatively high densities, in keeping with historical trends in Portsmouth, (79% at 50 dph or more). However, there has been a small increase in the percentage of low and medium density residential development compared to the previous monitoring period.

Number of dwellings on allocated housing sites/ windfall sites.

5.6.18 In the duration of the monitoring period, there was a net gain of 0 dwellings on allocated housing sites and 726 dwellings on windfall sites which had not previously been allocated. Therefore 100% of the housing delivered in the monitoring period came forward on windfall housing sites.

Summary:

- The target of 14,700 dwellings by 2016 will likely not be met. Only 726 dwellings were provided during the monitoring period which is nine short of the annual target.
- Portsmouth cannot demonstrate a 5 year supply of housing. The target for a 5 year supply (from 1st April 2011 till 31st March 2016) is 3,580 dwellings, however, it is estimated a total of 2,418 dwellings can be delivered.
- 100% of new housing has been developed on previously developed land.
- No Gypsy and Traveller pitches have been developed.
- The number of affordable units delivered is less than the previous monitoring period.
- The majority of new development in the city takes place at relatively high densities (over 50 dph).
- All housing delivered in the monitoring period came from windfall sites.

Objective 7 - Pollution & Amenity

Objective: To minimise pollution, conserve natural resources and safeguard public health and safety

Indicators:

- | | | |
|---|---|---------------------|
| ● | <i>Amount of renewable energy generation by installed capacity and type</i> | Core output |
| ● | <i>Progress towards air quality objectives</i> | Local output |
| ● | <i>Number of planning permissions granted contrary to advice from Environment Agency on flooding or water quality grounds</i> | Core output |
| ● | <i>Percentage CO₂ reduction from local authority operations (NI 185)</i> | Local output |

Renewable energy

5.7.1 Use of renewable energy sources is one of the aims incorporated in national and regional policies. Government targets for renewable energy are that 10% of UK electricity needs should be met by renewable sources by the end of 2010. The UK will also contribute to a binding EU target of 20% of energy consumption to come from renewable sources by 2020. The South East Plan set out minimum targets for electricity generation from renewable sources (NRM 13) - 2010: 620MW of renewable energy installed (5.5% of generation capacity); 2016: 895MW (8%); 2020: 1,130MW (10%); 2026: 1,750MW (16%). These targets are further distributed on sub-regional level providing indicative sub-regional targets for land-based renewable energy (NRM 14). Portsmouth belongs to the Hampshire and Isle of Wight sub-region therefore it must contribute to achieving the following targets:

- 2010 Renewable Energy Target of 115MW;
- 2016 Renewable Energy Target of 122MW.

5.7.2 Saved policy DC23 of Portsmouth City Local Plan 2001-2011 supports the contributions towards the development and use of renewable and alternative sources of energy although there are no local targets incorporated into the plan.

5.7.3 It is difficult to obtain data on regional performance given the latest figures are found in the Regional Monitoring Report 2008 which has not been updated. These were reported in the previous AMR.

Progress towards air quality objectives

5.7.4 Continuous air quality monitoring at three locations (Tudor Crescent C3, Continental Ferry port C5, and Gunwharf) was discontinued in 2007 following a review of the council's air quality monitoring strategy. The council continues to monitor air quality continuously using four continuous monitoring stations at Gactcombe Park Primary School (C4 Urban background), London Road (C2 Kerbside), Burrfields Road (C6 Roadside), Mile End Road (C7 Roadside).

5.7.5 The figure below illustrates the nitrogen dioxide concentration records between 2002 and 2009 in each continuous monitoring station. The monitoring period was the third year of data collection at Burrfields Road station (C6) and Mile End Road station (C7). The last data for Tudor Crescent station (C3) and Continental Ferry Port station (C5) were obtained for 2006. Overall nitrogen dioxide will be monitored continuously at four locations (C2, C4, C6, C7).

