

Annual Monitoring Report 2006

Covering the period 1st April 2005 – 31st March 2006

Local Development Framework



**Portsmouth City Council's
Annual Monitoring Report 2006**
(covering the period 1st April 2005 – 31st March 2006)

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2005-2006

1. INTRODUCTION

- 1.1 This is the second Annual Monitoring Report (AMR) report on the Portsmouth City Local Plan Review 2001-2011 and the emerging Portsmouth Local Development Framework. The Monitoring Report concerns the period from 1st April 2005 to 31st March 2006 and is the second such report, with the first covering the same time period in 2004 and into 2005.
- 1.2 The council's Local Plan Review is due to be adopted in 2006 and progress towards the implementation of the Local Development Framework is underway on a number of documents. The report considers the council's progress towards the documents which will form the Local Development Framework, through an analysis of the timescales as set out within the Local Development Scheme.
- 1.3 The second part of the report monitors the progress of the council's planning policies. Indicators are used to monitor the success of these policies. The government has specified a list of core indicators which must be covered and these have been supplemented by a number of local output indicators which have been designed to monitor the effectiveness of the policies with more localised aims.
- 1.4 Unlike the first annual monitoring report, this report does not discuss the progress towards the minerals and waste core indicators. This will now be 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.
- 1.5 The key findings from the second Annual Monitoring Report are summarised below.

2. MONITORING FRAMEWORK

- 2.1 A monitoring framework was prepared for the first annual monitoring report for 2004-2005 which set out what would be monitored and how the monitoring would be carried out. A summary of that report is included here as the same principles have been used to monitor the indicators during the second monitoring period.
- 2.2 The Local Development Scheme and planning policies in the Portsmouth City Local Plan (Proposed Modifications - August 2005) have been monitored. To monitor the LDS a spreadsheet has been set up to track progress of the local development documents as they go through preparation. The spreadsheet is continually updated as each document reaches the next stage in their preparation.
- 2.3 Planning policies will be monitored to demonstrate whether they are working and to identify if changes to policy are needed to reflect changes in government guidance. Portsmouth's City Local Plan was adopted in December 1995. A review of the plan started in 2001 and following a Local Plan Inquiry proposed modifications to the plan were published in August 2005. No new planning policy documents were produced by the end of March 2005 under the new system therefore it is the policies in the City Local Plan (Proposed Modifications) 2005 that will be monitored for the purposes of this report.
- 2.4 The guidance states that the "saved policies" should be monitored which strictly speaking are the policies in the adopted City Local Plan (1995), however these policies are outdated and are about to be replaced by the policies in the City Local Plan (Proposed Modifications – August 2005). The policies in the Proposed Modifications document are used as much, if not more than the policies in the 1995 Adopted Plan. It therefore makes more sense to monitor the more recent policies especially since one of the objectives of monitoring is to identify if any policies need changing and the policies in the adopted plan will be replaced to reflect the current situation in Portsmouth and recent Government guidance.
- 2.5 As the latest version of the plan was published in August 2005 it is up to date with all government guidance and therefore in this report policies will not be assessed against government guidance. Future AMRs will address any changes that may be needed to reflect changes in government guidance.
- 2.6 Key policies have been grouped together under strategic objectives and then monitored against a set of indicators related to the objective. The government has devised a set of core indicators and these have been used, alongside local indicators developed by the Council, to monitor policies.

2.7 The data that has been collected comes from a variety of sources, mainly from information already held in the planning service, but also from:

- Monitoring results of the Local Transport Plan
- Monitoring results of the Community Strategy
- Housing department monitoring
- Public Protection Department
- Hampshire County Council monitoring reports
- Census and other National Statistics data
- Environment Agency data

In this way it has been possible to use data that is already collected rather than starting afresh or duplicating work that is carried out elsewhere within the Council or by other agencies.

3. LOCAL CHARACTERISTICS

- 3.1 Portsmouth is essentially an island city connected to the mainland by three main transport routes. The city covers a land area of 4,028 hectares, the total administrative area includes part of the two harbours (Portsmouth and Langstone) totalling 6,019 hectares. Portsmouth has a population of approximately 188,000 people and the largest age cohort is the age range of 20-40.
- 3.2 Portsmouth has some of the densest housing outside London, characterised by extensive areas of terraced housing with little locally available open space. Approximately half of the households in Portsmouth live in terraced housing. There is limited space for development with the city bounded by the Solent and two intertidal harbours to the south, east and west and Portsdown Hill to the north. Therefore most, if not all, development in the city takes place on brownfield land. Against this dense urban background Portsmouth has some of the most significant ecological habitats in Britain and Europe. Portsdown Hill is a prime example of chalk downland and much of it is an SSSI. Both Portsmouth and Langstone Harbours are ecologically significant, particularly as roosting and feeding areas for internationally important species of migratory birds and both are protected by international designations.
- 3.3 Housing, in particular affordable housing is an important issue for the city. There are currently 81,000 households in the city and the average household size is 2.34 persons. Single person households account for 33% of total households, which is an increase of 15% since 1991. The number of households is projected to increase to 193,600 partly due to the increase in single person households thus increasing the need for housing development in the city.
- 3.4 The condition of much of the city's private housing stock is a major concern, 9% (6,470) of private sector dwellings are estimated to be unfit and 22% (15,360) are thought to be in substantial disrepair. Reasons for this are that over 46% of the city's housing was built pre 1919 and predominantly low incomes means people have less to spend on the upkeep of their property. The SAP rating shows how energy efficient homes are in the city. Improved energy efficiency reduces the use of fossil fuels, reduces energy running costs and reduces fuel poverty. SAP rating range from 1 (extremely energy inefficient) to 100 (extremely energy efficient) and the average for the UK is 45 and for the South East region is 50.5. The average rating for the City Council's own homes is 64, the average for social rented stock is 61 and for the private stock is about 40.
- 3.5 Affordable housing is a key priority for the city. Although house prices may be low compared to other areas in the region prices have risen faster in Portsmouth than elsewhere. The average house price in

Portsmouth (January – March 2006) was £155,508 (Land Registry, 2006). This represents a rise of 16% since the same period in 2003, where the average house price was £133,798. In addition to this average household incomes are £24,540 compared to a national average of £26,200. However in some wards average income is as low as £15,000 making the purchase or rental of a property on the open market impossible.

- 3.6 Regeneration is important to the city and in recent years there have been successful developments such as Gunwharf Quays. A wide range of specific projects and area-based renewal initiatives are being promoted through the local plan as well as other Council strategies. These include proposals at Tipner and the City Centre.
- 3.7 Flooding is an issue of local importance to Portsmouth. In Portsmouth 14,133 properties fall within a high risk of tidal flooding (a flood event in every 1 in 200 years), this equates to 16.9% of the city's housing stock and 31% of the city's land area. 10,761 properties fall within a medium risk of tidal flooding (1 in every 1,000 years), which equates to 12.9% of the city's housing and 16 % of total land area The combined totals are 24,894 properties and the remaining 58,730 properties are at low risk of flooding. The majority of Portsmouths' coastline is protected from flooding in one way, the coastal defences include a wide variety of different types of barrier, including steel sheet piling, vertical and sloping concrete/masonry walls, rock amour, concrete wave return walls, grassed earth bunding and timber groynes. Under current conditions around 74% of the city's sea defences are able to withstand a 1:200 year tidal event while the remaining 26% are in need of improvement and would probably be overtopped in the event of a 1:200 flood occurring.
- 3.8 Crime prevention came out as the top priority for residents in a MORI poll that fed into the Community Strategy 2004-2009. From 2001-2005 crime levels have increased from 11,679 to 14,337 an increase of 23%. Portsmouth is considered to be a high crime area by the Government Office for the South East and is seeking to reduce crime by 20-22.5%, which is more than the national target of 15%.
- 3.9 There are targets to reduce traffic growth and increase the use of bus, rail and cycling. Currently in the city the volume of traffic entering the inner urban area has increased, the inbound flow of 15,258 vehicles in 1999 has increased to 15,787 in 2004 (Second Local Transport Plan, 2006). Levels of bus usage have remained fairly consistent in Portsmouth with a small decrease from 11,215 passengers per day in 1999 to 11,200 in 2003/4 (Second Local Transport Plan, 2006). The number of cycle trips as a percentage of urban traffic has decreased from 7.8% in 1998 to 5.04% in 2004.

4. **PROGRESS TOWARDS THE LOCAL DEVELOPMENT SCHEME**

4.1 The Portsmouth Local Development Scheme was submitted to GOSE on 24th March 2005 and came into effect on 19th April 2005. The LDS has since been amended and the latest amendment was in February 2006. This amendment resulted in the addition of an Area Action Plan for Hilsea Lido and a planning brief for Station Square and to delay the adoption of the Planning Obligations SPD (from April to June / July) and the formal adoption of the Open Space SPD¹ (from December 2005 to June/July 2006). Progress has been monitored against the amended LDS. The Local Development Documents that will make up the Portsmouth LDF and the Hampshire Minerals & Waste Development Framework in the first three years are:

- Statement of Community Involvement
- Core Strategy DPD
- Site Allocations DPD
- Area Action Plans – Somerstown, Hilsea Lido, The Hard, Southsea and Port Solent.

- Open Space SPD
- Planning Contributions SPD
- Reducing Crime through Design SPD
- Air Quality and Air Pollution SPD
- Station Square planning brief SPD

- Core Strategy
- Minerals Sites
- Waste Management Sites

4.2 Monitoring the progress of the LDS involves identifying if the documents set out above are being prepared in line with the timetables in the LDS and if the key milestones for their preparation are being met.

The key milestones for DPDs are:

- i. Commencement of the preparation process of a DPD
- ii. Public participation on preferred options
- iii. Submission of a DPD
- iv. Pre-examination meeting
- v. Commencement of examination
- vi. Adoption of a DPD

¹ . The Open Space SPD related to a policy in the City Local Plan Review Proposed Modifications and therefore could not formally be adopted until the City Local Plan is adopted. The Open Space document was adopted as guidance and for development control purposes in December 2005.

The key milestones for SPDs are:

- i. Draft SPD and SA report issued for public consultation
- ii. Adoption and publication of SPD.

4.3 The documents that were programmed to have started or reached a milestone during the monitoring period are Portsmouth Statement of Community Involvement, Southsea Town Centre Area Action Plan, Somerstown Area Action Plan, Hilsea Lido Area Action Plan, Open Space SPD, Planning Contributions SPD, Reducing Crime through Design SPD, Air Quality and Planning SPD, the Minerals & Waste Core Strategy and the Minerals and Waste Sites DPDs. Progress of these documents is as follows:

The key milestones that the SCI was programmed to have reached during the monitoring period were public participation on preferred options, submission, pre-examination meeting² and examination.

	Target Date	Actual Date
Consultation on preferred options	March – April 2005	11 March – 22 April 2005
Submission of SCI	August – September 2005	12 August 2005
Pre- examination meeting	N/A	N/A
Commencement of examination	January – February 2006	1 March 2006

The table demonstrates that the SCI has met the all the key milestones except for the commencement of examination. However, even with the slight delay to the commencement of the examination, which only lasted one day, the SCI is still on track to achieve the remaining milestones.

4.5 Southsea Town Centre Area Action Plan

The key milestone that the Southsea Town Centre AAP was programmed to have reached during the monitoring period was public participation on preferred options. The LDS indicated that public participation on preferred options should occur during February and March 2006. This stage of participation actually took place from 17th February – 31st March 2006. Therefore this milestone has been met and the AAP is on track to meet the remaining key milestones as set out in the LDS.

