

Annual Monitoring Report 2007

Covering the period 1st April 2006 – 31st March 2007

Local Development Framework

November 2007



**Portsmouth City Council's
Annual Monitoring Report 2007**
(covering the period 1st April 2006 – 31st March 2007)

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1. INTRODUCTION

- 1.1 This is the third Annual Monitoring Report (AMR) on the Portsmouth City Local Plan 2001-2011 and the emerging Portsmouth Local Development Framework. The Monitoring Report concerns the period from 1st April 2006 to 31st March 2007 and is the third such report, with the first covering the same time period in 2004 and into 2005.
- 1.2 The Portsmouth City Local Plan 2001-2011 was adopted during the monitoring period in July 2006 and progress towards the implementation of the Local Development Framework is underway on a number of documents, with much progress on a number of Supplementary Planning Documents and on the Southsea Town Centre Area Action Plan. The report considers the council's progress towards these documents, 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 This report does not discuss the progress towards the minerals and waste core indicators. As with last year's annual monitoring report from 2006, this will again 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. This will be available from www3.hants.gov.uk/mineralsandwaste/planning-policy/development-framework.htm.

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. The same principles have been used to monitor the indicators during this, the third monitoring period.
- 2.2 The Local Development Scheme (LDS) and planning policies in the Portsmouth City Local Plan 2001-2011 have been monitored. To monitor the progress of the local development documents is recorded as they go through preparation and the dates of key milestones are recorded.
- 2.3 Planning policies are monitored to demonstrate whether they are working and to identify if changes to policy are needed to reflect changes in government guidance. Changes will be made to current planning policies through documents in the Local Development Framework.
- 2.4 The guidance states that the “saved policies” should be monitored, which from July 2006 are the policies in the newly adopted Portsmouth City Local Plan. The policies in the Local Plan have been automatically saved for a period of three years until July 2009.
- 2.5 The Local Plan is fairly up to date with government guidance as it was only recently adopted during this monitoring period. However, two significant new Planning Policy Statements were released in November and December 2006 which now take precedence over the local policies in the Portsmouth City Local Plan. This report will address the changes that will need to be made to our local policies to reflect changes in government guidance with respect to Housing and Flood Risk.
- 2.6 Key policies have been grouped together under strategic objectives and then monitored against a set of indicators relating 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 Planning Services, but also from:
- Monitoring results of the Local Transport Plan
 - Monitoring results of the Community Strategy
 - Public Protection Department, Portsmouth City Council
 - Hampshire County Council monitoring reports
 - Census and other National Statistics data
 - Environment Agency data
 - Natural England data
 - Hampshire Biodiversity Information Centre data
 - CAPS Uniform Planning Applications database

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 had a estimated population of 196,400 people in 2006 (Population Estimates Unit, National Statistics) and the largest age cohort is the age range of 20-24 years (2001 Census, National Statistics).
- 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 85,828 dwellings in the city and the average household size is 2.28 persons (HCC – Chelmer model, 2006). 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 94,803 by 2026 partly due to the increase in single person households thus increasing the need for housing development in the city (HCC – Chelmer model, 2006).
- 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 (PCC records, 2005).
- 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 2007) was £158,280.30 (Land Registry, 2007). This represents a rise of 18% since the same period in 2003, where the average house price was £133,798. In addition to this average household incomes in Portsmouth are £32,200 compared to a national average of £33,700. However in some wards average income is as low as £22,500 making the purchase or rental of a property on the open market impossible (CACI, 2007).

- 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 21,930 properties fall within a high risk of tidal flooding (a flood event in every 1 in 200 years), this equates to 25.6% of the city's housing stock and 29% of the city's land area. 16,504 properties fall within a medium risk of tidal flooding (1 in every 1,000 years), which equates to 19.2% of the city's housing and 18% of total land area. The combined totals are 38,434 properties in the flood zone and the remaining properties 47,394 are at low risk of flooding. The majority of Portsmouth's coastline is protected from flooding by coastal defences which include a wide variety of different types of barrier, including steel sheet piling, vertical and sloping concrete/masonry walls, rock armour, 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 it is likely that overtopping would occur 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 April-December 2006, the number of recorded crimes in the city was 17,481, an increase of 6.2% over the same period in 2005 (PCC data - Comparator Crimes, 2006). 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 buses, trains and cycles. 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 (LDS) was first submitted to the Government Office for the South East 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 the Station Square and Station Street area of the city centre. Additionally the LDS sought 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 from February 2006. The Local Development Documents that will make up the Portsmouth LDF in the first three years are:

Portsmouth LDF

- 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 and Station Street Planning Brief SPD

Hampshire Minerals & Waste Development Framework

- 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 Portsmouth City Local Plan was adopted. The Open Space document was initially adopted as guidance and for development control purposes in December 2005, as reported in the previous monitoring report.

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 in accordance with the Local Development Scheme as amended in February 2006 are: the Statement of Community Involvement, the Portsmouth Core Strategy, Southsea Town Centre Area Action Plan, Somerstown Area Action Plan, Hilsea Lido Area Action Plan, Open Space SPD, Planning Contributions SPD and Station Square and Station Street SPD. Progress of these documents is set out in the following paragraphs.

4.4 Statement of Community Involvement (SCI)

The key milestone that the SCI was programmed to have reached during the monitoring period from April 2006-March 2007 was the adoption of the document. The adoption of the SCI was planned in the LDS for the period February-May 2006. The SCI was actually adopted before the target date on 4th April 2006.

4.5 As the SCI has now been adopted there are no further milestones to be met. Monitoring of the milestones will recommence when a review of the SCI begins in three years from the adoption date, in April 2009.