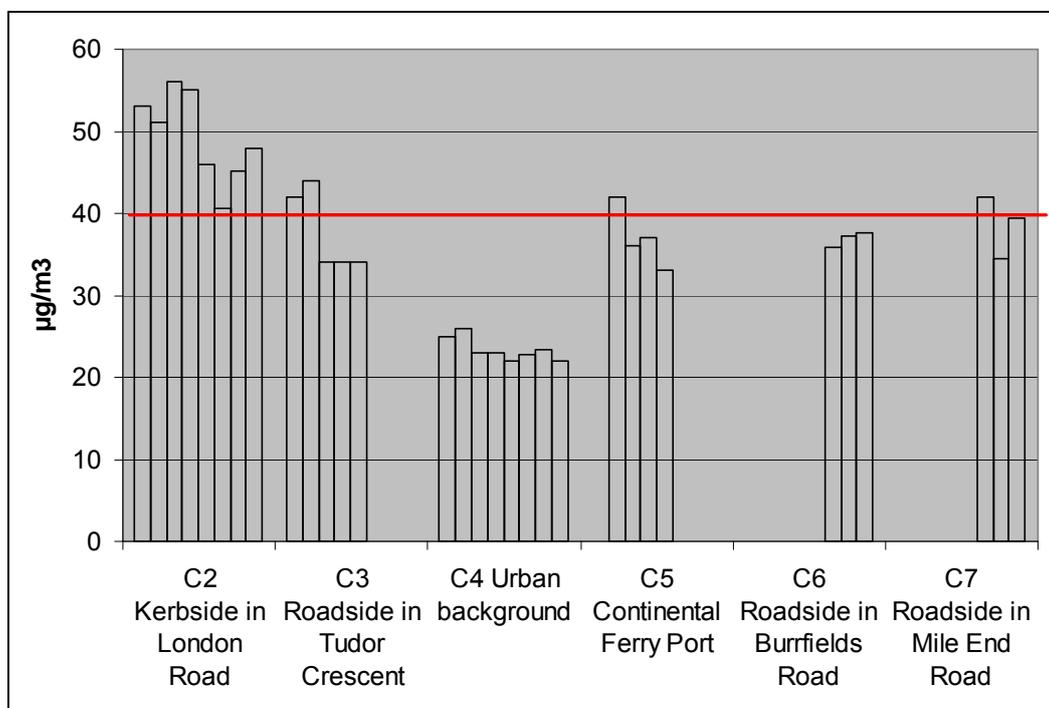


Figure 8: Nitrogen dioxide concentration records between 2002 and 2009 in each continuous monitoring station

N.B. Nitrogen dioxide monitoring data generated from Site C6 and Site C7 were both subjected to a scaling correction to estimate the annual mean concentrations from short-term monitoring period that started at both stations from April 2007.

5.7.6 The National Air Quality Objective (NAQO) for nitrogen dioxide is annual mean of $40 \mu\text{g}/\text{m}^3$ (marked by the red line on the graph above). London Road Station (C2) is the only monitoring station where this level has been consistently exceeded. The annual mean concentrations at Site C2, C6 and C7 have increased compared to those of the previous monitoring period whilst the level recorded at C4 has reduced from the previous year. The Mile End Road Station recorded an increase of Nitrogen dioxide compared to last year but is still below the national target.

5.7.7 PM10 (particles measuring 10 micrometers or less) concentrations are also monitored continuously at four locations (C2, C4, C6 and C7) in Portsmouth. Although the 2007, 2008 and 2009 PM10 annual mean concentrations across the City did not exceed the PM10 annual NAQO of $40 \text{mg}/\text{m}^3$, PM10 levels increased at both C6 and C7 by 4 and $5.5 \text{mg}/\text{m}^3$ respectively. Levels increased at C4 by $7.49 \text{mg}/\text{m}^3$ but fell at C2 by $0.9 \text{mg}/\text{m}^3$.

5.7.8 There has been a general increase in levels of Nitrogen dioxide and PM10 levels across the city's monitoring stations, although not by a significant

amount. However, this could indicate a review of the Air Quality and Air Pollution SPD is required.

Number of planning permissions granted contrary to advice from Environment Agency on flooding or water quality grounds

5.7.9 Government guidance on development and flood risk is contained within Planning Policy Statement 25 (PPS25) and requires local authorities to steer development towards areas of lowest flood risk, both in forward plans and in development control decisions.

5.7.10 The Environment Agency has not produced its figures regarding objections to planning applications on the grounds of flood risk. This will need to be monitored to make sure it can be included in future AMRs.

5.7.11 The Environment Agency did not object to any applications on the grounds of water quality during the monitoring period.

Percentage CO₂ reduction from local authority operations

5.7.12 There have been problems noted with the quality of data previously gathered for this indicator (figures for 2007/2008 were not a true reflection of the council's footprint). To rectify this, the council is looking to synchronise its baseline with the government's CRC Energy Efficiency Scheme in order to make 2010/2011 the baseline figure. The success of this approach should be clearer in the next AMR.

Summary:

- Urban background air quality data show minor increase in nitrogen dioxide and PM10 annual mean concentrations however both concentrations are well below National Air Quality Objectives suggesting satisfactory progress towards air quality objectives.
- Significant increase of nitrogen dioxide concentration has been monitored in one location in the city however considerable decreases in PM10 and nitrogen dioxide levels have occurred in several locations.
- No applications were approved against the Environment Agency's advice on water quality grounds.
- Problems with data collection and existing figures have resulted in a re-evaluation of how local authority emissions are recorded.

Objective 8 - Community

Objective: To promote equality of opportunity and provide for local needs locally

Indicators:

- *Provision of new infrastructure as part of new developments* **Local output**
- *Number of community facilities including health and education* **Local output**

Provision of infrastructure

5.8.1 In accordance with saved policy DC7 in Portsmouth City Local Plan 2001-2011, new development will only be permitted where the city council is satisfied that appropriate and timely provision has been made for the necessary infrastructure to serve the development. There have been 9 planning applications during the current monitoring period where DC7 was referred to in the decision, mainly in reference to provision of appropriate drainage and protection of existing infrastructure. None of these applications were refused.