4.6 Somerstown Area Action Plan

The LDS indicated that preparation of this document was due to start and consultation on the issues and options consultation was due to

² There was no need for a pre-examination meeting on the SCI so one was not held.

take place during the monitoring period. The preparation of the AAP started in April 2005. Therefore this milestone has been met.

4.7 Hilsea Lido Area Action Plan

The LDS indicated that preparation of this document was due to start and consultation on the issues and options consultation was due to take place during the monitoring period. The preparation of the AAP started in December 2005 and has now reached further stages in its preparation and is on track to be adopted within the timescales set out in the LDS.

4.8 Open Space SPD

The key milestones the SPD was programmed to have reached during the monitoring period were consultation on a draft SPD and SA and adoption and publication of the SPD.

	Target Date	Actual Date
Consultation on draft SPD and SA	September - October 2005	30 September – 11 November 2005
Adoption and Publication of SPD	July 2006	December 2005 (Guidance document for DC purposes) July 2006 adopted formally as SPD

Therefore the key milestones for the SPD were met and although the consultation period for the draft SPD slightly ran outside the prescribed time the SPD was still adopted in accordance with the timescales in the LDS.

4.9 Reducing Crime through Design SPD and Air Quality and Air Pollution SPD

During the monitoring period these two SPDs should have met the milestone of consultation on a draft SPD and SA. The consultation period for both SPDs was programmed to take place during November – December 2005. The actual consultation period for the two draft SPDs and accompanying SA reports was 9th December 2005 – 20th January 2006. Although the consultation period over ran the prescribed time as set out in the LDS the SPDs have reached further stages and were both adopted ahead of their anticipated adoption date in March 2006.

4.10 Planning Obligations SPD

The milestone the SPD was programmed to have met during the monitoring period was consultation on a draft SPD and SA. The consultation period was programmed to take place during February - March 2006. The actual consultation period for the draft SPD and accompanying SA report was 17th February – 31st March 2006.

4.11 Minerals & Waste Development Framework Documents

Please refer to the Minerals and Waste monitoring report for information on progress towards the LDS.

Summary Points

- During the monitoring period the key milestones have been met and all the documents are on track to be adopted on time.
- For those documents (Open Space, Reducing Crime through Design and Air Quality and Air Pollution SPDs) where the consultation period was just outside that prescribed in the LDS this has not lead to any delays in the final adoption dates.
- The Reducing Crime through Design and Air Pollution were both adopted ahead of schedule, during this monitoring period.

A self assessment on progress towards the LDS (plan making), for the purposes of Planning Delivery Grant, is included at Appendix 2.

5. ANALYSIS OF CITY LOCAL PLAN POLICIES

5.1 This section focuses on monitoring the policies in Portsmouth City Local Plan Review 2001-2011. There are many policies in the plan and it would be impossible to monitor every single policy therefore the strategic plan objectives are used instead. Policies have been grouped together under one objective that they all aim to achieve. A set of indicators and targets will be used in order to assess the implementation and effectiveness of the policies, a full set of these are set out in appendix 1. The indicators are a mix of core indicators that the Government has identified for all planning authorities to use and more local indicators that are relevant to policies contained in the City Local Plan Review.

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

6. PROGRESS TOWARDS THE OBJECTIVES

Objective 1 - Urban Renaissance

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

Indicator: Progress towards the development of major regeneration sites in the city.

- i. A wide range 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 if any have yet been implemented.

Table 1: Progress of regeneration sites

	Site	Proposal	Progress
CD1	City Centre North Urban Priority Area	Mixed use comprehensive redevelopment for mainly retail.	Conditional outline permission granted in November 2005 for 99320m ² of retail, 6650m ² leisure, 200 residential units, hotel and office accommodation, subject to a legal agreement. The scheme is expected to be completed by 2010.
CD2	City Centre Redevelopment sites	Four sites have been identified for redevelopment for town centre uses.	Not implemented. A Station Square SPD is being produced which will help to bring forward some of the redevelopment sites.
CD11	Historic Ships Car Park, Queen Street	Allocated for a mix of uses to include employment, housing and a car park.	Construction work started on site in February 2006 for 541 residential units and commercial units.
CD16	The Hard Interchange	Redevelopment or refurbishment of public transport interchange facilities.	Not implemented. It is proposed to produce an Area Action Plan for the Hard as part of the LDF by 2010.
CD17	Historic Dockyard Heritage Area	Redevelopment for residential, employment and tourism related uses.	Not implemented as the land will not now be released by the Ministry of Defence.
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.	Not implemented. A master plan is currently being drawn up by the Council's preferred development partners.

	Site	Proposal	Progress
ST3	Somerstown & North Southsea Principal Regeneration Area	Regeneration of the area to include refurbishment and redevelopment of housing, new community facilities, open space, employment and improved public transport links.	Not implemented. An area action plan is nearing Preferred Options consultation prepared and is due to be adopted in 2009. Much consultation with the community has already been carried out and design consultants have been appointed to draw up a regeneration plan.

- ii. Although none of the major sites have been completely implemented, work has begun on site for one of the developments, outline planning permission has been awarded in the case of another, and preparatory work, such as drawing up initial plans, has been started on most of the sites.
 - Some progress has been made on most of the major regeneration sites since the previous monitoring period. Construction work has now begun on one of the key sites and conditional outline planning permission has been granted for another.
 - Area Action Plans and Supplementary Planning Documents will be prepared for some of the regeneration areas to provide a more detailed development plan policy to enhance the prospects of implementation.
 - These sites will continue to be monitored to ensure that the necessary regeneration takes place.

Objective 2 - Design and Heritage

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

Indicators: *Number of listed buildings, locally listed buildings and conservation areas*

Number of applications refused on design grounds

Listed Buildings and Conservation Areas

- i. There are policies in the local plan to protect the listed buildings and ensure that the character and appearance of conservation areas are protected.
- ii. In Portsmouth there are over 600 listed buildings, 12 of which are Grade I, 31 are Grade II* and 404 are Grade II and there are 267 entries on the local list. During the monitoring period there has been one addition to the statutory list at Grade II and no listed buildings have been lost through damage or demolition.
- iii. At the start of the monitoring period there were 23 conservation areas covering an area of 387.23 hectares out of a total of 4028 hectares. At the end of the monitoring period an additional conservation area had been designated at Eastern Parade and Craneswater which was then subsequently extended within the monitoring period and an additional conservation area was revised resulting in an increase in the area covered by conservation areas from 387.23 to a total of 407.82 hectares. Therefore during the monitoring period the number of conservation areas increased and the area covered by conservation areas consequently increased, by 5.32%.

Design

- iv. Policy DC1 'Design Principles' of the Portsmouth City Local Plan review 2001-2011, sets out the guidelines for good design which should be adhered to by all new development in the city. During the 2005-05 monitoring period ninety applications were refused on the grounds of poor design, where policy DC1 was referred to as a reason for refusal.

Summary Points

- There has been a net gain in the number of listed buildings.
- There has been an increase in the number of conservation areas and an increase in the land covered by conservation areas in the city by over 5%.
- A large number of applications were refused on design grounds, proving that the policy is currently operating successfully.
- Policies to protect the city's heritage are achieving their objective.

Objective 3 - Natural Environment

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

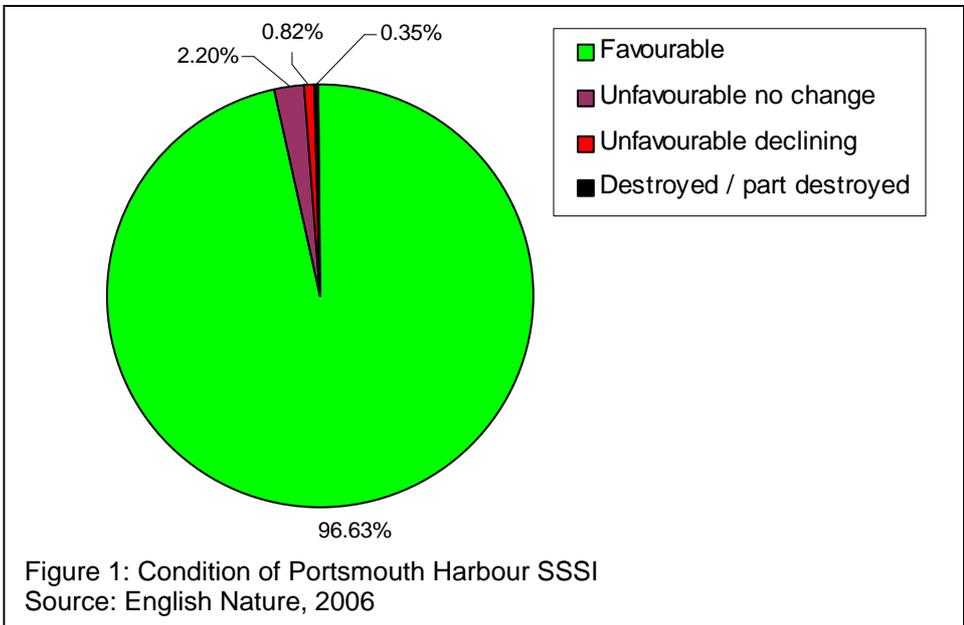
Indicators: *Percentage of SSSIs in a favourable condition*
Change in areas designated for nature conservation value at national, regional and local levels
Amount of open space
Percentage of eligible open spaces managed to green flag award standard
Contributions towards open space from new development

- i. Local Plan policies are aimed at protecting sites of importance for nature conservation and open spaces within the city.

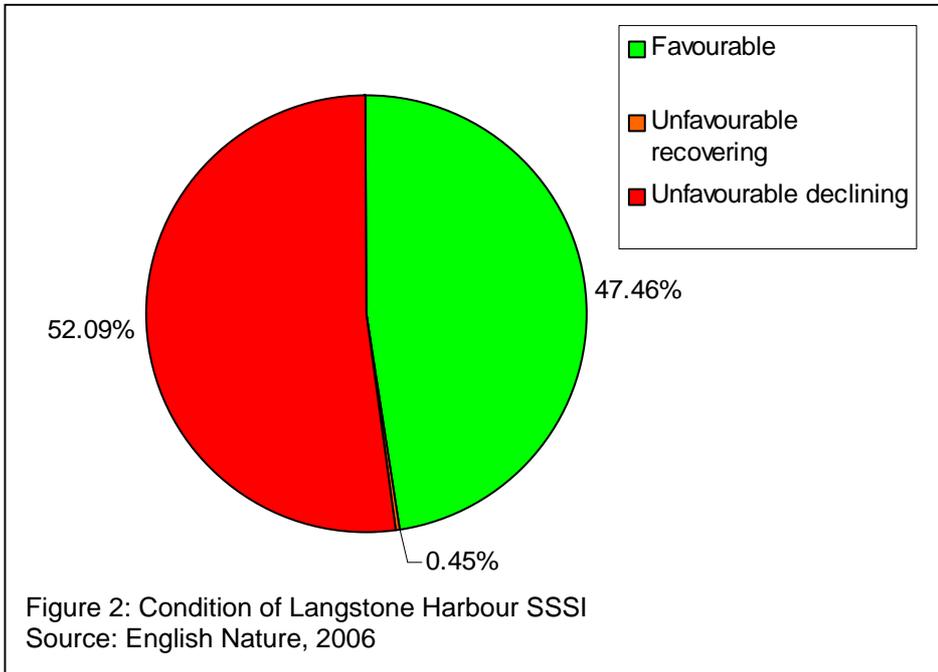
Sites of nature conservation value

- ii. There are three SSSIs (Sites of Special Scientific Interest) within Portsmouth: Portsmouth Harbour; Langstone Harbour; and Portsdown Hill. The national target is for 95% of SSSIs to be in favourable or recovering condition by 2010. The state of the SSSIs in Portsmouth is as follows:

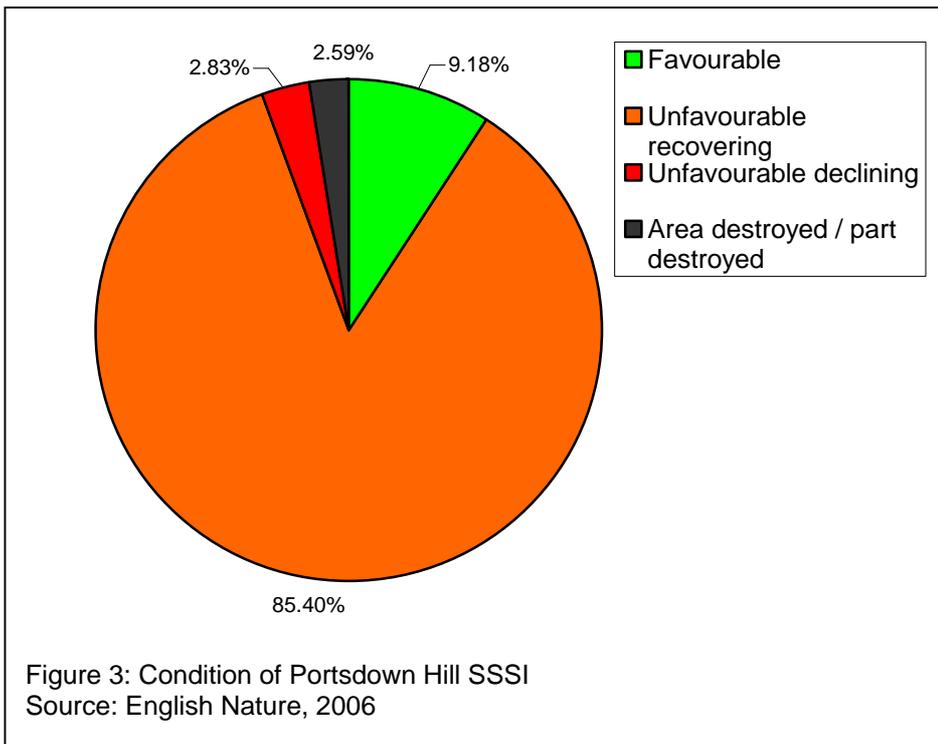
Portsmouth Harbour: 95.4% in a favourable condition
 3.5% in an unfavourable condition
 0.1% in an unfavourable / declining condition
 0.4% destroyed / part destroyed



Langstone Harbour: 47.46% in a favourable condition
 0.45% in an unfavourable / recovering condition
 52.09% in an unfavourable / declining condition



Portsdown Hill: 9.18% in a favourable condition
 85.39% in an unfavourable / recovering condition
 2.83% in an unfavourable / declining condition
 2.59% destroyed / part destroyed



- iii. The majority of both Langstone Harbour and Portsdown Hill are in an unfavourable condition. However although much of Portsdown Hill is unfavourable, there has been an increase since the last monitoring period in the area which is in a recovering condition. The main reason for the unfavourable condition of the hill is due to inappropriate scrub control. Over 50% of Langstone Harbour is in an unfavourable and declining condition. The reason for the unfavourable condition of much of Langstone Harbour is due to coastal squeeze, combined with water pollution from agricultural run-off. However, there has been an overall improvement in the state of Langstone Harbour since 2005, when only 25% was in a favourable condition. Almost 50% of the Langstone Harbour SSSI is now in a favourable condition. There has been no change in the condition of Portsmouth Harbour since the previous monitoring period.
- iv. As well as the three SSSIs, which are nationally protected and cover a total of 1671 hectares, there are 12 Sites of Local Nature Conservation Importance (SINCs), which cover an area of and 130 hectares. During the monitoring period there has been no change in the areas designated as SSSIs or SINCs, which indicates that the protection policies in the plan are working. English Nature objected to three applications during the monitoring period, however all of these objections were resolved prior to planning permission being awarded and therefore none were granted against the advice of English Nature.

Open Space

- v. There is a total of 923 hectares of open space in the city, which equates to 23% of the total land area in Portsmouth. There are 232 open spaces listed in the local plan, 8 of which would qualify for a green flag award (3.5%). During the monitoring period, all development occurred on previously developed land and therefore no open space was lost.
- vi. The City Plan has a further policy (DC46) to negotiate a financial contribution towards open space from developments of 15 or more residential units. New guidelines for securing on site provision and financial contributions towards open space were introduced during the monitoring period in the form of a Supplementary Planning Document, which was approved for development control purposes in December 2005. This now enables open space contributions to be secured on planning applications for one dwelling or more. During the period from December to April when the SPD was introduced, £76,375.25 was secured through contributions to open space and a further £282,000 was secured thorough section 106 legal agreements on larger sites.

Summary Points

- On the whole the condition of the SSSIs in Portsmouth is favourable, with the exception of Langstone Harbour. Almost 97% of Portsmouth Harbour is in favourable condition and the vast majority of Portsdown Hill is now in a recovering condition.
- Although the condition of Langstone Harbour has improved since last year, it is still cause for concern and any possible development proposal

would have to be considered carefully in order not to further jeopardise the state of the SSSI.

- None of the areas protected for their nature conservation value have been lost.
- No open space was lost to development during the 2005-06 monitoring period as 100% of new development occurred on brownfield land.
- The results of monitoring show that the application of policy DC46 (negotiating financial contributions towards open space) is working well in the short period it has been supplemented by the Supplementary Planning Document.

Objective 4 - Transport

Objective: To reduce adverse traffic impacts

*Indicators: Progress towards transport proposals
 Contributions towards public transport and walking/cycling enhancements and preparation of travel plans
 Number of cycle trips in the city
 Percentage of completed non-residential sites complying with parking standards
 Percentage of new non residential development within 30 minutes public transport time of a GP, hospital, primary school, secondary school, employment and a major retail centre*

Transport proposals

- i. The City Local Plan includes a variety of transport proposals for the city and table 2 charts the progress of these proposals.

Table 2: Progress of transport proposals

	Proposal	Progress
	New junction with the M275 at Tipner	Awaiting slip roads order for the M275.
	LRT between Portsmouth, Gosport and Fareham	The progression of this scheme has ceased and Hampshire County Council are now seeking other alternatives to Light Rapid Transit.
	Park & Ride from Tipner to the Hard	Awaiting slip roads order for the M275.
	Car parks (Park & Ride) at Tipner and Farlington with weekend and holiday overflow at the IBM site.	<p><i>No change since 2004-05 monitoring report.</i> Car park and park & ride at Farlington is linked to the proposal for a new railway station at Farlington. Securing a new railway station is a protracted process and it is at the early stages but initial studies appear promising. Subject to funding being available the car park could be implemented at an earlier date.</p> <p>The IBM site is currently used for park & ride overflow at weekends.</p> <p>Park & Ride at Tipner is reliant on the regeneration at Tipner.</p>
		<p><i>No change since 2004-05 monitoring report.</i> There was originally a proposal for a bus/cycle/pedestrian bridge to link Tipner to Port Solent enabling through bus service and it was to be substantially funded through the landfill tax. The emergence of a monorail proposal, with its own requirement for a structure over Tipner Lake, resulted in the original proposal being put on hold. The monorail structure, if built, would provide for</p>

		pedestrians/cycles/horses. If the monorail does not go ahead the City Council will need to reconsider bringing forward the original proposal.
		<i>No change since 2004-05 monitoring report.</i> See reference to progress at Farlington above.
		Conditional outline permission granted for the City Centre North redevelopment in November 2005, subject to section 106 and section 278 agreements. Work on the section 278 agreement has begun. The scheme is expected to be completed by 2009.
		<i>No change since 2004-05 monitoring report.</i> The widening of East Gate is complete. The first phase of the improved access will be undertaken as part of the City Centre North highway works. The second phase, requiring land acquisition is dependent on funding being available and as yet is not formally programmed.
		The improvements at the Hard were to be based around the provision of LRT and so the focus of this will now alter given that this will no longer be pursued. At Cosham waiting facilities for bus passengers will be improved through redevelopment of land adjacent and to the north of the bus interchange. There are also opportunities to improve the Cosham Station to improve safety and convenience, which would need to be undertaken in consultation with South West Trains.
		<i>No change since 2004-05 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 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. 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.

- ii. The policy in the City Local Plan states that contributions towards transport improvements will be required where they are necessary to enable the development to go ahead. Travel plans are required from major development proposals (over 500m²). During the monitoring period the Council secured two section 278 agreements which required

various highway improvements in conjunction with redevelopment initiatives. During the monitoring period the Council secured:

- Two PORTAL bus shelters were secured as part of an office development in the city.
 - Payment for securing a bus shelter.
 - Car club membership for one large development.
 - A pedestrian refuge.
 - Various highway improvements necessary as part of development across the city.
- iii. Over the monitoring year there were two applications which were granted conditional permission subject to a travel plan being produced. So far, only one of these two applications has produced a Travel Plan in accordance with the planning condition. This indicates that the policy is operating well. Future monitoring will indicate if there is any improvement in the number of travel plans required as part of new development in line with the policy.

Cycling

- iv. Reducing travel by the private car and promoting other forms of transport such as cycling is a key Government objective. The Council has a target to triple the number of cycling trips as a proportion of all traffic by 2011 in its community strategy. Table 3 shows the total number of cycle journeys in the city and the percentage of cycle journeys from all vehicles for the last 6 years.

Table 3: Number of Cycle Trips per day

	2000	2001	2002	2003	2004
Total cycle trips	5476	4816	5501	4845	4421
% Cycles	6.22	5.35	6.07	5.52	5.04

Year	2005
% Cycles	5.6

- v. Due to a change in the way the number of cycle trips are recorded to reflect the way cycling data is collected nationally, the data from 2005 cannot easily be compared to those collected in previous years. Broad trends can be seen from the data which does show an increase in the number of cycle trips since 2004, although the overall trend has been a decline in the number of people cycling since 2000. The Council have implemented a number of schemes to encourage cyclists in the city and it is hoped that following next year's monitoring report when trends can be drawn, an improvement in the number of cycle trips will be witnessed.

Parking standards and Accessibility

- vi. All new non-residential development within the city complied with the maximum parking standards as set out in policy DC28 of the Portsmouth City Local Plan Review 2001-2011. Similarly, all new

development within the city was within 30 minutes of a selection of important local services, such as GP surgery, hospital, primary school, secondary school, employment and a major retail centre, when travelling via public transport. Due to the highly dense nature of the city, a more local indicator could be introduced to measure whether all development is within a shorter travel time via public transport, of a number of key local services and facilities.

Summary Points

- Limited progress has been made on the transport proposals as set out with the City Local Plan Review.
- A variety of transport related benefits, including travel plans, have been secured during the 2005-06.
- The number of cycle trips in the city has increased since last year, but this increase should be viewed with caution, given a change in the way the number of trips are measured.
- All non-residential development built during the monitoring period complied with maximum parking standards.
- Accessibility levels in the city are high, with all new development being built within 30 minutes of key services by public transport.