4.6 Portsmouth Core Strategy

The key milestones that the Portsmouth Core Strategy was programmed to have reached during this monitoring period was the commencement of preparation of the DPD. Evidence gathering for the Core Strategy began during the monitoring period in summer 2006 and therefore this first initial milestone on the Core Strategy has been met.

4.7 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 submission of the DPD, pre-examination meeting, and commencement of the examination. The table below sets out the progress against these milestones.

Key Milestone	Target Date	Actual Date
Submission of a DPD	September - October 2006	15 th September – 27 th October 2006
Pre-examination meeting	January 2007	N/A
Commencement of examination	March 2007	N/A

4.8 The table above indicates that the AAP has met the milestone for the submission of the Southsea Town Centre document. As the examination was undertaken by the process of written representations,

the appointed Inspector felt that there was no need for a pre-examination meeting and also consequently, there was not a definitive start date for the examination process. However, the written representations process was being undertaken at the end of the monitoring period in spring 2007 therefore the DPD appears to be on track to be adopted in line with the timescales as set out in the LDS.

4.9 Somerstown Area Action Plan

The LDS indicated that both the milestones for public participation on the preferred options and for the submission of AAP were due to take place during the monitoring period. The table below measures the progress against these milestones.

Key Milestone	Target Date	Actual Date
Public participation on preferred options	June – July 2006	13 th November - 15 th December 2006
Submission of a DPD	December 2006 – January 2007	Yet to occur

4.10 As the dates in the table indicate, neither of the key milestones as set out in the Local Development Scheme from February 2006 were met for the Somerstown and North Southsea Area Action Plan. The preferred options milestone was unable to be met as there was uncertainty over which option to promote ahead of another and additionally, further work was needed on the detail of the options to be put forward, particularly surrounding their viability. This delay to the Preferred Options stage meant that the milestone for submission of the DPD could not be met.

4.11 Hilsea Lido Area Action Plan

The LDS indicated that public participation on the preferred options and the submission of this DPD were due to occur during the monitoring period. The table below indicates progress against these milestones.

Key Milestone	Target Date	Actual Date
Public participation on preferred options	August - September 2006	18 th August - 29 th September 2006
Submission of a DPD	March – April 2007	Not to occur

4.12 The table indicates that the milestone for public participation on the preferred options for Hilsea Lido occurred as planned in August-September 2006. However, the submission of the DPD milestone has not been met. Following the results on the preferred options consultation, the council took the decision not to continue with the Area Action Plan and consequently, the DPD was not progressed to submission stage.

4.13 Open Space SPD

The key milestone that the SPD was programmed to have reached during the monitoring period was the adoption and publication of the

SPD which was planned for July 2006. As reported in last year's monitoring report, the SPD was published as a guidance document for development control purposes on 2nd December 2005. The SPD could not be formally adopted until the Portsmouth City Local Plan was adopted on 21st July 2006 as it related to a policy in that plan. Therefore the SPD met its milestone as it was adopted and published as planned in July 2006.

4.14 Planning Contributions SPD

The milestone that the SPD was programmed to have met during the monitoring period was the adoption and publication of the SPD. This was programmed to occur in July 2006 and actually occurred on 21st July 2006. Therefore the milestone has been met.

4.15 Station Square and Station Street Planning Brief SPD

During the monitoring period the SPD was programmed to have met two milestones, one for consulting on the draft SPD and SA report and one for the adoption and publication of the SPD.

Key Milestone	Target Date	Actual Date
Draft SPD and SA report issued for public consultation	October – November 2006	26 th February and 6 th April 2007
Adoption and publication of SPD	March – April 2007	Yet to occur

4.16 Neither of the milestones for the Station Square and Station Street Planning Brief SPD have been met. Consultation on the draft SPD was delayed as consultants were appointed to produce the document due to a lack of resources within the council. The consultants and the council were also keen for all the stakeholders in this area to be involved from an early stage in the design work which took some time to organise. This inevitably caused a delay to the whole process. As the consultation phase on the SPD only took place at the end of the monitoring period, the adoption of the SPD could not occur as planned as consideration needed to be given to the representations received during the consultation period and so this milestone could not be met.

4.17 Minerals & Waste Development Framework Documents

Please refer to the Hampshire Minerals and Waste monitoring report for information on progress towards the LDS detailing whether the targets for this monitoring period have been met.

Summary Points

- During the monitoring period the key milestones for a number of key documents within Portsmouth's Local Development Framework have been met. These were for the Statement of Community Involvement, the Portsmouth Core Strategy and the Southsea Town Centre Area Action Plan.

- The Statement of Community Involvement was adopted during the monitoring period and all of the milestones were met for 2006-07.
- Not all of the milestones for the Somerstown and North Southsea Area Action Plan and the Hilsea Lido Area Action plan were met. Although the consultation on preferred options for Hilsea Lido occurred as timetabled, the preparation of this document has since ceased. The Somerstown and North Southsea AAP did not meet either of its milestones due to a number of complexities which needed to be overcome before consultation could occur.
- The Planning Contributions and Open Space SPDs were both adopted during the monitoring period and also met their respective milestones. These SPDs are to be combined to form one Supplementary Planning Document on Planning Obligations.
- Neither of the milestones for the Station Square and Station Street Planning Brief SPD were met for the monitoring period due to the delays incurred by appointing external consultants to undertake this work.

5. ANALYSIS OF PORTSMOUTH CITY LOCAL PLAN POLICIES

5.1 This section focuses on monitoring the policies in Portsmouth City Local Plan 2001-2011, which was adopted during the monitoring period on 21st July 2006. 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 Portsmouth City Local Plan.

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 – **Local output**
- 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 are yet to be implemented.