Community facilities

5.8.2 The table below shows the number of gained and lost community facilities (including health and education) during 2009/10.

Table 13: Community facilities gains and losses during 2009/10

Number of community facilities gained during 2009/2010	Number of community facilities lost during 2009/2010
3 Dental surgeries	1 Complimentary medicine centre
2 Health clinics	1 Nursery
2 Play facilities	1 Social club
1 Advice and information centre	1 Indoor Leisure Use
1 College	1 Museum
1 Counselling and advice centre	
1 Dance studio	
1 Drop-in clinic	
1 Educational centre	
1 Indoor Leisure uses	
1 Laser treatment centre	
1 Medical centre	
1 Nursery	
1 Slimming and cosmetic centre	
1 Training rooms	
1 Ultrasound scanning studio	
Total: 21 gained	Total: 5 lost
Net gain: 16 community facilities	

5.8.3 There has been a net gain of 16 community facilities during the 2009/10 monitoring period, a gain of nine community facilities over the previous monitoring period.

Summary:

- Given there were no refusals relating to DC7, this indicates the policy is working to ensure that appropriate social and physical infrastructure is secured in the planning process to bring long term benefits to the vicinity of an application site and its community.
- There has been a net gain of 16 community facilities (including health and education).

6. SOUTHSEA TOWN CENTRE AREA ACTION PLAN

Policies: STC2, STC3, STC4, STC5, STC6, STC10, STC11, STC12, STC13, STC15, STC16, STC17

Indicators:

●	<i>Visitor numbers to the town centre</i>	Local output
●	<i>Percentage of A1 frontage in the centre</i>	Local output
●	<i>Percentage A4/A5 frontage in the centre (more specifically in the secondary frontage as per STC5)</i>	Local output
●	<i>Percentage of vacant units in the centre (detail as percentage of primary and secondary frontages)</i>	Local output
●	<i>Number of A3 units in the secondary frontage (Osborne Road and Palmerston Road South as per STC4)</i>	Local output
●	<i>Number of markets, festivals and similar events held in the Palmerston Road precinct</i>	Local output
●	<i>Number of planning applications refused on design grounds</i>	Local output
●	<i>Contributions towards environmental improvements in the area</i>	Local output
●	<i>Implementation of improvements to the precinct in accordance with the adopted programme</i>	Local output
●	<i>Progress towards the development of opportunity sites (Knight and Lee, Grosvenor Casino, 14-18 Osborne Road)</i>	Local output

Visitor numbers to the town centre

- 6.1 Some 161,543 people visited Palmerston Road between April 2009 and March 2010. Although data was unavailable for the last monitoring period, this figure is lower than 2008 when 180,000 were estimated to have visited. There appears to be a downward trend in visitor numbers to the town centre since 2007.

Policies STC2 to STC5

Percentage of A1 frontage in the centre

- 6.2 Permission for other town centre uses within the primary frontage will only be permitted if at least 75% of units are in A1 use. This is to ensure variety and choice for visitors to Southsea and to protect Palmerston Road's retail core. Monitoring reports in previous years have shown a high percentage of A1 uses in the town centre.

Table 14: Percentage of A1 frontage

	Percentage of A1 frontage				
Southsea primary frontage	2005/06	2006/07	2007/08	2008/09	2009/10
	84.56%	85.36%	85.36%	84.59%	86.09%

6.3 The percentage of A1 shops has remained well above the 75% threshold during the previous five years. The 2009/10 monitoring period represents the high point over the previous five years which indicates Policy STC3 is effective.

Percentage of A4/A5 in the secondary frontage

6.4 Policy STC5 states that no more than 8% of secondary frontage can be in A4/A5 use to ensure bars and takeaways do not adversely affect residential amenity through increased noise, disturbance and anti-social behaviour.

6.5 The table below shows the current level of A4/A5 uses in the secondary frontage. A review of shop unit frontage was conducted during 2008/2009 which accounts for the significant change in secondary frontage levels from 2007/08 to 2008/09.

6.6 The increase in A4/A5 use above the 8% limit in 2009/10 is the result of a permission granted for the change of use of the former Chicago Rock Café (A3/D2) to The Lord Palmerston Wetherspoons pub (A3/A4). The D2 element of the site was a long standing permission granted before the revision of the use class order in 2005 which disaggregated the A3 class into A3, A4 and A5. Following a review of premises in the road in 2009 it was concluded the site was used for a mixed use of A3, A4 and D2. The application was to remove the D2 element, and given the site was already operating as a mixed A3/A4 use, the application was granted permission. Some 11.605m of frontage, previously classed as D2 is now classified as A4. This has resulted in the percentage of A4/A5 in the STC5 area exceeding the limit set out in the AAP.

