

Authority Monitoring Report 2015

Covering the period 1 April 2014 - 31 March 2015

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1. INTRODUCTION

- 1.1 This is the eleventh Authority Monitoring Report (AMR) - previously Annual Monitoring Report, covering the monitoring period of 1st April 2014 to 31st March 2015.
- 1.2 The aim of the report is to show how the council's planning policies are contributing towards regenerating the city and bringing forward sustainable development, while safeguarding the environment. It sets out what progress we have made in putting together and implementing a policy framework for decisions on planning applications, and reviews what effect policies are having on the delivery of priorities for the city.
- 1.3 Planning policy has the potential to contribute greatly towards many of the council's priorities, namely increasing the availability and affordability of homes, regenerating the city, making the city cleaner and greener, and reducing crime and the fear of crime and making it easier for people to access shops and services close to where they live. Therefore it is important to assess whether the policies are delivering what they set out to do, or whether they need to be changed to work better towards achieving council priorities.

Structure of the monitoring report

- 1.4 A new set of monitoring indicators was introduced to monitor the Portsmouth Plan when it was adopted in January 2012, which reflect the Strategy the plan seeks to implement (see overleaf). These can be found at Appendix 1.
- 1.5 Usually, the report will cover the following sections, reflecting the Monitoring Framework:
 - Progress on Policy Framework
 - Regeneration Sites & Areas
 - Design & Heritage
 - Homes for Everyone
 - The Natural Environment
 - The Economy & access to shops, jobs and services
 - Infrastructure & Community Benefitfollowed by overall conclusions and recommendations to ensure improved performance.
- 1.6 The Localism Act removed the requirement for local authorities to report on specific indicators and submit report to the Secretary of State (Section 113, Localism Act 2011). In line with this, not all indicators will be reported on each year in order to keep the monitoring report interesting, informative and useful. Instead a selection of indicators will be chosen, which show remarkable facts or trends, or which are key to the delivery of the city's future development.
- 1.7 This 2015 report focuses on progress on strategic sites, housing delivery and infrastructure.

Strategy for the Future of Portsmouth – taken from the Portsmouth Plan

Portsmouth's aim is for the successful regeneration of the city. To achieve this new housing is needed to accommodate the city's growing population and to house those on the council's housing register. Commercial development is needed to help the city grow by improving its economy and providing jobs. Additional retail and tourism development is also needed to boost the city's image, increase visitors to the city and improve the economy. The levels of growth needed to help satisfy the demands of a growing population and help regenerate the city are in the region of 420-490 homes per year, 243,000m² of new employment floor space and 50,000m² net of retail floorspace, together with the necessary associated facilities and services, up to 2027.

A main element of the strategy is to locate the additional development at key development sites, around the town centres and public transport hubs and routes to reduce reliance on the private car and to encourage residents, employees and visitors to access everyday services on foot, cycle or by public transport.

The level of growth achieved in the city will be dependent on the provision of infrastructure. A number of the main development sites in the city rely on a significant amount of new transport infrastructure to provide access and create sustainable transport routes. If the transport infrastructure is not provided then these sites will only be able to accommodate lower levels of housing.

As a council we need to ensure that the city can grow and regenerate in a sustainable manner ensuring that the quality of the environment is improved for our residents, businesses and visitors. This will be done through requiring sustainable design of buildings, greening the city, protecting open space, encouraging high quality design and improving public transport, cycling and walking. It will also be important to:

- Create and sustain integrated communities, where facilities and services are considered when planning housing development. This will mean including such facilities on larger sites, in particular the strategic sites of Tipner, Port Solent and Horsea Island, and ensuring that smaller development sites are located where people have good access to services;
- Ensure services are located where people can get to them, including a network of local shopping opportunities across the city; and
- Applying parking standards to residential development.

In producing the Portsmouth Plan, the city council has considered ways to avoid and / or mitigate impacts on important sites and species. Continued work on protecting and enhancing the city's "green infrastructure" will be just as important as ensuring that the other infrastructure needs of the city are met.

2. 2014/15 FINDINGS OF KEY INDICATORS

2.1 Progress towards the development of major regeneration sites

Tipner and Horsea Island (Policies PCS1 and PCS3)

- 2.1.1 Plans to transform Tipner and Horsea Island with new homes, jobs and green space have continued to progress during the monitoring period.
- 2.1.2 In April 2014 Portsmouth Park and Ride service opened after the former PD Fuels site at Tipner was transformed into a new park and ride facility with 650 car parking spaces. This opened alongside the new motorway junction on the M275 which will serve the park and ride as well as development at Tipner and Horsea Island. The project was funded by £19.5m from the Department for Transport and £8.5 million from the city council.
- 2.1.3 There were 7,000 customers in the first week and 100,000 passengers by August. The summer holidays were particularly popular with extra buses being used to meet demand and more than 9,000 using the service in the last week of August 2014.
- 2.1.4 The delivery of development sites is being progressed through a City Deal between Portsmouth City Council, Southampton City Council, the Solent LEP, Hampshire County Council and the Government. It will support further growth in the city's key marine and maritime sectors through the development of key sites on the western corridor at Tipner and Horsea Island. Once developed, these sites will provide new employment space, new housing and lever in significant amounts of new private sector investment into the economy. To complement this, City Deal will also implement programmes to: align skills provision to employer needs, tackle long term unemployment and youth unemployment and enable small and medium sized enterprises to grow through the provision of effective business support.