Table 1: Progress of regeneration sites

	Site	Proposal	Progress
CD1	City Centre North Urban Priority Area	Mixed-use comprehensive redevelopment mainly for retail.	Conditional outline planning permission issued July 2006. Reserved matters approval for John Lewis store granted in February 2007. Public Local Inquiry into Compulsory Purchase Order in February/March and Secretary of State's decision awaited. The scheme is expected to be completed by 2011.
CD2	City Centre Redevelopment sites	Four sites have been identified for redevelopment for town centre uses.	Not implemented. A Station Square and Station Street SPD is being produced which will help to bring forward some of the redevelopment sites. Part of Greetham Street car park proposed to be developed for market stores and parking.
CD11	Historic Ships Car Park, Queen Street	Allocated for a mix of uses to include employment, housing and a car park.	Construction work still ongoing which began in February 2006 for 566 residential units and commercial units and ground floor.
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 2011. Work is due to start on this in 2008.
CD17	Historic Dockyard Heritage Area	Redevelopment for residential, employment and tourism related uses.	Not implemented as the land is no longer being released by the Ministry of Defence.
NL1	Tipner Urban Priority Area	Regeneration of the area to provide a range of uses including residential,	Not implemented. A master plan is currently being drawn up by the Council's preferred development partners.

		employment, open space, car parking and a greyhound stadium.	
ST3	Somerstown & North Southsea Principal Regeneration Area	Regeneration of this area to include refurbishment and redevelopment of housing, new community facilities, open space, employment and improved public transport links.	Options consultation took place on the Somerstown and North Southsea Area Action Plan during November-December 2006. Consultation results were analysed in January-February 2007 and further work undertaken to assess the viability of a preferred scheme. This work is still ongoing. The AAP is due to be adopted in 2009.

- ii. Although none of the major sites have been completely implemented, construction work is well underway on site for the Historic Ships car park, a reserved matters application has been permitted for a key element of a scheme in the case of City Centre North, viability work is being undertaken for the Somerstown and North Southsea area reflecting the progress made on this regeneration and work on the Station Square and Station Street Planning Brief SPD is being undertaken to help bring forward key redevelopment sites in the city centre.

Summary Points

- Some progress has been made on some of the major regeneration sites since the previous monitoring period. Construction work is well underway on one of the sites and a reserved matters application for a key element of another scheme has been granted planning permission.
- 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 and redevelopment 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 – **Local output***
- *Number of applications refused on design grounds – **Local output***

Listed Buildings and Conservation Areas

- i. There are policies in the Portsmouth City Local Plan to protect listed buildings in the city and ensure that the character and appearance of conservation areas are protected.
- ii. During the monitoring period there were no new additions to the statutory list. A number of buildings were submitted both from Portsmouth City Council and third parties but none were statutorily listed during the monitoring period. Therefore in Portsmouth there remains 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. No listed buildings have been lost through damage or demolition.
- iii. At the start of the monitoring period there were 24 conservation areas covering an area of 407.82 hectares out of a total of 4028 hectares. During the monitoring period in October 2006, revisions were made to the boundary of Owen's Southsea Conservation Area No. 2, so that the boundary now extends to include Southsea United Reform Church and it was also amended to exclude the Waitrose car park. The revision of conservation area boundaries resulted in an increase in the area covered by conservation areas from 407.82ha to a total of 407.93ha and increased by a land area of 0.03%.

Design

- iv. Policy DC1 'Design Principles' of the Portsmouth City Local Plan 2001-2011, sets out the guidelines for good design which should be adhered to by all new development in the city. During the 2006-07 monitoring period sixty-three applications were refused where policy DC1 was referred to on the grounds of poor design.

Summary Points

- There has been no change in the number of listed buildings in the city.
- There has been a slight increase in the area covered by conservation areas in the city by 0.03%, although no new conservation areas were designated.
- 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 as no listed buildings were lost or damaged during the monitoring period.

Objective 3 - Natural Environment

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

Indicators:

- *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 output***
 - *Percentage of eligible open spaces managed to green flag award standard – **Core output***
 - *Percentage of SSSIs in a favourable condition – **Local output***
 - *Number of approved applications where Natural England has objected – **Local output***
 - *Amount of open space – **Local output***
 - *Contributions towards open space from new development – **Local output***
- i. Local Plan policies are aimed at protecting sites of importance for nature conservation and open spaces within the city.
- Hampshire Biodiversity Action Plan habitats and species
- ii. Portsmouth City Council has recently entered into a Service Level Agreement with Hampshire Biodiversity Information Centre who is now able to provide the council with monitoring information in relation to priority habitats in Portsmouth. This is the first monitoring report where the council has been able to report back on this core indicator, and so change in priority habitats cannot be recorded. The information on the area covered by the respective habitats is detailed in table 2 below.

Table 2: Hampshire Biodiversity Action Plan Priority Habitats 2006-07

BAP Priority Habitat	Hectares
Ancient Hedgerows	-
Cereal Field Margins	0
Lowland Calcareous Grassland	59
Lowland Heathland/ Dry Acid Grassland	0
Lowland Meadows and Rush Pasture	18
Eutrophic Standing Waters ²	18
Fens and Reedbeds	11
Chalk Rivers	0 km
Floodplain Grazing Marsh	0
Coastal Grazing Marsh	96
Coastal Saltmarsh	239
Maritime Cliff/Slope	0
Mudflats	930
Saline Lagoons	5
Seagrass Beds	-

² This definition will change in future years due to a new Priority Habitat of 'Ponds' (of high importance <2a) coming into being and Eutrophic Waters now being >2ha

Sheltered Muddy Gravels	-
Sublittoral Sands & Gravels	-
Coastal Vegetated Shingle	31
Coastal Sand Dunes	2
Lowland Mixed Deciduous Woodland	33
Lowland Wood-Pasture and Parkland	-
Wet Woodland	0

- iii. For the Hampshire Biodiversity Action Plan priority species, a representative list of 50 priority species from the Action Plan has been compiled as it is unrealistic to attempt to report on all of the species. From the 50 priority species, 19 are found in Portsmouth and the status of these species is reported in table 3 below.