Table 15: Percentage of A4/A5 frontage

	Percentage of A4/A5 frontage		
Southsea secondary frontage	2007/08	2008/09	2009/10
	10.13%	7.71%	8.7%

Percentage of vacant units in the centre

- 6.7 Table 16 shows the percentage of vacant units in the Southsea primary retail area over the monitoring period and the previous four years. As with other areas of the city, the frontages were reviewed during the 2008/09 monitoring period therefore this year's data should only be directly compared with 2008/09. The percentage of vacant units in 2009/10 has increased by more than 1% compared to the previous monitoring report, illustrating the continued impact of the recession.

Table 16: Percentage of vacant units

	Percentage of vacant units				
Southsea primary frontage	2005/06	2006/07	2007/08	2008/09	2009/10
	1.58%	0.76%	1.72%	4.08%	5.3%

Number of A3 units in the secondary frontage

- 6.8 Cafés and restaurants are encouraged to locate within Osborne Road and Palmerston Road South through implementation of policy STC4. The council aims to improve the vitality of the centre and to create a restaurant quarter that utilises the existing concentration of restaurants and cafés in the area.

Table 17: Percentage of A3 frontage

	Percentage of A3 frontage		
Southsea secondary frontage	2007/2008	2008/09	2009/10
	21.5%	19.65%	19.65%

- 6.9 Almost 20% of frontage in the secondary retail area is in A3 use indicating STC4 is effective at attracting restaurants and other food outlets. Furthermore, the figure has remained stable between the current monitoring report and the last, suggesting the policy has helped to maintain the character of the area as a restaurant quarter.

Policy STC6 Markets and Events

- 6.10 Policy STC6 of the Southsea Town Centre Area Action Plan promotes the existing Farmers' Markets and encourages proposals for any additional markets and events in the Palmerston Road precinct. Markets and events of this type help make Southsea a lively and attractive centre to visit. The following events and markets were held during the monitoring period:

- Monthly Farmers Market held the third Sunday in each month;
- Annual Food Festival held over the weekend of 18th and 19th of July, considered to be the most successful yet by traders;
- A continental market was held as part of the food festival from 16th -18th of July and again 12th – 14th November bringing an estimated 2000/3000 more visitors to Southsea Town Centre;
- Small scale Italian markets trialled during the monitoring period with more to follow;

- Turning on of Southsea Christmas lights 12th November; and
- Debenhams bridal event promoted on the street.

Markets and events continue to take place in Southsea throughout the year and are attractive for visitors and profitable for the organisers and attendees. Other activities such as theatre and health promotions have also taken place in the centre. The continued promotion and success of markets and events in the area suggests the policy is still effective.

Policies STC10 Design and STC11 Shopfronts

- 6.11 Policies STC10 and STC11 promote good co-ordinated and high quality design and the retention of original shopfronts unless the new design complements the area or has visual interest. One application was refused on design grounds during the monitoring period.

Policy STC12 Environmental Improvements

Contributions towards environmental improvements in the area

- 6.12 Policy STC12 of the Area Action Plan requires new development proposals in the town centre to make a positive contribution towards the vitality of the area and the quality of the public realm.
- 6.13 Data on contributions toward Environmental improvements is not available during this monitoring period. This will be rectified before the next AMR.

Policy STC13 Palmerston Road Precinct

Implementation of improvements to the precinct in accordance with the adopted programme

- 6.14 Consultation is scheduled to take place in summer 2010 on plans to improve Palmerston Road Precinct and Osborne Road. Proposals include implementing a one-way system to help with traffic flows, constructing raised tables to provide pedestrian links to facilities and provide traffic calming and building out existing footways to enhance pedestrian access. Other improvements such as enhanced lighting, the provision of planters and the installation of new seating are also proposed³.

Policies STC15 to STC17 Opportunity Sites

Progress towards the development of opportunity sites

- 6.15 STC15 - Knight and Lee: John Lewis continues to occupy the store. Plans for John Lewis to move into a new store in the city centre are on hold as City Centre North plans are revised.
- 6.16 STC16 - Grosvenor Casino: the casino is still operating from this site.
- 6.17 STC17 - 14 to 18 Osborne Road units: Numbers 14-16 form part of a recent application to convert the adjacent Queens hotel to a mixed use development comprising a health centre/retail unit at ground floor with 30 flats and a hotel above. The city council resolved to grant planning permission In September 2009⁴.

³ Consultation took place in May 2010, but the scheme has subsequently been placed on hold.

⁴ Conditional permission was given in May 2010.

6.18 Although two opportunity sites remain unimplemented as the occupiers remain in situ, the council has resolved to grant planning permission for redevelopment of the Queens Hotel site. However, delays have meant the final granting of permission has fallen just outside of this monitoring period.