What - the sites element of the City Deal will unlock brownfield sites in prime locations for employment and housing. All the sites require significant remediation and infrastructure to make them attractive for development. The City Deal will provide upfront infrastructure to make these challenging sites attractive to the development market.

When - the City Deal will be implemented up to 2030.

How - Using City Deal investment, the city council will coordinate land assembly, planning and upfront infrastructure works to de-risk the sites in order to make the sites attractive for sale to the private sector for development. A summary of the City Deal sites is below.

Why - without this project it is possible that these sites may never have been developed and certainly not in the project timeframe. The costs and challenges of these sites are significant.

With whom - the Homes and Communities Agency, Ministry of Defence, private landowners (Tipner Regeneration Company and Premier Marinas), Department for Environment, Food and Rural Affairs.

Benefits - in overall terms, the City Deal is an exciting opportunity for Portsmouth and the wider Solent sub-region to exploit its competitive advantage in the marine and maritime sector and improve economic prosperity generally. Marine and maritime has been a growth sector for the city over recent years despite the economic downturn, driven by domestic and international trade. The city and the sub-region have significant natural assets including deep water harbours and double tides, good transport links and an established defence and marine manufacturing business cluster.

2.1.5 The City Deal will deliver the Portsmouth Plan's proposals for Tipner (PCS1) and Horsea Island (PCS3) through the following outputs:

- 2,370 homes across the sites
- 58,000 sqm of employment space across the sites
- 3,742 new permanent jobs by 2025
- 13,000 temporary construction jobs
- £640m of private investment

2.1.6 Implementation of the sites project will be managed on a site-by-site basis. The implementation of the works will be over the next 17 years to 2030. The main phases are as follows:

Phase 1 - MoD land transfer including an overage agreement, site investigation works, procuring lead planning consultants, soft market testing and/or demand analysis, land assembly evaluation, other preparation works, design land remediation and enabling infrastructure works, obtaining outline planning permission, procuring land remediation and enabling infrastructure works.

Phase 2 - implement land remediation and enabling infrastructure works, options appraisal of delivery methods, procure developers; Detailed design, full planning permission; Implement final schemes, housing and employment space and remaining infrastructure.

Port Solent & Horsea Island (policies PCS2 and PCS3)

2.1.7 Policies for this area were agreed as part of the adoption of the Portsmouth Plan in 2012. A large amount of background work was done during the development of that plan to assess the viability and infrastructure needs of development on these sites. The delivery of these areas is now being considered in the context of the City Deal (see above).

2.1.8 Veolia are working closely with the Environment Agency on their Closure Plan for the landfill site. Veolia have yet to complete the landscaping that will provide the structure planting for the Country Park and includes over 50,000 trees, wild flower meadows, footpaths and a cycle route.

Portsmouth City Centre (policy PCS4)

- 2.1.9 In the previous monitoring period (January 2013), the city council adopted a City Centre Masterplan. To further the vision for the city centre set out in the Portsmouth Plan, it identifies a number of opportunity sites for development and key public realm opportunities for the Commercial Road, North of Market Way, Station Square and Station Street and Guildhall localities. The whole masterplan can be found at <https://www.portsmouth.gov.uk/ext/development-and-planning/planning/city-centre-masterplan.aspx>.
- 2.1.10 Notable in this monitoring period has been a proliferation of proposals for student halls of residence in the city centre and surrounding areas, with key sites gaining permission for this use. Thousands of student bedrooms have been granted in the past few monitoring periods and many of these schemes are under construction. While student provision is important to support the strength of the University of Portsmouth, going forward the city council also needs to ensure that this rush does not result in an oversupply of overconcentration, and that opportunity sites remain available for other uses important in the economic growth of the city.
- 2.1.11 Down at the Hard, planning permission has been granted for the reconfiguration of The Hard Interchange, including the construction of a new terminal building, altered site layout, changes to the entrance to Portsmouth Harbour Station and landscaping. It will make a dramatic difference to the first impressions that people get of the city when arriving at this key gateway. It will improve the connections to the city centre, the harbour and the visitor attractions close by. It is a key part of the city council's strategic vision of creating a vibrant waterfront destination at The Hard and the stimulation of redevelopment throughout the surrounding area.

Somerstown & North Southsea (Policy PCS6 & Area Action Plan)

- 2.1.12 Previous AMRs reported that Somerstown Central was under construction having started in September 2012. Work was completed and the centre opened in June 2014. The building now houses several services including a community centre, sports facilities, a housing office, health centre, café and youth centre.
- 2.1.13 The building is innovative in design in that it spans Winston Churchill Avenue. The hub now serves to bring the two sections of Somerstown back together, and the £10.8 million project has made new facilities and activities to the Somerstown area.