Table 3: Hampshire Biodiversity Action Plan Priority Species in Portsmouth 2006-07

<i>Scientific name</i>	Common name	Group	HBAP (Vol.2) 2000	Trend 1995-2005 (assessed August 2006)	Trend 1996-2006 (assessed June 2007)
<i>Bombus humilis</i>	Brown-banded carder bee	Bees	Decline	Unknown	Unknown
<i>Lucanus cervus</i>	Stag beetle	Beetles	Decline	Stable	Stable
<i>Alauda arvensis</i>	Skylark	Birds	Decline	Decline*	Decline*
<i>Branta bernicla bernicla</i>	Dark-bellied brent goose	Birds	Stable	Decline*	Decline*
<i>Pyrrhula pyrrhula</i>	Bullfinch	Birds	Decline	Stable	Stable
<i>Tringa totanus</i>	Redshank	Birds	Rapid Decline	Decline**	Decline**
<i>Vanellus vanellus</i>	Lapwing	Birds	Rapid Decline	Stable	Stable
<i>Argynnis paphia</i>	Silver-washed fritillary	Butterflies	Stable	Stable	Stable
<i>Cupido minimus</i>	Small blue	Butterflies	Rapid Decline	Decline*	Decline*
<i>Lysandra coridon</i>	Chalkhill blue	Butterflies	Decline	Fluctuating	Fluctuating
<i>Asilus crabroniformis</i>	Hornet robberfly	Flies	Decline	Stable	Stable
<i>Carex divisa</i>	Divided sedge	Flw Plants	Stable	Stable	Stable
<i>Pulicaria vulgaris</i>	Small fleabane	Flw Plants	Stable	Stable	Stable
<i>Thesium humifusum</i>	Bastard toadflax	Flw Plants	Decline	Stable	Stable
<i>Zostera marina</i>	Eelgrass	Flw Plants	Decline	Unknown	Unknown
<i>Arvicola terrestris</i>	Water vole	Mammals	Rapid Decline	Stable	Stable
<i>Eptesicus serotinus</i>	Serotine bat	Mammals	Stable	Decline*	Decline**
<i>Lepus europaeus</i>	Brown hare	Mammals	Decline	Stable	Stable
<i>Hypena rostralis</i>	Buttoned snout	Moths	Decline	Increase	Increase

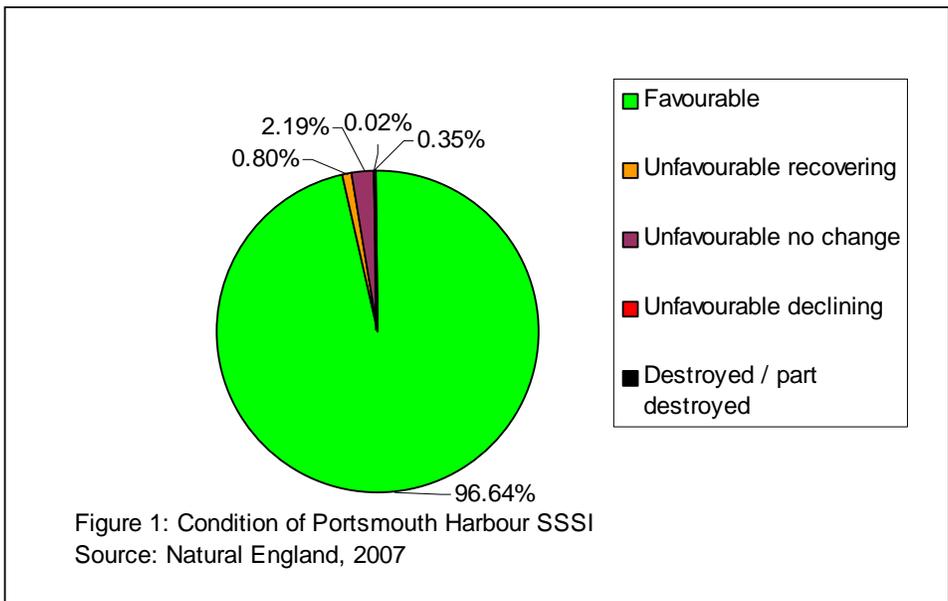
Decline* = Decline (slowing) **Decline**** = Decline (continuing) **Decline?** = possibly stabilising (at low level)

- iv. Table 3 shows the trends for the priority species found in Portsmouth since the last monitoring period. As there is not deemed to be any value in reporting on any *annual* change in the priority species, the species are instead being monitored over a longer period, with the change in the overall trend each year being reported.
- v. The only specie present in Portsmouth where there has been a change in status is the Serotine bat (*Eptesicus serotinus*), the status of which has changed from a slowing decline to a continuing decline.