Summary:

- There is a downward trend on visitor numbers to Southsea although it is difficult to estimate the impact the recession has had on this figure.
- There has been a percentage increase of A1 shop uses within Southsea primary frontage compared to the previous monitoring period, demonstrating the centre has a strong retail shopping core.
- The percentage of A4/A5 uses within the secondary retail has exceed the 8% threshold, although this occurred in acceptable circumstances.
- The vacancy rate within the main retail core area has increased compared to the previous monitoring period, however, it remains one of the lowest in the city.
- Some 20% of the frontage within the restaurant quarter is in A3 use demonstrating that cafés and restaurants are prospering in this part of the centre.
- Markets continue to be held in Palmerston Road indicating their continued popularity despite the wider economic downturn indicating that the policy is working satisfactorily.
- The policy for one of the opportunity sites has been partially implemented. No progress has been made on the other two sites as the occupiers are still operating.
- Palmerston Road Precinct improvements have been delayed.

7 FUTURE MONITORING REPORTS

- 7.1 This section outlines where there has been difficulty collecting data and identifies how this will be addressed in future reports.

Problems with data collection

Number of cycle trips

- 7.2 This continues to be a difficult indicator to collect. Technical problems relating to counters and the gathering of data on cycle trips have continued over the past few years resulting in a lack of credible data. The transport team is working to establish some basic figures for cycle trips which can be used as a baseline for future reports.

PCC emissions

- 7.3 Issues have emerged with the quality of data previously gathered for this indicator (figures for 2007/2008 were not a true reflection of the council's footprint). The council is looking to synchronise PCC's baseline with the government's CRC Energy Efficiency Scheme in order to make 2010/2011 the baseline figure. The picture should be clearer in the next AMR.

Number of planning permissions granted contrary to advice from Environment Agency on flood risk grounds

- 7.4 The Environment Agency has not updated its figures in time for the AMR. The situation will be monitored and should be resolved before the next monitoring report.

Renewable Energy

It has been difficult to obtain data on regional performance on renewable energy given the latest figures are found in the Regional Monitoring Report 2008 which has not been updated. These figures were reported in the previous AMR.

8. CONCLUSIONS AND RECOMMENDATIONS

Conclusions

- 8.1 This is the sixth Annual Monitoring Report for Portsmouth. In some areas the local authority has continued to perform well, whilst in others performance targets have not been met. One area which has shown no significant progress from the previous monitoring report is the LDS. Although the previous monitoring report suggested a revision would be forthcoming, conflicting priorities and a lack of resources meant this was not prioritised. Uncertainties regarding possible changes to the planning system have meant that there is not an immediate need to revise the LDS. This does mean, however, that milestones relating to the last adopted LDS have largely been missed.
- 8.2 In terms of performance against indicators, data suggests the council's planning policies are working well or showing only minor underperformance against the targets/objectives. Only very few policies can be referred to as ineffective and action will be needed to ensure they achieve their objectives.

Analysis of City Local Plan Policies

- 8.3 The summary of the performance of indicators used to assess the City Local Plan policies is given in the table below:

Performance				
Number of indicators	17	12	4	8

- 8.4 The majority of the indicators demonstrate good performance which means that the targets and objectives have either been met or data indicates progress towards the targets/objectives. A significant amount of indicators show no change or minor underperformance against the targets and objectives. These will need close attention in the following monitoring years.
- 8.5 Four indicators demonstrate underperformance against the targets and objectives. These indicators all relate to housing which is currently in a state of flux following the uncertainty surrounding the South East Plan and the proposed localism bill. The impact of changes to housing targets and long term plans for the city's strategic sites will require close monitoring over the next year to ensure progress is made
- 8.6 Overall the AMR has demonstrated that the following policy areas are working particularly well:
- Heritage – no listed buildings have been lost through damage or demolition.
 - Natural environment – policies continue to protect and improve existing open space and to prevent the loss of any areas of the biodiversity importance, whilst the condition of SSSIs have improved compared to the previous monitoring period

- Retail, town centres and the economy – there has been a significantly greater percentage of gross town centre floorspace delivered within town centres compared to the previous year
 - Community – a large number of community facilities continue to be brought forward as a result of development.
- 8.7 Overall the AMR has demonstrated poor performance in the following policy areas:
- Housing – Portsmouth cannot demonstrate a five-year land supply for housing in line with the South East Plan targets, and did not deliver the required amount of units during the monitoring period. Housing targets over the life of the core strategy (as set out in the RSS) are also unlikely to be met.
- 8.8 In addition, some indicators showing amber need to be monitored carefully into the future, to ensure they do not fall into the red category, and instead make their way towards green. The city council should consider the following:
- Work closely with regeneration partners to devise alternative schemes and proposals if expected funding is not forthcoming.
 - Continue to look at ways to increase the use of renewable energy technology both in new development and within PCC.
 - To apply policies rigorously to ensure all development remains highly accessible, especially for non-residential development.
- 8.9 Some data is unavailable for this monitoring period. The council will need to ensure that these policies can be assessed next year.