The Seafront

- 2.1.14 In order to maximise the potential of the Seafront, the city council has drawn up the Seafront Masterplan, which sets out how the area should be improved, enhanced and protected over the next 15 years. During the monitoring period, progress has been made on the implementation of the masterplan.
- 2.1.15 The ARTches project is creating a dedicated artistic and cultural centre for the city in and around the vacant historic structure of Point Battery. The main focus of the project is the creation of the 13 new artists' studios and workshops. The open end of the arches fronting the square will be fitted with a glass curtain walling system. Those that face the foreshore will have the gunports reinstated to restore their original form. Modern electrical and mechanical systems will be provided to all areas. The open

arches next to the Round Tower will be used for a brasserie and another will remain a seating area for the existing Hot Walls Café.

- 2.1.16 Planning permission was secured during the previous monitoring period, and funding for the project was received in August 2014. £1.75 million has been secured from the Coastal Communities Fund with the city council contributing £100,000 and PUSH a further £40,000. The project will result in 23 new jobs as well as protecting a further 82 indirectly.
- 2.1.17 Another key development in the area is the development of the next base for the British Americas Cup team led by Sir Ben Ainslie. Planning Permission has been granted in July 2014 (14/00489/FUL) for the new headquarters of the team which now contains research and development, training and medical facilities as well as public access and viewing facilities.
- 2.1.18 The location of the Ben Ainslie Racing (BAR) headquarters in Portsmouth consolidates the Solent area's reputation for having an incredibly strong marine and maritime sector, and ensures that it is focussed on the city for the future. The base will provide a demand for marine technology, particularly composites, will provide jobs and apprenticeships, skill-building and benefits to the local supply chain. The teams used the base to prepare for the America's Cup World Series races in the city in the summer of 2015.
- 2.1.19 The seafront masterplan identified the need for more high quality cafés on the sea front, and during the monitoring period, the former ladies tennis pavilion at Canoe Lake has been transformed into a new café. As part of this project, four new artificial tennis courts have been built next door. Nearby, on the beach at Canoe Lake, the Southsea Beach Café has opened.
- 2.1.20 Planning permission has also been granted for a building which is part of a substation at Western Parade to be converted to a café overlooking Southsea Common. Moving forward, the intention is to renovate more of the currently empty buildings across the seafront to provide new business opportunities and development.
- 2.1.21 In the week that the world celebrated the 70th anniversary of D-Day, it was announced that the city council's D-Day museum has received initial support for £4.1 million of Heritage Lottery Funding to completely upgrade the museum to tell the story of D-Day for museum visitors in the 21st century. The intention is to completely renew the museum and its displays well ahead of the 75th anniversary of the landings in 2019.

2.2 Homes for Everyone

Housing Delivery

2.2.1 The Portsmouth Plan was adopted on 24th January 2012. It forms a robust and up-to-date housing target for the city. The plan¹ sets out the city's housing capacity from 2006/07 up to 2026/27 and states that between 11,484 and 12,754 net additional homes could be provided, depending on the provision of infrastructure. Some of this infrastructure has been delivered, so the target arising from the Portsmouth Plan is 12,254 net additional homes in the city between 2006/07 and 2026/27.

2.2.2 This total housing target of 12,254 equates to an average of 584 homes per year over the 21 years. This annual target is reassessed each year, based on previous completions. This ensures that any over-delivery or under-delivery is compensated for if necessary.

2.2.3 Based on the annual target of 584, 5,256 dwellings should have been delivered between 2006/07 and 2014/15. The table on the right shows that completions to 31 March 2015 add up to 4,900. This leaves a deficit against the target up until this point of 356 homes.

2.2.4 Government guidance advises that any past under-supply should be addressed in the first five years. Therefore, the undersupply of 356 is added to the target for the period to 31 March 2012, increasing the target in those years from 584 to 644. The annual target for the 6-10 year period and beyond then reverts to 584. The revised targets are shown at the bottom of the table, and it is against these that this reports demonstrates supply.

2.2.5 During the 2014/15 monitoring period, 419 net additional dwellings were delivered, which is an increase on the last few years, but still falls some way short of the annual target. However, looking forward at permissions granted during the period and schemes likely to come forward, the city council is confident that delivery against the targets is likely to improve significantly in the coming years. At the end of the monitoring period, a total of 1,990 additional dwellings had planning permission, which

previous completions	
2006/07 completions	526
2007/08 completions	712
2008/09 completions	1,309
2009/10 completions	726
2010/11 completions	317
2011/12 completions	276
2012/13 completions	379
2013/14 completions	236
2014/15 completions	419
Total completions between 2006/07 and 2014/15	4,900
Total target between 2006/07 and 2014/15	5,256
Difference	-356
Requirement for each period of delivery	
Year 0	644
1-5 years	3,220
6-11 years	2,920
Year 11	584

¹ See Table 2 on page 81 of the Portsmouth Plan

² The undersupply is spread over 6 years - Year 0 (2015/16), and the first five years from 2016/17 to 2020/21. 356 divided by 6 is 59.3. This is rounded to 60.

represents around 3 years worth of supply. In addition, further sites have been identified which do not yet have permission, but are likely to come forward in the coming years. The Strategic Housing Land Availability Assessment has been reviewed and demonstrates in more detail how the city has a sufficient supply of housing land moving forward.