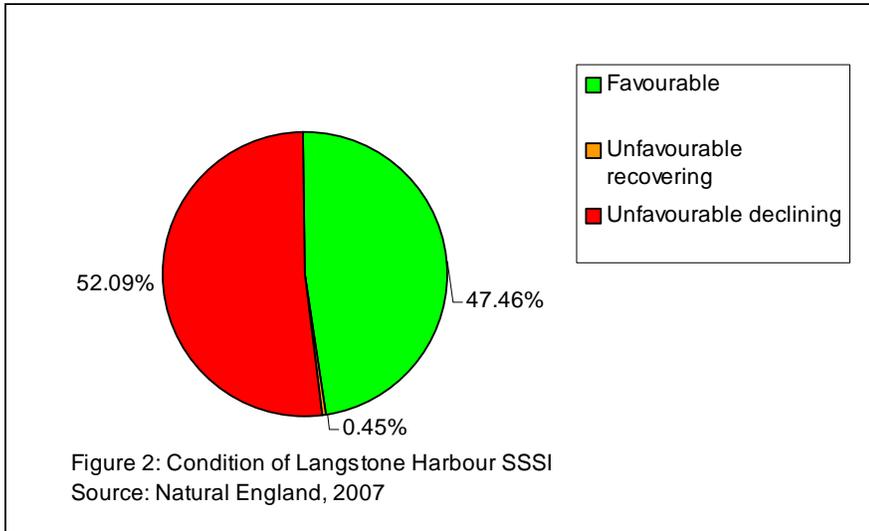
Sites of nature conservation value

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

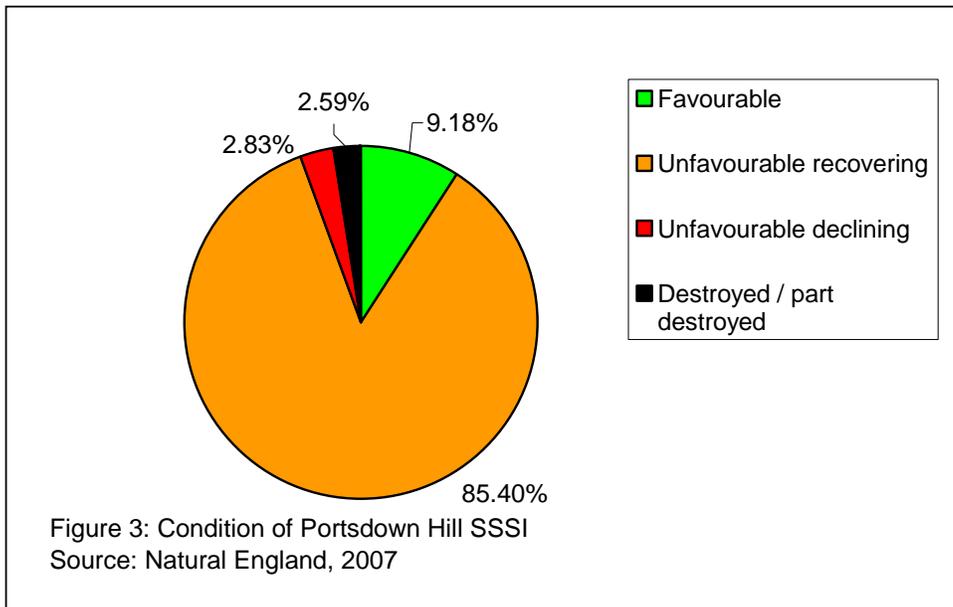
Portsmouth Harbour: 96.64% in a favourable condition
 0.8% in an unfavourable / recovering condition
 2.19% in an unfavourable condition with no change
 0.02% in an unfavourable / declining condition
 0.35% destroyed / part destroyed



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



- viii. There has been no change in the condition of either Langstone Harbour or Portsdown Hill SSSIs since the last monitoring report for the period 2005-06. There has only been a minor change in the condition of the Portsmouth Harbour SSSI, with a decline in the area in an unfavourable declining condition from 0.82% to 0.02%. This is now judged still to be in an unfavourable condition, but now recovering.
- ix. The majority of both Langstone Harbour and Portsdown Hill remain in an unfavourable condition, although 85% of Portsdown Hill is said to be recovering, but still unfavourable. The situation in Langstone Harbour is not as positive, with over half of the harbour in an unfavourable and

declining situation. The reason for the unfavourable condition of much of Langstone Harbour is due to coastal squeeze, combined with water pollution from agricultural run-off. The situation is not entirely negative as 47.5% of the SSSI is in a favourable condition, which represents an improved situation since monitoring began in 2005 when only 25% of the harbour was in such a positive position. The main reason for approximately 3% of the land area in the Portsdown Hill SSSI remaining in an unfavourable and declining condition is due to inappropriate scrub control.

- x. As well as the three SSSIs, which are nationally protected and cover a total of 1671 hectares, there are 12 Sites of Importance for Nature Conservation (SINCs), which cover an area of 130 hectares. During the monitoring period there has been no change in the areas designated as SSSIs, SINCs or other nature conservation designations, which indicates that the protection policies in the plan are working at protecting our areas of natural importance. It is feasible that in the future through our partnership agreement with the Hampshire Biodiversity Information Centre the council may seek to designate additional areas with nature conservation designations.
- xi. Natural England made comments on one planning application during the 2006-07 monitoring period, this being for outline permission for the extension of the Mountbatten Centre at Alexandra Park. They did not raise an objection to this development but asked the applicant to consider a number of issues and asked to be involved in the later stages of the project.
- xii. Open Space
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, eight of which would qualify for a green flag award (3.5% of the total open space). During the monitoring period, there were no applications made for a Green Flag Award, although the council intends to apply for two awards in the next monitoring period.
- xiii. Policy DC20 of the Portsmouth City Local Plan seeks to protect open space in the city. During the monitoring period, all development (100%) occurred on previously developed or brownfield land and therefore no open space was lost.
- xiv. The Portsmouth City Local Plan has a further policy (DC46) to negotiate a financial contribution towards open space from developments of 15 or more residential units. Guidelines for securing on site provision and financial contributions towards open space from smaller residential developments were introduced as guidance for development control purposes in December 2005, during the previous monitoring period. This was fully adopted as a Supplementary Planning Document in July 2006 during this monitoring period.