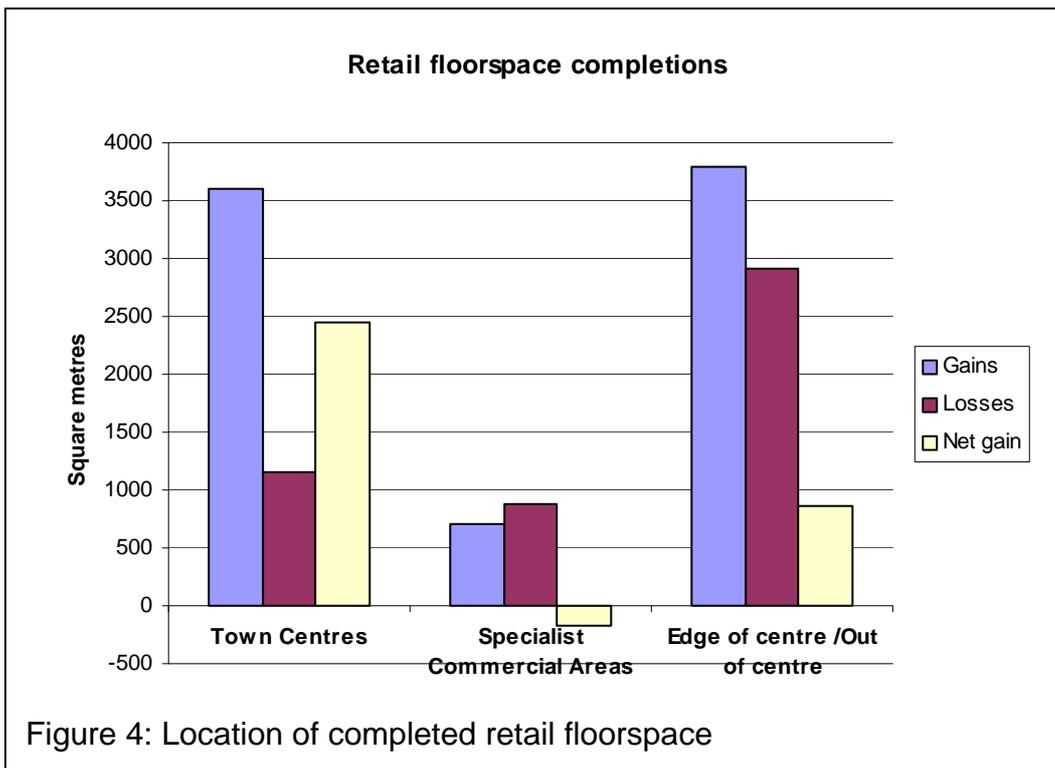
Objective 5 - Retail, town centres and the economy

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

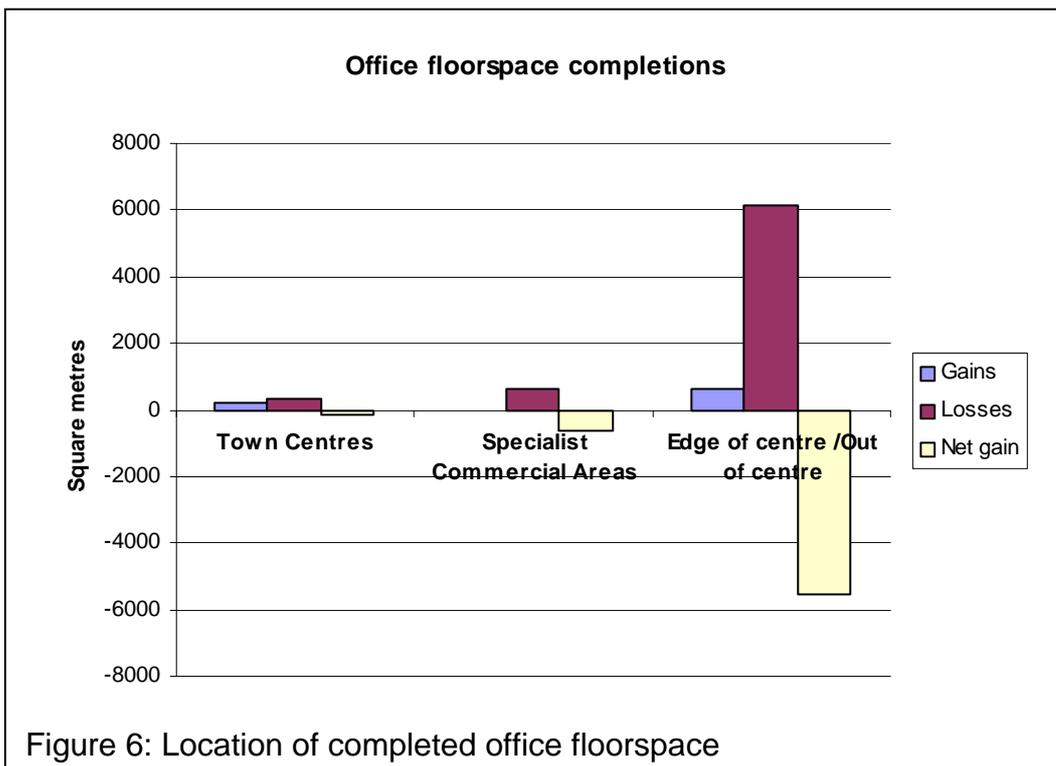
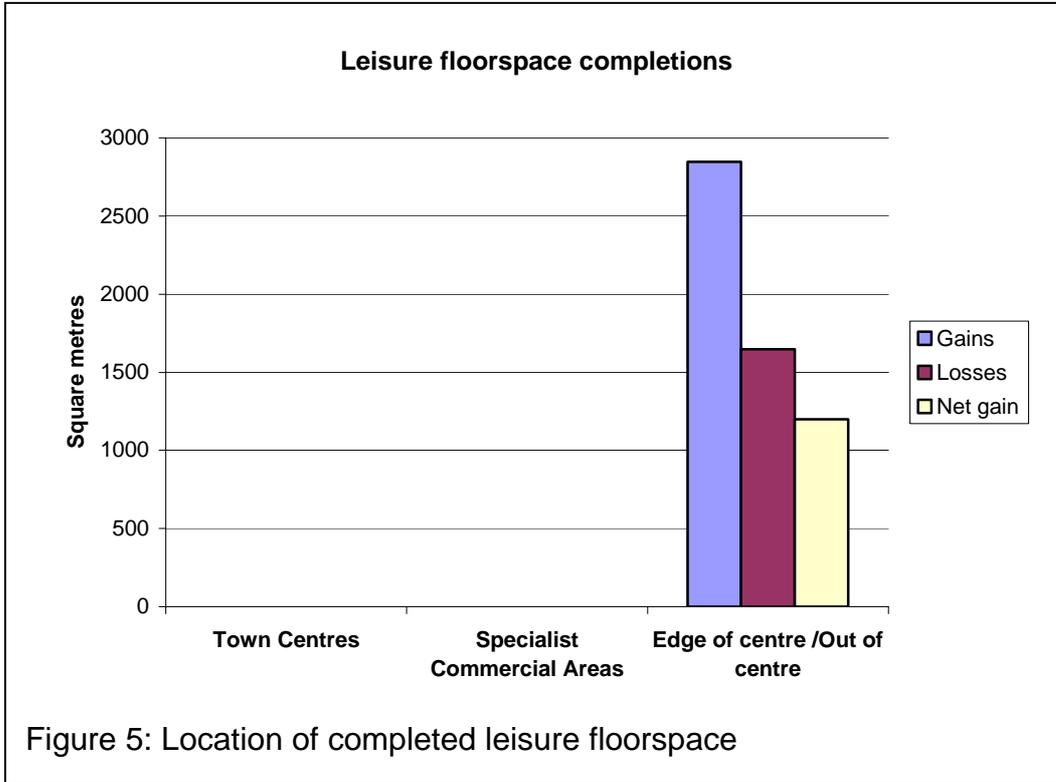
- Indicators:
- Amount of completed retail, leisure and office development*
 - Percentage of new retail, leisure and office development in town centres*
 - Percentage of A1 uses in the main centres*
 - Percentage of vacant units in centres*
 - Proportion of A3/A4/A5 uses in town centres*
 - Number of jobs created in retail and leisure*
 - Number of primary employment sites / premises lost*
 - Amount of land developed for employment by type*
 - Amount of land developed for employment by type which is in a development/and or regeneration area*
 - Number of jobs created in business and industry*

Amount of completed retail, leisure and office development

- i. Figures 4, 5 and 6 below depict the location of the gains, losses and net figure for retail, leisure and office development respectively in town centres, the Specialist Commercial Areas at Gunwharf Quays/Albert Road and in edge of centre or out of centre locations.
- ii. It is the aim of a number of policies within the Portsmouth City Local Plan Review to encourage retail, leisure and office uses to locate in designated centres.
- iii. By considering figures 4 to 6 below it is evident that the policies



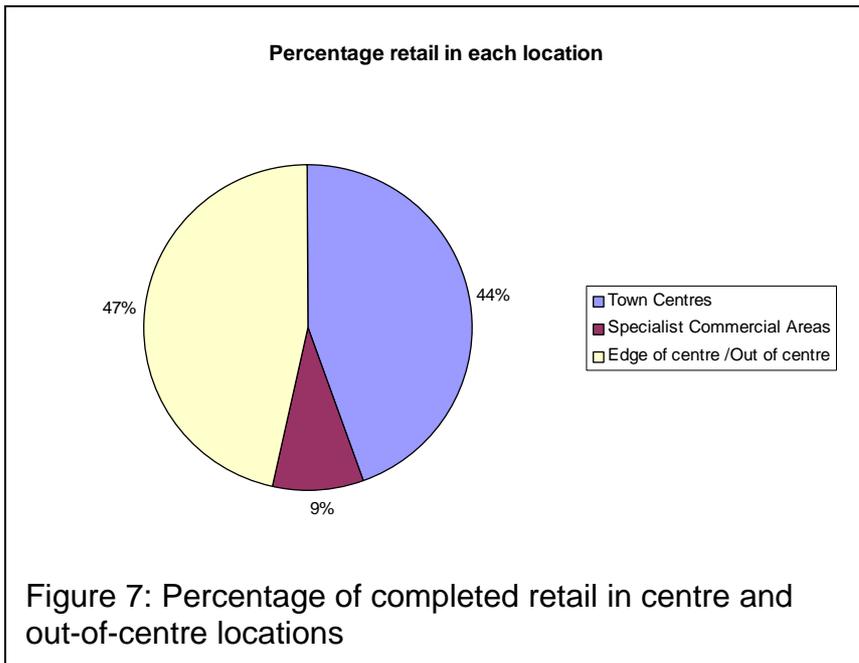
have had mixed success. Whilst for retail there has been a net gain in floorspace in designated town centres, for leisure uses there has been more development in edge of centre or out of centre locations. For office development there has been a net loss in floorspace in edge or out of centre locations.