Analysis of Southsea Town Centre AAP policies

8.10 The summary of the performance of indicators used to assess the Southsea Town Centre AAP policies is given in the table below:

Performance				
Number of indicators	5	3	0	2

- 8.11 Indicators suggest a similar performance overall compared to the previous monitoring period. There is an additional green indicator as a result of the number of A3 uses in the restaurant quarter remaining the same as the previous comparable year. There is an additional amber indicator suggesting a poorer performance in relation to vacant units, however, businesses and retail areas across the country are struggling because of the current economic climate. Southsea still attracts a healthy number of visitors and the number of markets and other activities along the precinct is similar to last year. It is considered that Southsea town centre is coping fairly well in the recession, and the policies contained in the AAP are contributing to this.
- 8.12 The percentage of A1 frontage in the town centre has remained well above the threshold determined by the policy whilst the percentage of A3 frontage in the restaurant quarter has remained the same as the previous monitoring period despite worsening economic conditions.
- 8.13 The level of vacant units in the town centre, however, has increased from the previous year. Furthermore the level of A4/A5 frontage in the secondary area has increased, although there are mitigating circumstances that suggest this is not as a direct result of the policy but rather a statistical anomaly. There have also been continued delays in the implementation process of improvements to the Palmerston Road precinct although a public consultation is scheduled to take place during summer 2010.

APPENDIX 1: List of indicators

Topic	Indicator	Type of indicator	Performance
Urban renaissance	Progress towards the development of major regeneration sites in the City	Local output	●
	Previously developed land that has been vacant or derelict for more than 5 years (NI 170)	Local output	●
Design and Heritage	Number of listed buildings and total area covered by conservation areas.	Local output	●
	Number of applications refused on design grounds	Local output	●
Natural Environment	Changes in areas of biodiversity importance	Core output – E2	●
	Percentage of SSSI's in favourable condition	Local output	●
	Number of approved applications where Natural England has objected	Local output	●
	Amount of open space	Local output	●
	Contributions towards open space	Local output	●
	Transport	Percentage of new residential development within 10/20 minutes walk of a GP, hospital, school, employment and major retail centre	Local output
	Non-residential development in high accessibility zones	Local output	●
	Progress towards transport proposals	Local output	●

	Contributions towards public transport, cycling and walking and preparation of green travel plans	Local output	
	Number of cycle trips in the city	Local output	
Retail, town centres and the economy	Total amount of additional employment floorspace by type (gross and net) (e.g. B1, B2, B8)	Core output – BD1	
	Total amount of employment floorspace (gross) on previously developed land – by type	Core output – BD2	
	Employment land available – by type (B1 (a) (b) (c), B2, B8) (i) Sites allocated for employment uses in DPDs (ii) Sites for which planning permission has been granted for employment uses, but are not covered by (i)	Core output – BD3	
	Total amount of floorspace for “town centre uses”	Core output – BD4	
	Amount of completed town centre uses in town centres and in whole the LA area	Local output	
	Percentage of A1 frontage in City Centre	Local output	
	Percentage of vacant frontage in town and district centres (excluding Southsea as reported separately)	Local output	
	Proportion of A3/A4/A5 frontage in Albert Road Specialist Commercial Area	Local output	
	Number of primary employment sites/premises lost	Local output	
	Total number of jobs	Local output	
Housing	Plan period and housing target	Core output – H1	

	Net additional dwellings in previous years (previous 5 year period)	Core output – H2 (a)	●
	Net additional dwellings for the reporting year (Duplicate of NI 154)	Core output – H2 (b)	●
	Net additional dwellings in future years (at least a 15 year period).	Core output – H2 (c) (Used for NI 159)	●
	Managed delivery target – housing trajectory graph	Core output – H2 (d)	●
	Number of new and converted homes (gross) built on previously developed land	Core output – H3	●
	Net additional Gypsy and Traveller pitches	Core output – H4	●
	Gross affordable housing completions	Core output – H5 (Duplicate of NI 155)	●
	Housing Quality – Building for Life Assessments	Core output – H6	●
	Density of new residential development	Local output	●
	Number of dwellings on allocated housing sites / windfall	Local output	●
Pollution & Amenity	Number of planning permissions granted contrary to Environment Agency advice on flooding or water quality grounds (only refer to unresolved objections)	Core output – E1	●
	Amount of renewable energy generation by installed capacity and type	Core output – E3	●
	Progress towards air quality objectives	Local output	●

	Percentage CO ₂ reduction from local authority operations (NI 185)	Local output	●
Community	Provision of infrastructure as part of new developments	Local output	●
	Number of community facilities including health and education	Local output	●
Southsea Town Centre AAP monitoring			
Overall	Visitor numbers to the town centre	Local output	●
STC2 to STC5	Percentage of A1 frontage in the centre	Local output	●
	Percentage A4/A5 frontage in the centre (more specifically in the secondary frontage as per STC5)	Local output	●
	Percentage of vacant units in the centre (detail as percentage of primary and secondary frontages)	Local output	●
	Number of A3 units in the secondary frontage (Osborne Road and Palmerston Road South as per STC4)	Local output	●
STC6	Number of markets, festivals and similar events held in the Palmerston Road precinct	Local output	●
STC10 and STC11	Number of planning applications refused on design grounds	Local output	●
STC12	Contributions towards environmental improvements in the area	Local output	●
STC13	Implementation of improvements to the precinct in accordance with the adopted programme	Local output	●
STC15 to STC17	Progress towards the development of opportunity sites (Knight and Lee, Grosvenor Casino, 14-18 Osborne Road)	Local output	●