- xv. The SPD enables contributions to be sought for open space in relation to policy DC46 for applications of one dwelling or more. £475 per person is currently sought from new residential development, and this can be calculated by considering the average household size of the types of dwellings being proposed. During the monitoring period, £355,227 (an increase of £278,851.75 over that collected during the previous monitoring period) was secured through contributions to open space from applications relating to one dwelling or more. A further £78,653 was secured through section 106 legal agreements on larger sites.
- xvi. The contributions have been used to improve open spaces and outdoor activity areas around the city. These include:
- A cycle path link at Tamworth Field, Baffins
 - Improvements to the kick-about area at Buckland Park
 - Improvements to the play area at Upper Church Path, Landport
 - Improvements to the kick-about areas at Hertford Street, Landport
 - All weather tennis courts and kick-about area at Cosham Park
 - Provision of a floodlit kick-about area and youth shelter at Kingston Recreation Ground, Fratton
 - Contribution to all weather pitch, new tennis and netball courts and grass pitch improvements at Bransbury Park, Milton.
- Funds have also been committed to several more schemes around the city that will be implemented in the next monitoring period.
- xvii. The Open Space Guidance note and Planning Obligations SPD state that the contributions sought will be subject to inflation. As the open space guidance has been implemented since December 2005 with no change in the level of contribution sought, it is felt that the contribution per person should now be increased in line with inflation. This will be implemented as soon as is feasible.

Summary Points

- This is the first monitoring report where the council has been able to report on the status of the BAP habitats and species in Portsmouth. The only species where there has been any change in the status is the Serotine bat, which is now experiencing a continuing decline. It will be possible to monitor further changes in the coming monitoring reports where trends may emerge.
- Almost 97% of Portsmouth Harbour is in favourable condition, and there has been a decline in the amount of the SSSI in an unfavourable declining condition, as much of this is now judged to be recovering. There has been no change in the condition of the other SSSIs at Portsdown Hill and Langstone Harbour. Much of Langstone Harbour remains in an unfavourable declining condition and the vast majority of Portsdown Hill is unfavourable, but seen to be recovering.
- Langstone Harbour is still the biggest cause for concern for the authority as the declining condition of the harbour has not improved over the previous twelve months. 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 but conversely, no new areas have been designated.
- Natural England have not made any objections to any applications during the monitoring period and therefore no applications were permitted contrary to their advice.
- No open space was lost to development during the 2006-07 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 and that the amount secured has increased substantially from that received in 2005-06. The contributions collected thus far have been used to improve a number of open spaces across the city, as was the aim of the policy and the Supplementary Planning Document. The open space contributions per person will now be increased in line with inflation, as set out in the guidance note.

Objective 4 - Transport

Objective: To reduce adverse traffic impacts

- Indicators:* **Percentage of completed non-residential sites complying with parking standards – Core Output**
Percentage of new residential development within 30 minutes public transport time of a GP, hospital, primary school, secondary school, employment and a major retail centre – Core Output
Output
Percentage of new residential development within 10 minutes walk of a GP, primary school, secondary school and a major retail centre – Local Output
Output
Non-residential development in high accessibility zones – Local output
output
Progress towards transport proposals – Local Output
Contributions towards public transport and walking/cycling enhancements and preparation of travel plans – Local output
Number of cycle trips in the city – Local output

Parking standards and accessibility

- i. 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 2001-2011.
- ii. Similarly, all new residential development within the city completed during the monitoring period was within 30 minutes of a selection of important local services, such as GP surgeries, hospitals, primary schools, secondary schools, employment and a major retail centres, when travelling via public transport. Due to the highly dense nature of the city, a more local indicator has been introduced for the first time in this monitoring report to measure whether all development is within a shorter travel time on foot, of a number of key local services and facilities. Hospitals have been excluded from the analysis as accessibility by hospitals on foot was not seen to be a useful indicator. The nature of the distribution of employment across the city caused this example to be excluded from the accessibility on foot indicator as the results would be meaningless.

Table 4: Accessibility of new residential development

Service	Percentage of new residential development within 10 minutes walk
GP/Health centre	89.4%
Primary School	99.6%
Secondary School	28.9%
Major retail centre (5 centres and Portchester)	27.8%

- iii. Table 4 illustrates the accessibility of new residential development completed during the monitoring period. Almost 100% falls within a 10

minute walk of a primary school, and close to 90% is within 10 minutes walk of a GP surgery or health centre. The percentage of secondary schools and major retail centres within 10 minutes walk of new residential are both below 30%, as there are fewer of these facilities across the city, and consequently, they are more spread out, leading to poorer accessibility on foot from some areas of the city.

- iv. For non-residential developments during the period April 2006 – March 2007, there were a total of eight non-residential developments within the city’s high accessibility zones, compared to 19 outside of the areas of highest accessibility. Therefore a third of all of the non-residential applications in the city during this monitoring period were within the highest accessibility areas. Included within these non-residential developments in the high accessibility area were retail and other town centre uses including community uses.

Major transport proposals

- v. The Portsmouth City Local Plan includes a variety of transport proposals for the city and table 5 charts the progress of these proposals.