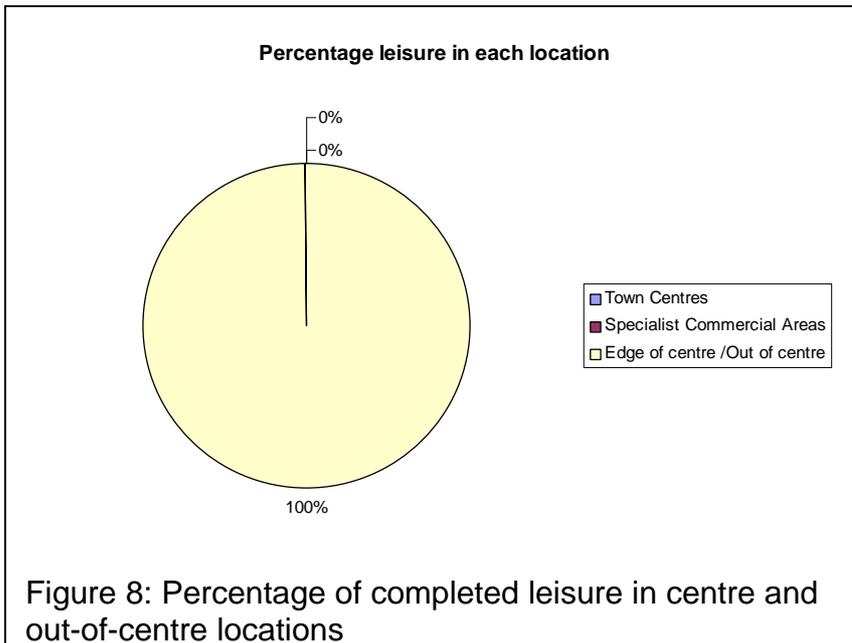
Percentage of new retail, leisure and office development in town centres

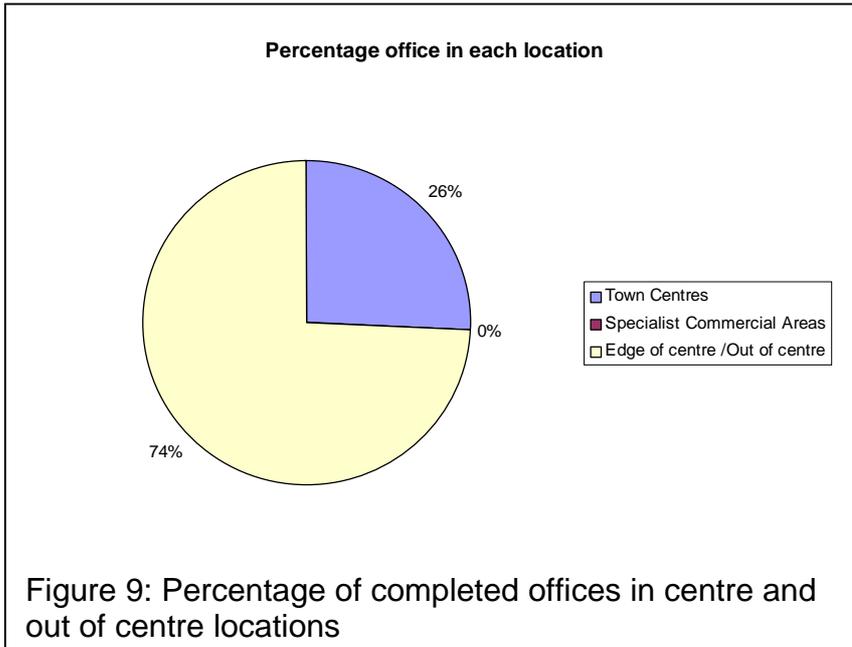
- iv. Figure 7, 8 and 9 illustrate the percentage of the total floorspace gains for retail, leisure and offices in each type of location in the city. These charts further illustrate the limitations of the policies within the Portsmouth City Local Plan Review.

- v. For all three of the different use types (retail, leisure and offices), the greatest percentage of completions occurred in out or edge of centre locations. This indicates a lack of suitable sites in centre, particularly for leisure and office development where the requirement is often for larger sites.



- vi. Figure 7 indicates some successes in encouraging retail development to locate in centres or specialist commercial areas, with over half of retail completions during the monitoring period locating in these areas.





Percentage of A1 uses in the main centres

- vii. During the monitoring period, 54% of all A1 completions occurred in Portsmouth's main town centres.
- viii. The Portsmouth City Local Plan Review states that for the primary retail frontage in the city's two main retail centres (City Centre policy CD5 and Southsea policy SJ5), the percentage of A1 retail frontage should not fall below 75%. This is to ensure that the predominant role of the principal retail areas remain a shopping one. Analysis of the level of A1 units in the two centres indicates that the city centre has fallen below the 75% limit in the last year. This has arisen as a number of changes of use away from A1 have been permitted at the peripheries to the primary retail area in order to bring active uses back to vacant units. This fall in the level of A1 uses within the city centre principal retail area is anticipated to be a short term problem which will be rectified when the Cascades shopping centre increases its retail floorspace and when the planned development of the City Centre North area is realised. This will bring much new retail, predominantly A1 uses to Portsmouth's city centre. Future monitoring of the retail frontage in the city centre leading to possible revisions to the centre's boundary may be necessary in order to ensure the vitality of the centre as a retail destination.
- ix. Monitoring suggests that the Southsea primary retail is prosperous, with a high percentage of A1 uses, which has increased beyond last year's recorded level. This high level of A1 uses, coupled with the low level of vacancies, as shown in table 4 below, shows that the policy SJ5 relating to Southsea Principal Retail Area is working well.

Table 4 - Percentage of A1 frontage

	Percentage of A1 Frontage (%)
City Centre Principal Retail Area	72
Southsea Principal Retail Area	84.56

Source: PCC monitoring systems

Percentage of vacant units in centres

- x. Table 5 below shows the percentage of vacant frontages in the town centres in Portsmouth. The level of vacant frontage is generally low across the city, with the exception of Fratton District Centre, although the vacancy level in this centre has remained static since the last monitoring report. A retail study for Portsmouth from December 2004 recommended that Fratton District Centre should be consolidated and this will be considered within the Core Strategy when work commences on this document.
- xi. In the other centres, the vacancy levels in the Southsea Primary Retail Area and in the Albert Road Specialist Commercial Area have decreased when compared to the figures recorded last year. However the district centre at Cosham has seen an increase in the percentage of vacant units, rising to 6.33% from 4.4% last year.

Table 5 – Percentage vacancies

	Percentage of frontage occupied by vacant units (%)
City Centre Principal Retail Area	8.14
Southsea Primary Retail Area	1.58
Albert Road Specialist Commercial Area	7.04
Cosham	6.33
Fratton	13.6
North End	5.82

Source: PCC monitoring systems

Proportion of A3/A4/A5 uses in town centres

- xii. There are a number of policies within the City Local Plan Review which look to protect the amenity of residents in the residential areas surrounding the designated centres. These policies specifically relate to food and drink uses within the Use Classes Order (classes A3, A4 and A5). More specifically, policies SJ6 and SJ7 look to limit the percentage of A3/A4/A5 uses in the Southsea Secondary Retail Area and at the western end of the Albert Road Specialist Commercial Area respectively.
- xiii. Table 6 below shows the percentage frontage occupied by A3, A4 and A5 in the areas where a percentage policy applies. Both of these policies seek to limit the amount of food and drink uses to 35% of the total frontage in the area. The percentage in the Albert Road Specialist Commercial Area has not altered since the previous monitoring period

and acts as proof that the policy is being applied to restrict an increase in these types of establishment.

- xiv. There has been an increase in the percentage of A3/A4/A5 uses in the Southsea Secondary Commercial Area beyond the level set out in the policy. Despite the application of the policy, this increase has arisen through an appeal decision in favour of an applicant proposing a restaurant use within the Secondary Commercial Area, which had firstly been refused.

Table 6 – Percentage A3/A4/A5 uses

	Percentage of frontage occupied by A3/A4/A5 uses (%)
Southsea Secondary Retail Area	35.5
Albert Road Specialist Commercial Area (western end)	35.27

Number of jobs created in retail and leisure

- xiv. The Indicative number of jobs created in the retail and leisure sectors in Portsmouth, based on an indicative employment density of 30 sqm per worker is set out in the table 7 below. The 30sqm figure is based on DTZ Pieda work undertaken for the sub-regional strategy on behalf of the Partnership Urban South Hampshire authorities.

Table 7 – Jobs created in the retail and leisure sector

	Gains	Losses	Net
A1	192	128	64
A2	7	122	-115
A3	36	4	32
Mixed Retail	35	12	23
Leisure	95	55	40
Total in Retail & Leisure	365	321	44

- xv. Using this indicative measure, a total of 44 jobs have been created in this sector during the 2005-06 monitoring period.

Number of primary employment sites / premises lost

- xvi. 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. During the monitoring period a total of 7095 square metres of land designated as employment land under policy DC30 has been lost to non-employment uses. Within this 7095square metres of non-employment uses, a car show room with a floorspace of over 6000 square metres was permitted, as this was deemed to be an appropriate use in an area surrounded by predominantly employment premises and a number of jobs were to be provided. During the same period, a total of 7174 square metres of

employment uses were permitted on the primary employment sites in the city as safeguarded by policy DC30. Therefore there has been a net gain on the designated employment land of 79 square metres.

Amount of land developed for employment by type

- xvii. Figure 10 below depicts the total floorspace gains and losses for employment uses in Portsmouth during the monitoring period. This illustrates that for many employment types, there has been a net loss in the amount of employment floorspace, specifically for B1(a) and B2

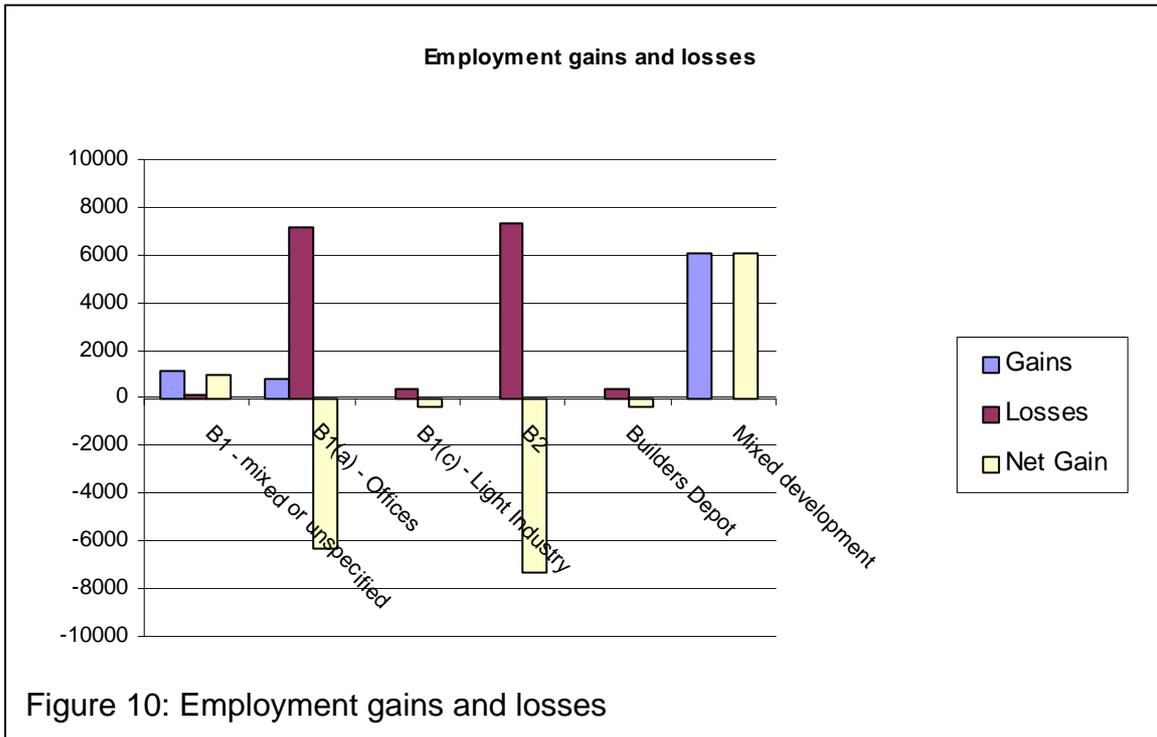


Figure 10: Employment gains and losses

uses. For mixed development sites consisting of a variety of employment uses there has been a net gain in floorspace.