5-year Housing Land Supply

2.2.6 The study demonstrates that Portsmouth has a five year housing land supply from 01 April 2016. There is a surplus of 574 dwellings in the first five years. Paragraph 47 of the NPPF also requires that local planning authorities identify an additional buffer of 5% of the target to ensure choice and competition in the market for land. It goes on to state that where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% to provide a realistic prospect of achieving the planned supply. The current supply identified is equivalent to a 18% buffer.

Supply against the Portsmouth Plan Target

2.2.7 The table below shows the summary housing land supply findings to 2027. The target arising from the Portsmouth Plan is 12,254 net additional homes in the city between 2006/07 and 2026/27, as set out in the Plan Target section above. This review of supply shows that the city can meet this requirement over the 21 year plan period.

Housing supply 2006/07 - 2026/27		
Source of supply		No. of units
Completions up to 31 March 2015		4,900
2015/16- 2026/27	Permissions	1,990
	Potential housing sites (incl. Strategic Sites)	4,763
	Windfall	1,100
TOTAL:		12,753
Portsmouth Plan target:		12,254
Difference:		499

Total housing delivery over the lifetime of the Portsmouth Plan.

2.2.8 For all the details of the sites that have been assumed to come forward in the future, please see the 2015 SHLAA update on the city council's website.

Affordable Housing Provision

2.2.9 In 2014/15 the net number of affordable housing units completed was 190. This equates to 45% of the net number of dwellings completed during the monitoring period. This is a slightly lower percentage of total completions than in previous years, which is accounted for by the higher overall number of completions: in numerical terms the number of affordable units completed is higher than in previous monitoring periods (between 110 and 130 the past for years).

2.2.10 The figures above include both 100% affordable schemes by Registered Providers, as well as affordable housing secured from market housing developers through S106. To review the effectiveness of policy PCS19 'Housing mix, size and the provision of affordable homes', it is important to review the number of market housing schemes complying with the levels of affordable housing required by the Portsmouth Plan.

Application ref	Address	Proposal	Total units	Affordable units	Comments
Development Providing affordable housing as required by PCS19					
12/00580/OUT	251-253 New Road	Construction of 9 houses	9	2	These developments are providing a policy compliant level of affordable housing
13/01224/FUL	Scottish & Southern Energy Depot, Lower Drayton Lane	Construction of 143 Dwellings	143	44	
15/00425/REM	Darby House, Syke Close	Construction of 8 dwellings	8	Off-site financial contribution	
Development which did not provide the full level of on-site affordable housing					
13/00386/FUL	107 Havant Road	Construction of 27 Sheltered Apartments	27	Reduced Off-site financial contribution	This developments was subject to viability assessments are providing a reduced amount of off-site financial contributions
Developments under the General Permitted Development Order					
14/00003/PACOU	Building Complex, 900 Lakeside	Prior approval for conversion to 108 flats	108	0	It is not possible to apply the affordable housing policy to applications for prior approval under the General Permitted Development Order.
14/00010/PACOU	Part 1 st , 2 nd , 3 rd floor, 35-45 Arundel Street	Prior approval for conversion to 10 flats	17	0	
Developments by PCC or Registered Social Landlords for 100% affordable					
14/00813/FUL	Land at Winston Churchill Avenue	Construction 16 flats above GF shop	16	16	These schemes all provided 100% on-site affordable housing.

2.2.11 A mixed picture emerges from the data above. The city council is still securing on-site affordable housing applying the policy, and where more appropriate, financial contributions for off-site provision. However, developers are also successfully arguing the viability case and providing reduced levels. In addition, housing brought forward under the new government changes to permitted development rights are not required

to provide any affordable housing.

Supply of Family Homes & Internal Size of Dwellings

2.2.12 A new policy was introduced in the Portsmouth Plan requiring 40% of dwellings in new development to be 3 bedroom family homes. It is acknowledged that it would not be appropriate in all types of development to seek to achieve this standard, whereas in others the percentage of family homes could be higher.

2.2.13 In 2014/15, there was a net gain of 99 dwellings of 3 bedrooms or more. While much higher in numerical terms than in previous monitoring periods, this still only represents around a quarter of all housing completions in the period.

Size of Home	Gains	Losses	Net gain
3 bed family homes	88	8	80
4 bed family homes	20	5	15
5 bed family homes	6	2	4
Total Completions of family size dwellings	114	15	99

2.2.14 The 2013 PUSH Strategic Housing Market Assessment (SHMA) shows that the need for larger dwellings remains high. This year's housing completions show a much more promising picture than previous monitoring periods, but the proportion of larger dwellings completed still falls a long way short of the policy target. The new SHMA show an even greater need than the policy requirement (almost 60% 3 bed or more in market housing).