APPENDIX 2: Proposed revised Portsmouth Local Development Scheme

DPD preparation programme by document type and stage						
	Public participation (Regulation 25)	Publication (Regulation 27)	Submission to SoS (Regulation 30)	Examination	Inspectors Report	Adoption
Core Strategy	From November 2006	April/May 2011	July 2011	November 2011	March 2012	June 2012
Site Allocations DPD	From September 2008	April/May 2012	July 2012	November 2012	March 2013	June 2013
Somerstown and North Southsea AAP	From November 2004	April/May 2010	July 2010	September 2010	February 2011	April 2011
Hampshire Minerals and Waste Plan	From December 2010	October 2011	November 2011	April/May 2012	July/August 2012	August/September 2012

APPENDIX 3: 5 year housing supply (2011/2016)

IDENTIFIED 5 YEAR HOUSING SUPPLY AT 1ST APRIL 2011

Sites in the planning system				
Application reference	Site name	Net units permitted	Deliverable units in the 0-5 year period	Status at April 2010 ⁺
Small sites with planning permission				
08/00064/OUT	108-112 Elm Grove	6	6	4
08/00205/FUL	1-3 Alma Terrace and land rear of 217-223 Highland Road	5	5	3
08/00344/FUL	8-10 The Ocean Hotel and apartments St Helens Parade	6	6	3
08/00075/FUL	The Town House, Portland Road	8	8	3
08/01055/FUL	48A-E High Street	9	9	3
08/00801/FUL	112 Copnor Road	7	7	3
08/01431/FUL	380-382 London Road	8	8	3
08/01620/OUT	191 Eastney Road	9	9	4
08/02273/FUL	35 Osborne Road	6	6	3
09/00007/FUL	8-10 Cavendish Road	8	8	3
09/00233/OUT	5A-8A Lower Brookfield Road	6	6	4
09/00564/REM	Site at corner of London Road and Inhurst Road	9	9	3
08/01766/FUL	1-20 West Court Highland Road	6	6	3
09/01082/FUL	Social Club Gamble Road	6	6	3
09/01564/REM	116 North End Avenue	7	7	3
Total delivery from small sites with planning permission:			106	

Sites in the planning system				
Application reference	Site name	Net units permitted	Deliverable units in the 0-5 year period	Status at April 2010 ⁺
Large sites with planning permission				
08/01664/FUL	Brynwell Builders Yard 207-217 Copnor Road Portsmouth	14	14	3
A*391841/AB	Land between Peronne Road/York Terrace Hilsea Portsmouth	63	63	3
C*20262/AB	Fmr Wighlink workshops 102 Broad Street Portsmouth	14	14	3
A*24209/AC	Rear of former Baptist Church & the LA Heathfield Road Portsmouth	10	10	3
07/01282/FUL	Church Hall 151 Fawcett Road Southsea	21	21	3
A*37202/AF & 07/01875/FUL	176 London Road North End Portsmouth	14	14	2
06/00478/REM	96 Clarendon Road & 6-8 Granada Road Southsea	13	13	3
A*19814/AB	Former MoD Married Quarters Halliday Crescent Eastney Southsea	134	134	3
08/01629/FUL	The Pompey Centre Phase 4 Fratton Way/Goldsmith Avenue Southsea	31	31	2
06/00497/FUL	Savoy Buildings South Parade Southsea Portsmouth	92	60	3
07/01337/FUL	Former Renault Garage 128 Milton Road Portsmouth	98	98	3
06/00699/FUL	Highbury College Dovercourt Road Cosham Portsmouth	165	125	2
08/01453/FUL	Site at Claremont Road R/O 44-48 Fratton Road Fratton Portsmouth	14	14	3
08/01333/OUT	205 Goldsmith Avenue Southsea Portsmouth	14	14	3
09/00216/OUT	94 London Road	54	54	3
07/00438/OUT	Masonic Club 28-42 Lake Road Portsmouth	20	20	3
08/00153/FUL	22 Middle Street Southsea	40	40	2
Total delivery from small sites in the planning system:			739	
Total delivery from sites in the planning system:			845	