Amount of land developed for employment by type which is in a development / and or regeneration area

- xviii. Within the monitoring period no gains to employment uses occurred within the boundary of any designated regeneration or development area, which in the case of Portsmouth are the Urban Priority Areas or the Somerstown and North Southsea Regeneration Area. However a loss of 192 sq m of B1(a) office floorspace did occur.

Number of jobs created in business and industry

- ixx. From April 2005 to March 2006, announcements of prospective job gains and losses in the local press, where the number of jobs involved is known, has resulted in a net loss of 880 jobs (Source: PCC Statistics newsletter). This follows on from figure 10 which depicts a net loss of employment uses in the majority of the business and industry sectors during the monitoring period.

Summary Points:

- The majority of new retail in the city has been permitted in designated centres or Specialist Commercial Area.
- Leisure and office development has predominantly been located in edge of centre or out of centre locations, indicating a lack of suitable sites for such uses within existing centres.
- The percentage of shopping uses in the City Centre Principal Retail Area has fallen below the level specified in the policy, although it is anticipated that this level will recover when the Cascades shopping centre implements its permission to increase the total retail floorspace in the complex and additionally when the City Centre North redevelopment is realised.
- Vacancy levels in the designated centres have remained at a similar level to those reported in the previous monitoring report, although there has been a reduction in the number of vacancies in the Southsea Primary Retail Area and in the Specialist Commercial Area at Albert Road.
- The percentage restriction on food and drink uses in Southsea Secondary Retail Area has been exceeded during the monitoring period due to an appeal decision in favour of the applicant. The level of A3/A4/A5 uses in the western end of Albert Road has remained the same as last year.
- There was a net gain of 79 square metres of employment uses on primary employment sites in the city.
- There has been a net loss of many employment uses in the city, although mixed employment sites have fared better where a net gain in floorspace was seen.

Objective 6 - Housing

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

Indicators: *Progress towards strategic target and the number of dwellings completed each year.*
Number of dwellings on allocated sites / windfall sites
Percentage of dwellings on previously developed land
Density of new residential development
Number of affordable housing units provided
Number of non-housing applications granted in housing revival areas

- i. Housing delivery is at the top of the government’s agenda. All local planning authorities need to meet their housing targets, especially in the South East where the pressure for house building is the greatest. A housing trajectory is set out in appendix 3 this shows the net additional dwellings since 1996, projected completions up to 2011, the annual strategic target, the number of dwellings above or below the cumulative target and the annual net dwelling gain needed to meet the strategic target.
- ii. The following indicators show how Portsmouth is currently performing on housing delivery.

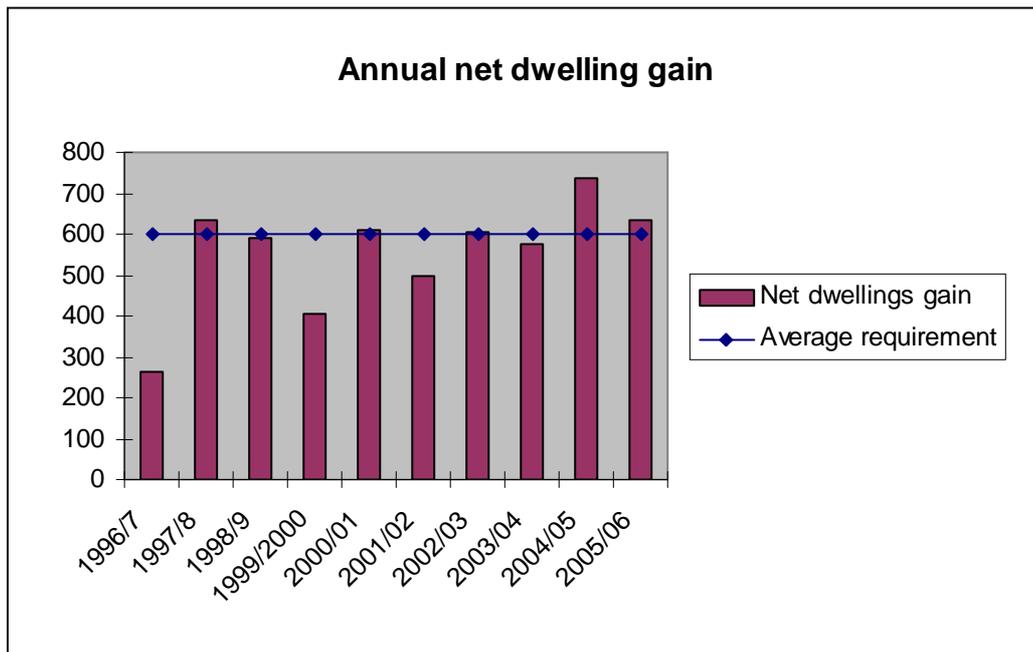
Progress towards strategic housing target and number of dwellings completed per year

- iii. The strategic housing target for Portsmouth as set out in the Hampshire Structure Plan is to provide 9,000 additional dwellings between 1996-2011. This equates to 600 dwellings a year.
- iv. Since 1996, 5557 units have been completed which leaves a further 3443 units to be provided by 2011 to meet the Structure Plan requirement. This equates to 689 a year.
- v. Recent completion rates in Portsmouth have been 556 units a year (1996-2006), which is 92.6% of the structure plan requirement. However, over the last three years this average has risen to 649 dwellings per year. The following table and chart represent this information graphically.

Table 8 – Net dwelling gain and the remaining Structure Plan requirement – 1996-2006

Year	1996/7	1997/8	1998/9	1999/2000	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	Total
Net dwellings gain	261	632	592	407	612	500	605	577	737	634	5557
Remaining Requirement	8739	8107	7515	7108	6496	5996	5391	4814	4077	3443	3443

Figure 11 – Completion rates in Portsmouth 1996-2006



- vi. Figure 11 above indicates that in five years during the Structure Plan period, the council exceeded the annual net additional requirement and in two years fell significantly below the annual requirement. The Council expects to meet and even exceed its Structure Plan baseline requirement by 2011 if we look at forecasted supply especially as there are some large sites (expected to deliver over 500 units) in the development pipeline.
- vii. The future housing supply has been estimated at over 5800 units up to 2011. This figure is made up of:
- Large sites currently under construction
 - Large sites with planning permission but not started. These have been discounted at 10% to take account of the fact that not all planning permissions are implemented.
 - Local Plan allocations (as included in the Hampshire Land Supply Schedule).
 - Additional capacity – from planning permission granted since April 2005 and allocated sites where we are aware that the actual number of dwellings coming forward will be more than that set out in the City Local Plan or the HLSS.
 - Identified small sites
 - Estimated windfall – this is calculated by projecting forward past rates of housing completions.

Table 9 – Anticipated housing supply 2006-2011

	06/07	07/08	08/09	09/10	10/11	
	820	1107	898	917	646	4388
Windfall sites	0	0	314	364	364	1042
Large urban capacity sites	0	0	0	90	290	380
Totals	820	1107	1212	1371	1300	5810

Number of dwellings on allocated sites / windfall sites.

viii. During the monitoring period, development was completed on one local plan allocation site, which delivered 36 units. This equated to 6% of the total net gain in Portsmouth in 2005-06. Consequently, 94% (598 units) of the net gain during the monitoring period was delivered through windfall sites.

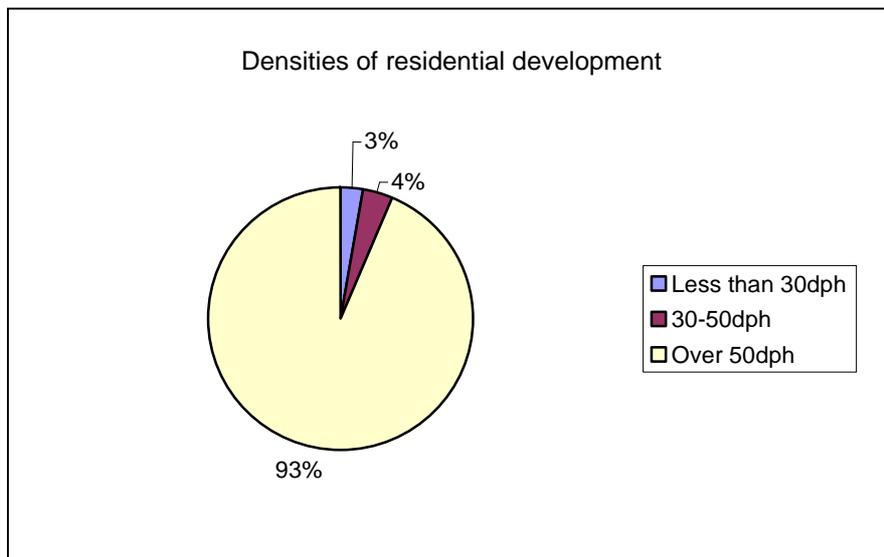
ix. Previously developed land

634 units were built during 2005-06 and 100% of these were delivered on previously developed land. As with the previous monitoring period from 2004-05, this has exceeded the government’s target for 60% of development to be on brownfield land. Being a solely urban area, Portsmouth has no greenfield sites and limited open spaces which are highly valued, therefore there is frequently no alternative to developing on previously developed land.

Density of new residential development

x. Planning Policy Guidance Note 3 requires local planning authorities to avoid the inefficient use of land and states that the density of new residential developments should not fall below 30 dwellings per hectare. Policy DC47 in the city local plan sets out a range of appropriate densities depending upon location and the lowest density level is 30 dwellings per hectare. Figure 12 below shows the density of new residential development completed in Portsmouth during this monitoring period 2005-06.

Figure 12 – Densities of completed residential development 2005-06



- xi. Figure 12 above indicates that the vast majority of residential development in Portsmouth takes place at high density, 71% of residential development completed during the monitoring period were over 100 dwellings per hectare. Of the 3% that fell below the minimum of 30 dwellings per hectare most involved the conversion of a property to form one dwelling, a number of extensions to existing properties to form additional dwellings and the addition of ancillary living accommodation to a children's day nursery.

Number of affordable housing units provided

- xii. Between 1 April 2005 and 31 March 2006 a total of 103 affordable units were completed. This is 16% of the total housing completed during that year. The Portsmouth City Local Plan Review policy DC40 states that affordable housing should be provided on sites of 15 or more units. Although a percentage target was not set out in the policy practice has been to negotiate 25% of the units on site as affordable. During the monitoring period, for sites of 15 or more where the requirement to provide affordable housing applied, on average 17% of the units were affordable, which is less than the 25% stated in policy. Details on affordable housing provision are set out in appendix 4.