2.2.15 It is therefore important that the city council continues to negotiate in larger dwelling sizes on sites where this is possible. Going forward, the city council will have to assess carefully the ability of each site that comes forward to accommodate family dwellings. This applies to discussions with individual developers at pre-application and application stage, but also is extremely relevant to the review of the Local Plan. A review of sites should establish which are the most likely sites to be able to accommodate family size dwellings, and it may be advisable to clearly signpost this in the allocation for those sites.

Houses in Multiple Occupation

2.2.16 The city council introduced Policy PCS20 (HMOs: ensuring mixed and balanced communities) as part of the Portsmouth Plan. It seeks to avoid situations where existing communities become unbalanced by the narrowing of household types towards domination by a particular type, such as shared housing (HMOs). Planning permission is required in Portsmouth for changes of use from Class C3 dwelling houses to Class C4 HMOs for 3-6 unrelated people, following the making of an Article 4 direction.

2.2.17 In order to determine such applications effectively and fairly, the council has produced a Supplementary Planning Document, which sets out the approach that will be taken.

The council also keeps a database of existing HMOs to help determine how many are already in a given area.

2.2.18 A review of applications (86 in total for the 2014/15 monitoring period) for HMOs shows that 42% of these applications were for existing C4 HMOs to become mixed C3/C4. Landlords are applying for this type of mixed use, as it means that a property can be let to families or unrelated people alternately, without the need to apply for planning permission each time the property's use changes from Class C3 to C4. All applications of this type of were approved in the monitoring period, reflecting the fact that these units were already in HMO use when they applied, and a mixed use would not have any greater impact.

2.2.19 By contrast, around one third of applications for new C3/C4 HMO uses in existing single family dwellings were refused by the council (31 out of a total of 38 applications for such uses), referring to the council's adopted policy and SPD.

2.2.20 It is also notable that the number of applications for C3/C4 uses in existing C3 dwellings has more than halved compared the last monitoring period. This may be due to reduced demand for such accommodation, or due to the fact that landlords are more aware of the policy and are therefore no longer making applications in the areas historically popular for this type of accommodation.

2.2.21 The following table shows the pattern of applications in this monitoring period:

Use before application made	Application for change of use to	Applications determined	No. permitted by PCC	No. refused by PCC
Any	C4 or sui generis HMO	12	9	3
C3 dwellinghouse	Mixed C3/C4	38	25	13
C4 HMO	Mixed C3/C4	36	36	0
ALL:		86	70	26

HMO Applications received 1.4.2014 to 31.3.2015

2.3 Infrastructure & Community Benefit

Delivery of infrastructure

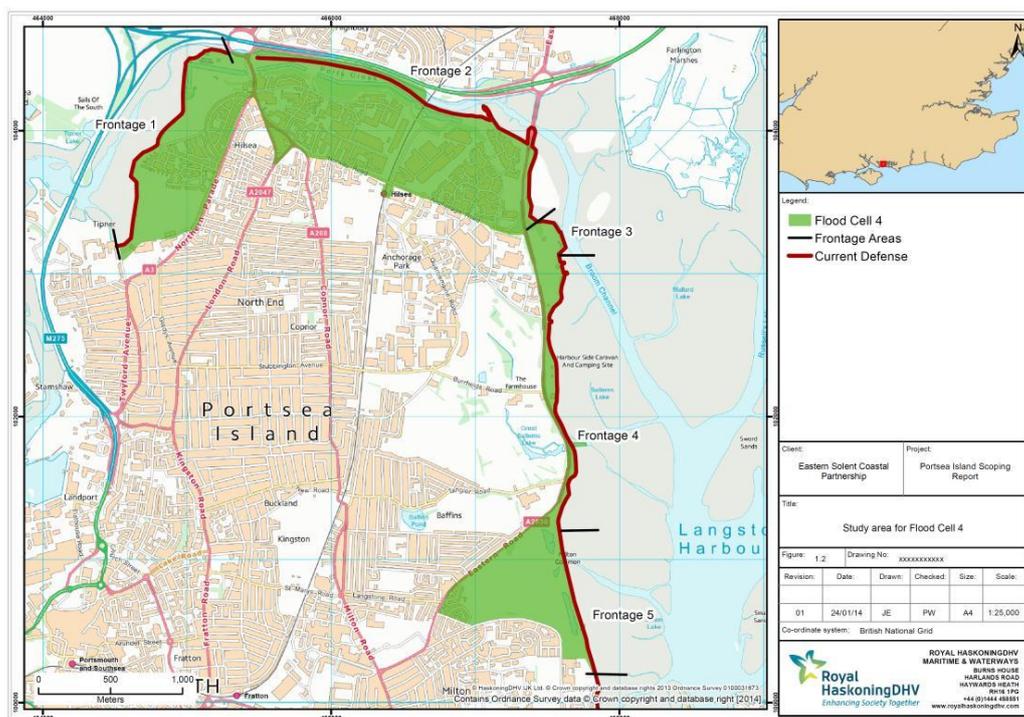
2.3.1 Through Policy PCS16 of the new Portsmouth Plan, the council has committed to working with its partners to bring forward infrastructure projects that are required as a result of its development strategy. Below is an overview of key infrastructure projects delivered or progressed during the monitoring period:

Community & Leisure Facilities:

- Somerstown Community Hub. (now named Somerstown Central) opened in June 2014 (see Strategic Sites section of this report)
- Southsea Common & the Seafront -
 - Planning Permission and funding have been secured for the ARTches project;
 - improvements to the Canoe Lake area have been progressed;
 - funding has been secured for an upgrade of the D-Day museum

Flood Risk:

- The city council provided ongoing support to Southern Water delivering upgrades to the city's combined sewer system, designed to separate surface and foul water.
- Planning permission was granted in February 2015 for the first phases of sea defence improvements covering the coastline between Portcreek railway bridge and Kendall's Wharf.



- Further details about the North Potsea scheme can be found here: <http://www.escp.org.uk/coastal-schemes/portsmouth/protecting-future-north-portsea-island>
- Scheme development continues and further phases will be brought forward in future monitoring periods, as will proposals for improvements at Flood Cell 1 - Southsea.

Transport:

- M275 junction and P& R at Tipner - The junction works at the M275 have been completed and the P&R opened in April 2014. A full review of the first 9 months of operation can be found here: <http://democracy.portsmouth.gov.uk/documents/s6525/Park%20and%20ride%209%20month%20review%20report.pdf>
- The Hard Interchange - Plans to regenerate the area around The Hard have been in development for several years. The Hard is hugely important to Portsmouth as a transport interchange. It is a site where bus, train and boat services come together, and for many people it is the first thing they see when arriving in the city. To improve this key gateway, planning permission was granted for the reconfiguration of Interchange in June 2014 (ref 14/00467/FUL). Further details about this project can be found here: <https://www.portsmouth.gov.uk/ext/development-and-planning/regeneration/regeneration-of-the-hard.aspx>

2.3.2 With an increased desire to deliver development and growth, delivery of infrastructure to support development and take the city forward is essential. To this end, future infrastructure planning work will be more fully integrated into a review of the Portsmouth Plan, planned to begin in 2015.

Developer contributions towards infrastructure

- 2.3.3 The council is clear that new development should only be permitted where appropriate and timely provision has been made or can be made for the necessary infrastructure to serve the development, and not to put undue pressure on existing infrastructure.
- 2.3.4 Since 1 April 2012, we have been collecting developer contributions through the Community Infrastructure Levy (CIL). CIL takes the form of a charge per square metre of new development. The monies raised are collected into a central pot, which the city council must use to bring forward infrastructure projects to support the development of the area.
- 2.3.5 In 2014/15, the third year of operation of the levy, £2,186,502.90 was collected. This is almost seven times more than in 2013/14, when £320,248 was collected. CIL revenues were expected to rise as more developments liable to pay come forward. 2014/15 also saw the commencement of a number of schemes with high liabilities, including: developments to provide flats for the elderly at 93 Havant Road and 107 Havant Road, a development of 143 homes at the former Scottish & Southern Electric site and a large student halls of residents at Dougald Drummond Street / Greetham Street, which serve to explain the higher than average CIL receipts in this year.

- 2.3.6 In order to plan the spending of CIL, an estimate of the projected CIL income is calculated on a quarterly basis. The estimate is based on the city council's projection of housing completions in future years (the housing trajectory in the Strategic Housing Land Availability Assessment (SHLAA). This income projection is used to assist in the preparation of the City Council's capital programme and to identify available new resources that can be used to finance new capital expenditure. The Council's capital programme plans for the next 5 years. In the 2014/15 capital programme, CIL funding was nominally allocated to a number of projects for future years, but no CIL was used in 2014/15 to finance the capital programme. Funding for all projects is continually kept under review. It is anticipated that in the coming years the use of CIL is likely to be concentrated on funding additional school places in the city. Spend from CIL will be reported each year in this authority monitoring report.
- 2.3.7 Since 25th April 2013, 15% of all CIL collected has to be retained as the 'neighbourhood proportion', i.e. should be spent on Infrastructure projects in the neighbourhood in which it was collected. As there are no parish councils in the city, which ordinarily would decide on and coordinate the spending of these funds, in Portsmouth this proportion is allocated at the ward level, with ward councillors working with their communities to decide on neighbourhood spend.
- 2.3.8 Neighbourhood amounts collected during the monitoring period, and totals available for spend as at the end of 2014/15 are shown in the table below:

Ward	Neighbourhood Proportion received 2014/15 (£)	Neighbourhood Proportion available at 31 March 2015 (£)*
City Wide	87,977.32	87,977.32
Baffins Ward	3,692.66	23,255.76
Central Southsea Ward	274.00	2,202.23
Charles Dickens Ward	11,714.58	13,123.34
Drayton and Farlington Ward	157,560.32	84,245.23
Eastney and Craneswater Ward	826.80	826.80
Fratton Ward	4,441.51	5,100.04
Hilsea Ward	2,257.76	6,700.78
Milton Ward	36,850.67	36,850.67
Nelson Ward	18,781.19	18,781.19
Paulsgrove Ward	307.71	307.71
St Jude Ward	1,311.21	1,311.21
St Thomas Ward	0.00	0.00
Cosham Ward	1,086.00	1,086.00

* This column show the total collected during this and previous years, minus amounts already spent or committed to projects.