Potential housing sites from the SHLAA

SHI AA Site number	Site Name	Proposed units	Existing on site	Net gain in units in 0-5 year period	Status at April 2010 ⁺
1	231 London Road, Hilsea	10	1	9	5
4	Copnor Fire Station, Copnor Road	12	0	12	5
5	Cosham Cinema, High street	50	0	50	5
6	Former Copnor Bowling Green, Tangier Road	14	0	14	5
8	Jervis Road car park, Stamshaw	5	0	5	5
9	Land between 21 Second Avenue and 23 Third Avenue, Cosham	6	0	6	5
10	Land north of Clarence Parade, Southsea.	25	0	25	5
11	Margaret House, Waterworks Road, Drayton	20	0	20	5
12	Moneyfields sports club, Copnor	40	0	40	5
17	Southsea United Reform Church, Victoria Road South	8	0	8	5
18	The Queens Hotel, Osborne Road	60	0	60	5
19	Watts Road Car Park, Landport	12	0	12	5
32	Cornwell Road car park, Fratton	7	0	7	5
47	SEE Depot, Lower Drayton Lane	100	0	66	5
48	Southern Dairy Depot, Station Road, Drayton	100	0	66	5
50	St Mary's Hospital (west), Milton	200	0	150	5
104	17 St Andrews Road, Southsea	6	0	6	5
106	200 Kingston Road	8	1	7	5
107	22 St Helens Parade	8	1	7	5

Potential housing sites from the SHLAA					
SHI AA Site number	Site Name	Proposed units	Existing on site	Net gain in units in 0-5 year period	Status at April 2010 ⁺
113	5 Clarence Parade	6	4	2	5
114	61 Victoria Road North	5	1	4	5
117	75-77 Copnor Road	7	0	7	5
118	8-14 Grove Road South	12	5	3	5
119	Cornwell Court, Haslemere Road	16	2	14	5
121	Former PH, 249 Fratton Road	8	1	7	5
123	Royal Beach Hotel St Helens Parade	40	0	40	5
124	Elm Grove Library	6	0	6	5
126	1 Magdala Road 61 High Street	7	1	6	5
127	7-17 Palmerston Road	15	5	10	5
Total delivery from potential housing sites in the 0-5 year phase:				669	

⁺ The status of delivery at each site was assessed through survey work in April 2010. The site status codes are listed below.

Status of site	Code used	Status of site	Code used
Residential development is complete	1	Potential housing site	5
Residential development is under construction	2	Strategic site	6
Full planning permission, implementation not started	3		
Outline planning approval has been granted	4		

Strategic Sites from the SHLAA			
Site number	Site name	Proposed net units	Net gain in units in 0-5 year period
3	City centre	1,600	165
16	Somerstown and North Southsea	539	289
Total:		2,767	454

Summary of phased delivery

The table below summarises those above and draws together Portsmouth's identified five year supply of housing land.

0-5 years (2010/11 – 2014/15)	
Sites in the planning system (status 1-4 sites)	
Net increase in units from sites in the planning process (large and small): 845	
Potential housing sites (status 5 sites)	
Net increase in units from potential housing sites: 669	
Strategic Sites (status 6 sites)	
Net increase in units from strategic sites: 454	
Unidentified sites	
Unidentified sites (1-4 dwellings): 450	
TOTAL delivery in the 0-5 year phase: 2,418	
Total requirement under the former RSS: 3,580	
Difference to target: -1,162	

APPENDIX 4: Affordable housing Completions 2008/09

Section 106 sites delivering affordable housing

<i>Address</i>	Decision Date	Total number of units permitted on site	Affordable units permitted on site	Percentage of affordable units permitted	Affordable units completed in 2009-10
62-70 BROAD STREET	28-Apr-08	17	4	24%	4
LAND KNOWN AS FORMER EAST WING OF ST MARYS HOSPITAL, MILTON ROAD	25-Jul-07	162	37	23%	9
RN MOTOR TRANSPORT DEPARTMENT, MATAPAN ROAD/FALKLAND ROAD	12-Nov-07	90	27	30%	3
FORMER EAST SHORE SCHOOL, EASTERN ROAD	04-Apr-08	93	28	30%	22

Registered Social Landlord led sites

<i>Address</i>	Decision Date	Total number of units permitted on site	Affordable units permitted on site	Percentage affordable	Affordable units completed in 2009-10
SITE OF 23 ST PAULS ROAD	26-Feb-08	21	21	100%	21
THE LODGE & LAND ADJ TO AVOCET HOUSE, VELDER AVENUE, WARREN AVENUE	23-Feb-07	49	49	100%	12
FORD LODGE, MOORINGS WAY	26-Feb-07	16	16	100%	16
LAND ADJ ROEBUCK HOUSE, ROEBUCK CLOSE	13-Mar-07	84	84	100%	84
1-29 CHARLES CLARK HOUSE, APSLEY ROAD	02-Oct-07	5	5	100%	5
247 FRATTON ROAD, GLEBE HALL & GLEBE FLATS NUTFIELD PLACE	09-Nov-07	32	32	100%	14

This page is intentionally blank.



Write to:

Local Development Framework,
Planning Services, Civic Offices, Guildhall Square
Portsmouth, PO1 2AU
Telephone: 023 9268 8633
email: ldf@portsmouthcc.gov.uk

www.portsmouth.gov.uk

You can get all Portsmouth
City Council information in large
print, Braille, tape or translated
by calling 023 9268 8633



Corporate member of
Plain English Campaign
Committed to clearer communication.

264