- xiii. The Council has set a target of providing 150 affordable homes a year through the planning system. Monitoring has indicated that this target was not met in 2005/06 since only 103 affordable units were completed. The Council's performance in relation to affordable housing should improve next year as more sites will come forward that will be subject to the policy requiring a number of on site units to be affordable. It is also intended to strengthen the affordable housing policy within the City Local Plan, following the receipt of the Inspector's report into a revised policy, in February 2006. This will enable affordable housing to be sought on smaller sites, of ten units or more and for a greater percentage of affordable to be secured on larger sites. Therefore in the future, the Council expects the amount of housing provided through the planning system to increase, through both the new policy and planned supplementary planning guidance.

- xvi. Number of non-housing applications granted in housing revival areas.
In order to help maintain a supply of housing land the Council has designated some parts of the city as Housing Revival Areas. Policy DC44 in the Local Plan states that proposals for new retail or business premises will not be permitted nor will significant intensifications of existing businesses. In the monitoring period 2005-06 planning permission was granted for a mixed-use scheme comprising a day centre, office accommodation and eight flats at the upper storeys. Although non-residential uses were permitted at ground floor level, a number of residential units were also permitted which contribute to the aim of maintaining the housing supply in the city. The provision of active uses at ground floor also suit the character of the wider area, as

the properties opposite generally consist of town centre uses as they fall within a local centre.

Summary Points:

- In the past two years, the number of completions in Portsmouth have exceeded the average level to meet the Structure Plan target.
- Projected future supply indicates that Portsmouth will be able to meet and even exceed its housing requirement to 2011. This will need careful monitoring to ensure the housing requirement is met.
- Government targets for development on previously developed land and density have been exceeded, with 100% of all development delivered on previously developed land and almost three quarters of residential sites delivering 100 dwellings per hectare or more.
- The average amount of completed affordable housing was less than the 25% sought by the policy. The 2006-07 monitoring report will show the results of the implementation of a revised and strengthened affordable housing policy and it is hoped that the benefits of this will be shown through the further increased delivery of affordable units.

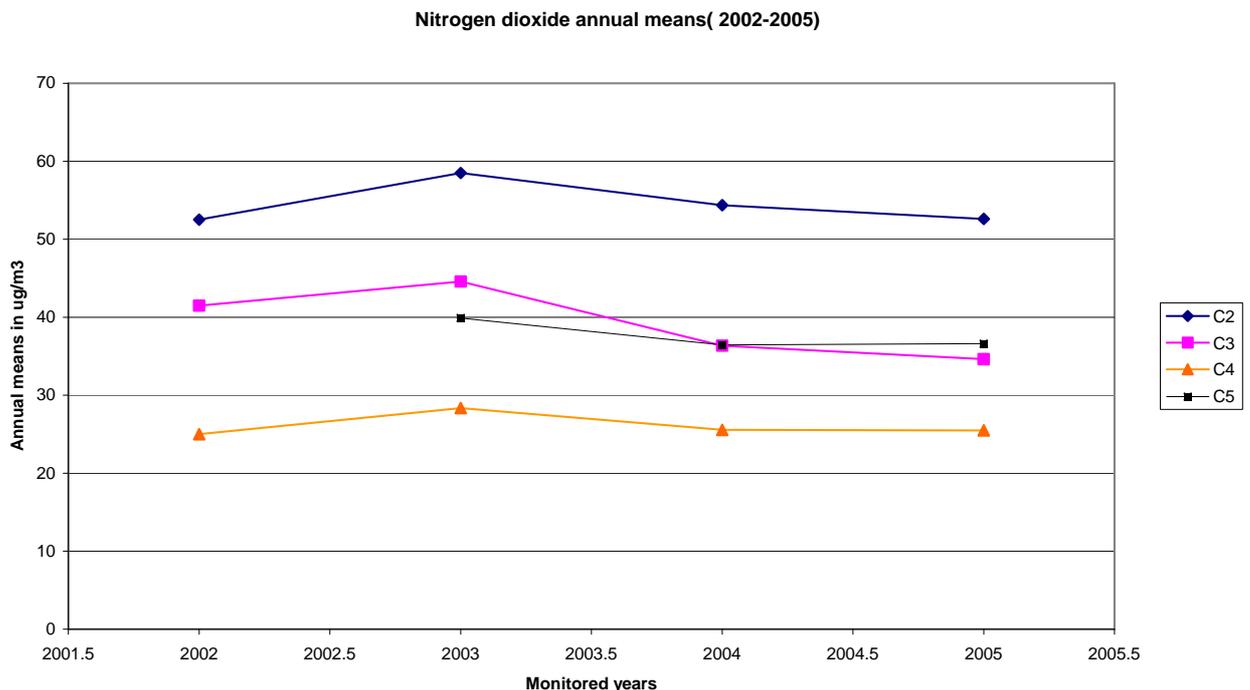
Objective 7 - Pollution & Amenity

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

Indicators: *Progress towards air quality objectives*
Contributions towards crime prevention and an increase in the number of people thinking there is less crime.
Number of planning permissions granted contrary to advice from Environment Agency on flooding or water quality
Renewable energy capacity installed by type

Air Quality

- i. The graph below indicates the nitrogen dioxide concentrations recorded between 2002 and 2005 in the city. Recent trends indicate a slight decline in the levels of nitrogen dioxide recorded. In order to improve air quality, 13 air quality management areas (AQMAs) were designated during the monitoring period in April 2005. It is hoped that by identifying the areas where exceedances of nitrogen dioxide are anticipated to occur, attention can be given to development proposals in these areas to address issues relating to air quality.



C2 = Kerbside, C3 = Roadside, C4 = Urban background, C5 = Site specific

- ii. A Supplementary Planning Document (SPD) on the subject of Air Quality and Air Pollution was produced and adopted during the monitoring period. It is hoped that this will help resolve any air quality issues involved in a planning application could be resolved through mitigation measures. As the SPD was adopted towards the

end of the monitoring period, it is anticipated that the next monitoring report will have visible results of the SPD being implemented.

Safety

- iii. During the monitoring period, the Council also adopted a supplementary planning document on Reducing Crime Through Design, which should ensure that new developments create a feeling of safety. This may help to improve the people's perceptions of crime levels in the future. Where security issues resulting from a development cannot be resolved through design the Council requires developers to make a financial contribution towards crime prevention measures.

- iv. To improve safety and security within the city the Council has a policy of requesting developers to make financial contributions towards crime prevention measures where new development may have an impact on the safety and security of people and property. The perception of crime is also a useful indicator. There has been no change in the perceptions of crime levels reported in the previous monitoring report, but the next MORI survey is planned for January 2007 and this will reveal if there have been any changes.

Flood protection and water quality

- v. For the year 2005-2006 the Environment Agency submitted four objections to planning applications on the grounds of flood risk. Two of these applications were subsequently withdrawn and further discussion occurred on the remaining two applications and amendments were made to the schemes in order to overcome the original objections. Therefore Portsmouth City Council granted no applications that were contrary to the advice from the Environment Agency on flood protection grounds.

- vi. During the monitoring period the Environment Agency objected to one application for a major mixed use scheme on the grounds of insufficient information to determine whether the development would have an effect on groundwater, due to a previous landfill site adjacent to the application site. This application was subsequently withdrawn by the developer.

Renewable energy

- vii. During the monitoring period from 2005-06 there have been no large-scale renewable energy applications in Portsmouth. It is difficult to monitor progress on smaller scale householder renewables as these types of proposals do not always require planning permission. It is fair to say that Portsmouth's progress to achieving the government's targets has been limited, although work has now begun on the Core Strategy development plan document, which will look to include a more progressive policy for securing energy from renewable sources in larger projects.

Summary Points

- The council is performing fairly well on air pollution issues and it is hoped that as use of the now adopted Supplementary Planning Document increases, this will have a further positive impact on the nitrogen dioxide concentrations in the city.
- For the second year running, no developments have been granted contrary to Environment Agency advice on flooding. No applications were granted when the Environment Agency had objected on the grounds of water quality.
- More needs to be done to achieve government targets on renewable energy. This will be progressed during the next monitoring period when work on the Core Strategy will commence.

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
Number of community facilities*

- i. During the monitoring period £30,000 for public art was negotiated as part of one development.
- ii. During the monitoring period permission has been granted for 15 community uses, including an orthodontic surgery and podiatry clinic. Conversely, permission has been granted which involved the loss of 7 community facilities. Therefore there has been a net gain of 8 community facilities during 2005-06.

Summary Points

- Community facilities have been secured as part of new developments in the city.
- There has been a net gain in community facilities during the monitoring period.

7. FUTURE MONITORING REPORTS

Core indicators

- 7.1 *Biodiversity* - Change in priority habitats and species by type.
Currently information on this indicator is not held. Consideration needs to be given as to how to collect the information in the future.

Local indicators

- 7.2 **Number of new non-residential developments that are accessible to all**
The requirement for applicants to submit design and access statements will be introduced on 10 August 2006. As more applications will be submitted with access statements during the next monitoring period, it should enable easier monitoring of this indicator.
- 7.3 **Contributions towards crime prevention measures**
This information was not readily available and consequently it has been unable to monitor this indicator.

8. CONCLUSIONS AND RECOMMENDATIONS

- 8.1 This is the second annual monitoring report for Portsmouth and overall it shows that Portsmouth is performing well on the LDS and the implementation of planning policies. The report indicated that some areas need careful monitoring every year to ensure that progress towards targets is on track, identified action that the Council is doing or proposes to do to ensure policies achieve their objectives and identified areas where better monitoring is needed.
- 8.2 This second Annual Monitoring Report indicates that all local development documents are being prepared in line with the timetable in the LDS and are on track to be adopted on time. A number of Supplementary Planning Documents have now been successfully adopted.
- 8.3 The AMR demonstrates that on the whole most policies are operating well and achieving their objectives. Policies that are working particularly well are design & heritage, natural environment, accessibility, housing density and affordable housing. As a result of monitoring it is not proposed to change any policies at present because they are all operating reasonably well. However, the report has highlighted that large amounts of retail, leisure and office uses are being permitted in out of centre locations, highlighting the poor operation of the policies due to the limitations of the existing town centres.

Future reviews

- 8.4 The report highlighted some areas where careful monitoring is needed to ensure that policies are fully implemented or the main plan objectives are achieved. These are:
- Urban renaissance – progress has been limited on the redevelopment of a number of key sites, due to the many constraints and issues surrounding their delivery.
 - It has been equally difficult to comment on the implementation of transport proposals as they are largely dependant on finance and other agencies. Many are also linked to wider redevelopment programmes as discussed above.
 - Despite improvements over recent years, the housing target is currently not being met however it is predicted that future supply will enable the Council to exceed its target. Housing completions will need to be monitored carefully every year to ensure the situation continues to improve.
 - Affordable housing - it is a priority to provide sufficient affordable housing in the city and a target has been set to provide 150 affordable homes a year through the planning system. The affordable housing policy is due to be changed during the next monitoring period and it is hoped that this will have an impact by lowering the threshold at which affordable housing is required.

Currently the number of sites where affordable housing is required is low due to the limited number of large sites coming forward. This will need to be carefully monitored to see what effect the new policy has.

- Renewable Energy – For the second year running there has not been much progress towards government targets for renewable energy. A policy may be needed in the Core Strategy of the Local Development Framework in order to improve Portsmouth's delivery of this important element of green infrastructure

8.5 This report has also identified some action that is being taken to improve the situation in relation to certain indicators.