- 2.3.9 In terms of spending of the neighbourhood proportion, during the Monitoring period £83,000 were committed to improvements at Drayton Park from the Drayton & Farlington Neighbourhood Proportion.

Appendix 1: Monitoring Framework

Heading in AMR	Policy	Indicators
Progress on Planning Policy	All	
Regeneration sites & areas	PCS1 Tipner PCS2 Port Solent & PCS3 Horsea Island PCS4 Portsmouth City Centre PCS5 Lakeside Business Park PCS6 Somerstown & North Southsea PCS7 Fratton Park & the South Side of Rodney Road PCS9 The seafront	Tipner <ul style="list-style-type: none"> ▪ Progress towards delivery of the site (information on funding for the transport interchange, provision of infrastructure and progress of any planning applications) ▪ Amount of new housing delivered at Tipner (480 - 1,250 by 2027) ▪ Amount of new employment floorspace delivered at Tipner (25,000m² employment) Port Solent & Horsea Island <ul style="list-style-type: none"> ▪ Progress towards delivery of the site (information on funding for the bridge, provision of infrastructure, transport improvements and progress of any planning applications) ▪ Amount of new housing delivered at Port Solent & Horsea Island (500 - 1000 by 2027) Lakeside <ul style="list-style-type: none"> ▪ Progress towards development at Lakeside (assess against timescales set out in planning application) ▪ Amount of new employment floorspace delivered at Lakeside Business Park (69,000m² by 2027) Fratton Park <ul style="list-style-type: none"> ▪ Progress towards delivery of the site (information on funding for the stadium, provision of employment space, transport improvements and progress of any planning applications). Portsmouth City Centre <ul style="list-style-type: none"> ▪ Visitor footfall to the city centre ▪ Amount of hotel (C1) development in the city centre ▪ Progress on public realm improvement projects ▪ Retail ranking of the city centre ▪ Progress towards delivery of key sites identified in SPDs ▪ Funding for the road Somerstown & North Southsea <ul style="list-style-type: none"> ▪ Adoption of the area action plan ▪ Funding sources identified and secured ▪ Amount of housing delivered (539 up to 2027) ▪ Provision of a new community hub Seafront <ul style="list-style-type: none"> ▪ Adoption of the seafront masterplan ▪ Number of new developments coming forward in the seafront area ▪ Development at the key opportunity areas - South Parade Pier, Clarence Pier, Canoe Lake and Southsea Castle Area. ▪ Visitor numbers to the seafront
Homes for everyone	PCS10 Housing Delivery PCS19 Housing mix, size & the provision of	Housing Delivery <ul style="list-style-type: none"> ▪ Net additional dwellings (420 per annum)

	<p>affordable housing PCS20 HMOs – mixed and balanced communities PCS21 Housing density PCS22 Gypsy, traveller & travelling showpeople accommodation</p>	<ul style="list-style-type: none"> ▪ Progress towards the overall housing requirement ▪ Update of housing trajectory <p>Housing Mix</p> <ul style="list-style-type: none"> ▪ Gross affordable housing delivered per year ▪ Number of new 3 bedroom family homes (on average 40% of total dwellings delivered per year) ▪ Average internal size of new dwellings ▪ Percentage of qualifying applications providing affordable housing <p>HMOs</p> <ul style="list-style-type: none"> ▪ Change in number of homeless (particularly the 25 - 34 year old age group who will be affected by changes to the Local Housing Allowance which will mean they can no longer afford to rent whole properties and will increasingly turn to HMOs) ▪ Changes in the concentration of HMOs across the city ▪ Number of planning applications received for HMOs and whether approved or refused ▪ Any appeal decision relating to HMOs <p>Housing density</p> <ul style="list-style-type: none"> ▪ Average density of housing (at least 40dph) ▪ Average density of housing developments in high density areas <p>Gypsy, traveller & travelling showpeople accommodation</p> <ul style="list-style-type: none"> ▪ Number of applications for gypsy, traveller and travelling showpeople accommodation
<p>Design & Heritage</p>	<p>PCS23 Design & Conservation PCS24 Tall Buildings PCS15 Sustainable Design & Construction</p>	<p>Design & Conservation</p> <ul style="list-style-type: none"> ▪ Percentage of people satisfied with their local area as a place to live ▪ Improvements in design quality of new development ▪ New developments meeting Buildings for Life standards ▪ Area of the city designated as conservation areas <p>Tall Buildings</p> <ul style="list-style-type: none"> ▪ Number of tall buildings developed in identified areas of opportunity ▪ Design awards for tall buildings <p>Sustainable Design & Construction</p> <ul style="list-style-type: none"> ▪ Number of new homes meeting Code for Sustainable Homes and / or BREEAM standards ▪ Number of new non-domestic developments meeting BREEAM standards ▪ 30% reduction in the carbon footprint of the city council from 2010/2011 by 2016/2017
<p>The Natural Environment</p>	<p>PCS12 Flood Risk PCS13 A Greener Portsmouth</p>	<p>Flood Risk</p> <ul style="list-style-type: none"> ▪ Number of dwellings at risk from flooding