Table 5: Progress of transport proposals

Policy number	Proposal	Progress
SP4	New junction with the M275 at Tipner	<i>No change since 2005-06 monitoring report.</i> Awaiting slip roads order for the M275.
SP4	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, based around buses.
SP4	Park & Ride from Tipner to the Hard	<i>No change since 2005-06 monitoring report.</i> Awaiting slip roads order for the M275.
SP4	Car parks (Park & Ride) at Tipner and Farlington with weekend and holiday overflow at the IBM site.	<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. The IBM site is currently used for park & ride overflow at weekends. Park & Ride at Tipner is reliant on the regeneration at Tipner.
SP4	Port Solent – Tipner public transport, pedestrian and cycle link	<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 a 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. However, proposals for a monorail system in the city have now been withdrawn and it is hoped that the plans for the original public transport link can be progressed again.
SP4	Safeguarding land for new railway stations at Farlington and Paulsgrove	<i>No change since 2004-05 monitoring report.</i> See reference to progress at Farlington above.
SP4	Dualling of Hope Street and realignment of Marketway.	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 2011.
SP4	Improved access to HM Dockyard (Trafalgar Gate)	<i>No change since 2004-05 monitoring report.</i> The widening of Trafalgar 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.
SP4	Interchange improvements at City Centre South, the Hard and Cosham.	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. Some highway improvements to the bus interchange have been secured through a section 278 agreement for a development at Roebuck Close which will include access/servicing arrangements to the bus terminus. 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. Interchange improvements at City Centre South are being sought as part of the development potential at Station Square and Station Street, the subject of a current Supplementary Planning Document. A pedestrianisation order for Edinburgh Road is being progressed and a draft order was published on 19 th January 2007. The pedestrianisation order is connected with relocating the buses to a site in close proximity to the train station, and it is planned for a public inquiry into the proposed order to occur during the next monitoring period.
SP4	Extended cycleways, including Portsbridge to Broadmarsh	<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

		<p>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.</p> <p>Other sections of the cycle network will be completed by funding through the LTP capital programme, contributions by developers and through minor improvements implemented in conjunction with the highways PFI. Funding is also available through the Safer Routes to Schools and Road Safety Schemes.</p>
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Contributions and travel plans

- vi. Policy DC27 in the Portsmouth City Local Plan requires development to be accompanied by the appropriate provision or financial contributions towards public transport, cycling or pedestrian facilities. During the monitoring period, further guidance was introduced to supplement this and accompanying policies in the form of a Supplementary Planning Document (SPD) on Planning Obligations. This includes guidance on seeking contributions for sustainable transport relative to the current accessibility of the location and this is sought on all applications for new residential and commercial development.
- vii. The Planning Obligations SPD was approved for development control purposes in June 2006, during this monitoring period. Contributions for sustainable transport are sought in the same way as for open space, based on the likely number of occupants in new dwellings. £300 per person is sought for developments in low accessibility zones, with this amount being reduced for medium and high accessibility zones where there is already likely to be more opportunities to choose alternative methods of transport. For the period June 2006-March 2007, a total of £125,958 for sustainable transport was secured through contributions from development. As the scheme to secure contributions for sustainable transport has only begun relatively recently, the use of the contributions collected has been limited. Funding has been allocated to a highways improvement scheme in Albert Road, Southsea which is seeking to improve the area for pedestrians by making a number of alterations to the road and pavement. As with the contributions towards open space, the contributions will be reviewed in line with inflation and this will be implemented as soon as is feasible.
- viii. During the monitoring period the council secured a number of section 278 agreements which required various highway improvements in conjunction with redevelopment initiatives. During the monitoring period the Council specifically secured:
 - £100,000 in Transport Improvement Costs
 - £9,400 for Pedestrian Barrier Payment
 - £10,000 for Public Consultation Costs for a potential Residents' Parking scheme

- Various highway improvements necessary as part of development across the city.
- ix. Travel plans are required from major development proposals (over 500m²). Over the monitoring year, two travel plans were approved in accordance with the relevant planning condition applied to enforce policy DC29. These were for Phase IV of the Pompey Centre development for employment uses, residential and a hotel at Goldsmith Avenue and additionally for a mixed B1/B2/B8 employment permission at the former Arrow Abrasives site on Rodney Road. This is an improvement on the last monitoring period when only one travel plan was approved. The submission of a travel plan was a requirement of conditional planning permission awarded for one major planning application during the monitoring period at the Mountbatten Centre. This followed the requirement for a travel plan on the outline permission for the same development, earlier within this monitoring period.
- x. Records show that a number of other applications during the monitoring period met the criteria of policy DC29 requiring a travel plan as they constituted major developments. However, when planning permission was awarded this was not conditional on the submission and approval of a travel plan. A number of these applications were for the change of use of commercial or industrial units where the view may have been taken that the development would not bring about a change in the travel patterns of those travelling to the site, and therefore a travel plan was not required. Another application for residential development which should have been the subject of a travel plan was granted planning permission on appeal and this was not conditional on the production of a travel plan.

Cycling

- xi. 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 6: 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

Table 7: No. of cycles crossing the Inner Cordon 2006

	AM Both directions	AM Inbound	All Day
Total cycle trips	1026	591	1578
% of all modes	3.71%	3.53%	3.08%

- xii. There have been recent changes in the way that cycle trips are being recorded in line with DfT guidance for data collection for the Second Local Transport Plan monitoring. As a result, data collected in recent years cannot be easily compared against data from previous years. The overall trends show that cycling has been in decline since 2000, although the data collected in 2005 was collected with a different method and so therefore this figure is an anomaly in the data. The data collected in 2006 will be lower as the count is now only carried out on roads, which carry more than 1000 passenger carriage units per hour in line with government guidance. The council is continually implementing 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.

Summary Points

- As with the previous monitoring periods, all non-residential development complied with the parking standards as set out in the Portsmouth City Local Plan. All new residential development was within a 30 minute public transport journey to important local amenities.
- A new indicator has been introduced for this monitoring period to consider more closely the accessibility of new residential development in the city. This considers the accessibility of local amenities when travelling on foot. Almost 100% of new homes this period were within 10 minutes walk of a primary school and almost 90% within 10 minutes walk of a GP surgery. Secondary schools and major retail centres could be reached from approximately 30% of the new dwellings within 10 minutes walk.
- Limited progress has been made on the transport proposals as set out with the Portsmouth City Local Plan. The only progress that has been made has been was in the city centre south area where a pedestrianisation order is being progressed which is a part of the scheme to create an integrated transport interchange centring around Portsmouth and Southsea station.
- Contributions towards sustainable transport have been collected for the first time during this monitoring period and the policy and supplementary guidance appear to be operating effectively. These contributions will now be reviewed and increased in line with inflation.
- Two travel plans were approved during the monitoring period in line with the prior award of planning permission. However, travel plans should have been a requirement of a variety of other planning permissions awarded across the city and this requires further

investigation with the Travel Plans Officer and Development Control Officers.