- Area action plans are being prepared for key regeneration sites (such as Somerstown and the Hard) to ensure they are implemented.
- A supplementary planning document is being prepared on the topic of planning obligations and which should help to improve the implementation of relevant policies and aid in securing contributions for key infrastructure around the city.
- A supplementary planning document is also being prepared on the Station Square area of the city centre which it is hoped will aid the comprehensive redevelopment of a number of key sites in prominent locations in the city centre.

Further monitoring

8.6 Subsequent annual monitoring reports will need to include information on biodiversity, but this information is not currently held by the Council and so the collection of this data firstly needs to be established. At a more local level, it is hoped that the introduction of Design and Access statements during the next monitoring period will enable data to be collected on the accessibility of non-residential developments. A more consistent approach to recording and monitoring contributions relating to new development should also enable contributions to crime prevention measures to be quantified.

APPENDIX 1: INDICATORS

	Indicator	Type of indicator
General background	Population size & composition	Contextual
	Level of crime	Contextual
	Unemployment level	Contextual
	Household income	Contextual
	House price level	Contextual
	Average SAP ratings of homes	Contextual
	Number of properties at risk from flooding	Contextual
	Number and condition of dwellings in Portsmouth	Contextual
Urban renaissance	Progress towards the development of major regeneration sites in the City	Local output
Design and Heritage	Number of applications refused on design grounds	Local output
	Number of new non-residential developments that are accessible.	Local output
	Number of listed buildings and conservation areas.	Local output
Natural Environment	Percentage of SSSI's in favourable condition	Contextual
	Change in areas and populations of biodiversity importance including change in priority habitats and species and change in areas designated for their environmental value.	Core and local output
	Amount of open space	Local output
	Percentage of eligible open spaces managed to green flag award standard	Core output
	Contributions towards open space	Local output
	Number of approved applications where English Nature has objected.	Local output
	Transport	Percentage of non residential development complying with car parking standards
	Percentage of new residential development within 30 minutes public transport time of a GP, hospital, schools, employment and major health centre.	Core 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
	Development in high accessibility zones	Local output
Retail, town centres and the	Amount of completed retail, office and leisure development	Core output

economy		
	Percentage of the above uses developed in town centres	Core and local output
	Percentage of A1 uses in the main centres	Local output
	Percentage of vacant units in centres	Local output
	Proportion of A3/4/5 uses in each town centres	Local output
	Amount of land developed for employment by type	Core output
	Percentage of employment development on previously developed land	Core output
	Employment land supply by type	Core output
	Number of primary employment sites / premises lost	Local / core output
	Number of jobs created	Local output
Housing	Housing trajectory	Core output
	Percentage of new homes built on previously developed land	Core output
	Number of dwellings on allocated sites / windfall	Local output
	Density of new residential development	Core and local output
	Number and percentage of affordable housing provided	Core and local output
	Number of non housing applications permitted in the Housing Revival Areas	Local output
Pollution & Amenity	Progress towards air quality objectives	Contextual
	Contributions towards crime prevention measures and an increase in the number of people thinking there is less crime.	Local output
	Number of planning permissions granted contrary to the advice of the Environment Agency on flood defence grounds or water quality.	Core output
	Renewable energy capacity installed by type	Core output
Minerals	Production of primary land won aggregates	Core output
	Production of secondary / recycled aggregates	Core output
Waste	Capacity of new waste management facilities by type	Core output
	Amount of municipal waste arising, and managed by management type, and the percentage each management type represents of the waste managed.	Core output
Community	Provision of infrastructure as part of new developments	Local output
	Number of community facilities including health and education	Local output

APPENDIX 2 - PLAN MAKING SELF ASSESSMENT

For the purposes of Planning Delivery Grant (PDG) 2007-2008 local planning authorities are required to carry out a self assessment of their plan making and whether it has been in accordance with the Local Development Scheme. The self assessment is to cover the monitoring period of 1 April 2005 – 31 March 2006 and should only include Development Plan Documents (DPDs) and not the Statement of Community Involvement (SCI) or any Supplementary Planning Documents (SPDs). The key milestones to include in the assessment are Regulation 26 Preferred Options Stage and Regulation 28 Submission Stage. The assessment is to be done against the original LDS submitted to Government in March 2005.

The scoring system set out guidance on PDG “Planning Delivery Grant 2007/2008: Proposed Allocations Criteria” is as follows:

Timing	Score
On time / early	4
3 months late or less	3
More than 3 but less than 6 months late	2
Over 6 months late	1

For any DPDs which did not have a planned milestone in the year it is regarded as scoring 3.

The only DPD from the Portsmouth LDS that was programmed to reach regulation 26 or regulation 28 stage during the monitoring period of 1 April 2005 – 31 March 2006 is the Southsea Town Centre Area Action Plan. The LDS stated that regulation 26 consultation would be carried out for the Southsea Town Centre Area Action Plan during February - March 2006. The actual dates for the regulation 26 consultation were 17th February – 31st March 2006. According to the scoring system above a score of 4 is awarded for the Southsea Town Centre Area Action Plan.

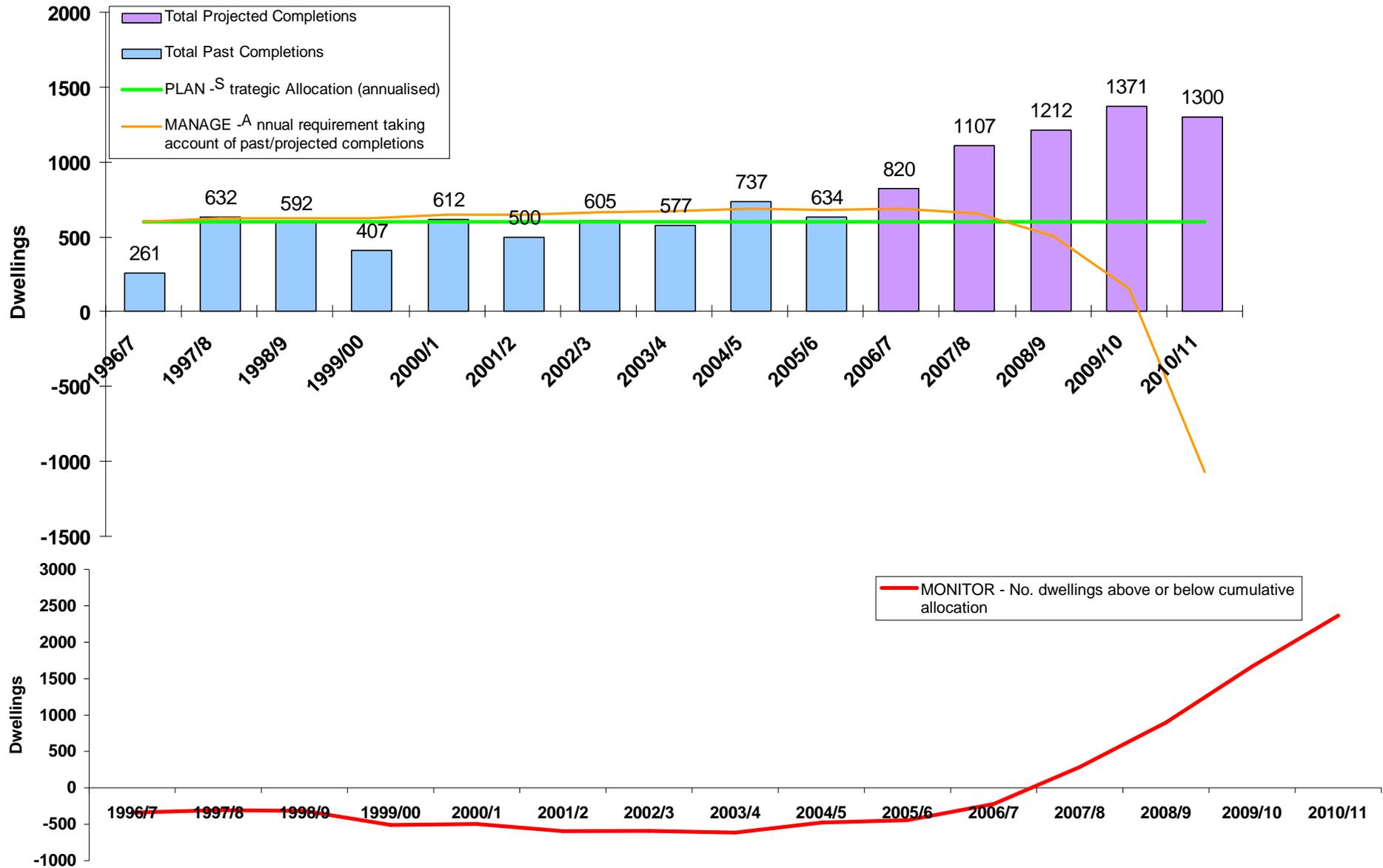
There are 5 other DPDs included in the LDS but none has a planned milestone during the monitoring period and therefore they all receive a score of 3.

This gives a total score of 19. The mean score is 3.2

APPENDIX 3: PORTSMOUTH'S HOUSING TRAJECTORY

	1996/7	1997/8	1998/9	1999/00	2000/1	2001/2	2002/3	2003/4	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11
Past Completions - Allocated Sites	-	-	-	-	89	146	258	318	249						
Past Completions - Unallocated Sites	-	-	-	-	152	220	248	285	445						
Projections - Allocated Sites	-	-	-	-							820	1107	898	1007	936
Projections - Unallocated Sites	-	-	-	-							0	0	314	364	364
Total Past Completions	261	632	592	407	612	500	605	577	737	634					
Total Projected Completions											820	1107	1212	1371	1300
Cumulative Completions	261	893	1485	1892	2504	3004	3609	4186	4923	5557	6377	7484	8696	10067	11367
PLAN - Strategic Allocation (annualised)	600	600	600	600	600	600	600	600	600	600	600	600	600	600	600
MONITOR - No. dwellings above or below cumulative allocation	-339	-307	-315	-508	-496	-596	-591	-614	-477	-443	-223	284	896	1667	2367
MANAGE - Annual requirement taking account of past/projected completions	600	624	624	626	646	650	666	674	688	680	688	655	503	152	-1067

Portsmouth Housing Trajectory 2006



APPENDIX 4: AFFORDABLE HOUSING COMPLETIONS ON SITES OF 15 OR MORE UNITS 2005-2006

Address	Date of completion	Total no. of units	No. of affordable units	Percentage of affordable units
Vulcan Building Gunwharf Quays	15 September 2005	28	0	0
84-88 Kingston Crescent	7 December 2005	26	26	100
106-118 Fratton Road	1 March 2006	42	42	100
101-115 Kingston Road	20 April 2005	36	36	100
Milton Campus, Milton Road*	19 May 2005	154	32	21
4-8 Alhambra Road	9 May 2005	23	3	13

Adopted City Local Plan 1995 – Seek 20% affordable housing on sites of 20 or more units.

First Deposit Draft Feb 2001 – Seek 25% affordable housing on sites of 15 or more units.

Revised Deposit Draft May 2002 - Seek 25% affordable housing on sites of 15 or more units.

Proposed Modifications August 2005 – Seek 30% affordable housing on sites of 10 or more units.

* Only a proportion of this site was completed during the monitoring period, which did not include the affordable housing element of the scheme. These figures are included to indicate the percentage of affordable units secured on the whole site.