		<ul style="list-style-type: none"> ▪ Percentage of the city's coastline protected to a 1 in 200 and 1 in 1000 flood year event standard ▪ New flood risk management measures installed ▪ Number of sustainable urban drainage schemes <p>Greener Portsmouth</p> <ul style="list-style-type: none"> ▪ Amount of open space in the city ▪ Condition of SSSIs ▪ Access to open space ▪ Area of the city covered by local nature conservation designations ▪ Progress towards delivery of the country park ▪ Open space provision complied with on sites of more than 50 dwellings
<p>The Economy & Access to shops, jobs and services</p>	<p>PCS4 Portsmouth City Centre Southsea Town Centre AAP PCS8 District Centres PCS18 Local Shops & Services PCS11 Employment Land PCS14 A Healthy City PCS17 Transport</p>	<p>Portsmouth City Centre</p> <ul style="list-style-type: none"> ▪ Amount of new shopping (A1) floorspace provided in the Commercial Road shopping area ▪ Amount of new employment floorspace provided in the city centre ▪ Percentage of A1, A3-A5 and vacant frontage in the Commercial Road shopping area ▪ Amount of food and drink (A3, A4 and A5) development in the city centre ▪ Quantitative and qualitative assessment of development in each locality <p>Southsea Town Centre</p> <ul style="list-style-type: none"> ▪ Percentage of A1 frontage in the centre ▪ Percentage A4/A5 frontage in the centre (more specifically in the secondary frontage as per STC5) ▪ Percentage of vacant units in the centre (detail as percentage of primary and secondary frontages) ▪ Number of A3 units in the secondary frontage (Osborne Road and Palmerston Road South as per STC4) ▪ Number of markets, festivals and similar events held in the ▪ the Palmerston Road precinct ▪ Implementation of improvements to the precinct in accordance with the adopted programme ▪ Progress towards the development of opportunity sites (Knight and Lee, Grosvenor Casino, 14-18 Osborne Road) <p>District Centres</p> <ul style="list-style-type: none"> ▪ Total amount of A1 frontage in each town centre ▪ Retail ranking of each centre ▪ Total amount of A3, A4 and A5 frontage within each centre ▪ Total number of vacant frontage in each centre ▪ Total floorspace for town centre uses (A1, A2, B1a and D2) across town centres ▪ Number of complaints received regarding antisocial behaviour <p>Local Centres</p> <ul style="list-style-type: none"> ▪ Total amount of A1 frontage in each local centre ▪ Total amount of A3, A4 and A5 frontage in each local centre ▪ Total amount of vacant shop frontage in each local centre

		<ul style="list-style-type: none"> ▪ Mix of uses within each local centre <p>Employment Land</p> <ul style="list-style-type: none"> ▪ Total amount of additional employment floorspace by type ▪ Employment land available by type ▪ Development of the key sites ▪ Number of existing employment sites lost <p>A Healthy city</p> <ul style="list-style-type: none"> ▪ Gap in life expectancy between worst quintile and rest of PCT ▪ Obesity in reception year children ▪ Proportion of households within 10 minutes by walking / public transport of health services ▪ Number of new healthcare facilities provided <p>Transport</p> <ul style="list-style-type: none"> ▪ Peak Period Traffic Flow ▪ Proportion of trips made by non car modes ▪ Non residential development in high accessibility zones ▪ Percentage of new residential development within 10 minutes walk / public transport of a school and major retail centre ▪ Progress towards transport proposals
<p>Infrastructure & Community Benefit</p>	<p>PCS16 Infrastructure & Community Benefit PCS17 Transport</p>	<p>Transport</p> <ul style="list-style-type: none"> ▪ Short term (within 5 years) - junction improvements at Tipner and Port Solent, all elements of the Tipner major scheme bid, pedestrian and cycle schemes between QA Hospital and the City Centre. ▪ Medium - long term (5 years and beyond) - provision of the Tipner - Horsea bridge, provision of 2 new 'Zip' bus routes, local bus service improvement, new bus only link road between Port Solent and Horsea Island, improvements specifically for Lakeside, improvements for the wider Western Corridor, smarter choices to support the preferred strategy <p>Infrastructure & Community Benefit</p> <ul style="list-style-type: none"> ▪ Provision of critical infrastructure as set out in Appendix 2 of the Portsmouth Plan ▪ Level of CIL collected towards critical infrastructure projects ▪ Funding identified and secured for infrastructure projects





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