- The method of measuring cycle trips in the city has altered during this monitoring period meaning it has been impossible to recognise any trends in cycling over the period of the monitoring.

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 – **Core output**
- Percentage of new retail, leisure and office development in town centres – **Core output**
- Percentage of A1 uses in the main centres (city centre and Southsea) – **Local output**
- Percentage of vacant units in centres **Local output**
- Proportion of A3/A4/A5 uses in town centres - **Local output**
- Number of jobs created in retail and leisure - **Local output**
- Amount of land developed for employment by type – **Core output**
- Amount of land developed for employment by type which is in a development/and or regeneration area – **Core output**
- Percentage of employment development on previously developed land – **Core output**
- Number of primary employment sites / premises lost – **Core/Local output**
- Number of jobs created in business and industry – **Local output**

- i. Amount of completed retail, leisure and office development
 Figures 4, 5 and 6 below detail the amount of completed retail leisure and office development respectively and depict the location of the gains and losses in town centres, the Specialist Commercial

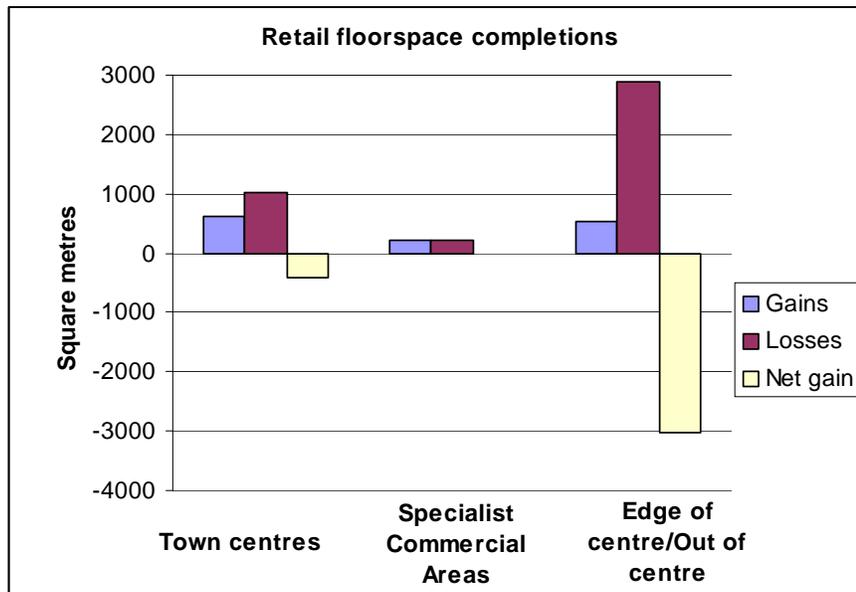


Figure 4: Location of completed retail floorspace

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 to encourage retail, leisure and office uses to locate in designated centres.
- iii. By considering figures 4 to 6 it is evident that the policies have had mixed success. The specialist commercial areas have performed the best, with net gains in floorspace for both leisure and office uses, and equal gains and losses for retail uses. The designated town centres however have experienced net losses for all three types of town centre uses, with the worst example being for leisure uses where almost 2000m² of leisure floorspace has been lost. The losses experienced in the town centres have not been translated to gains in edge or out of centre locations, as may have been expected. Net losses in edge and out of centre locations were evident in retail, leisure and office uses, with the greatest loss experienced in the retail sector where over 3000m² of floorspace was lost in the monitoring period.

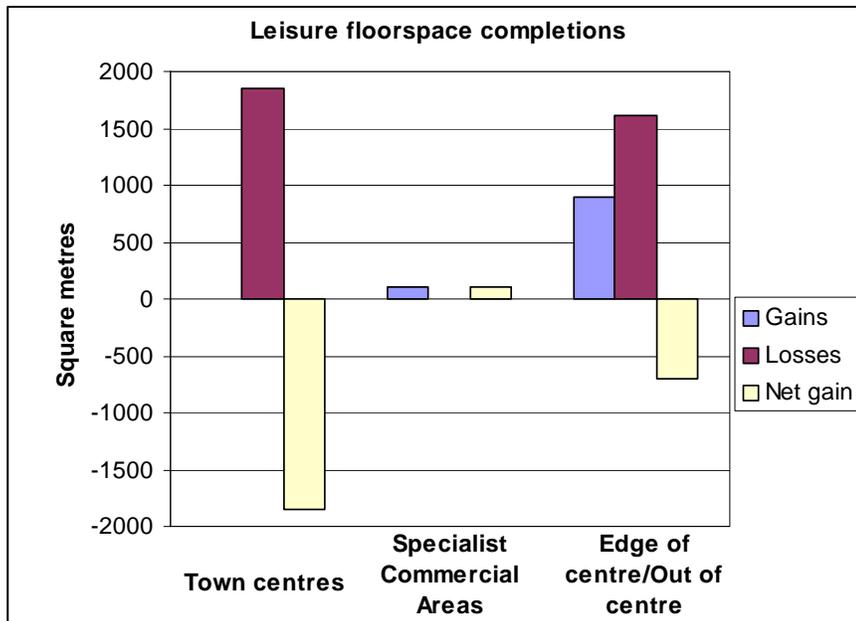


Figure 5: Location of completed leisure floorspace

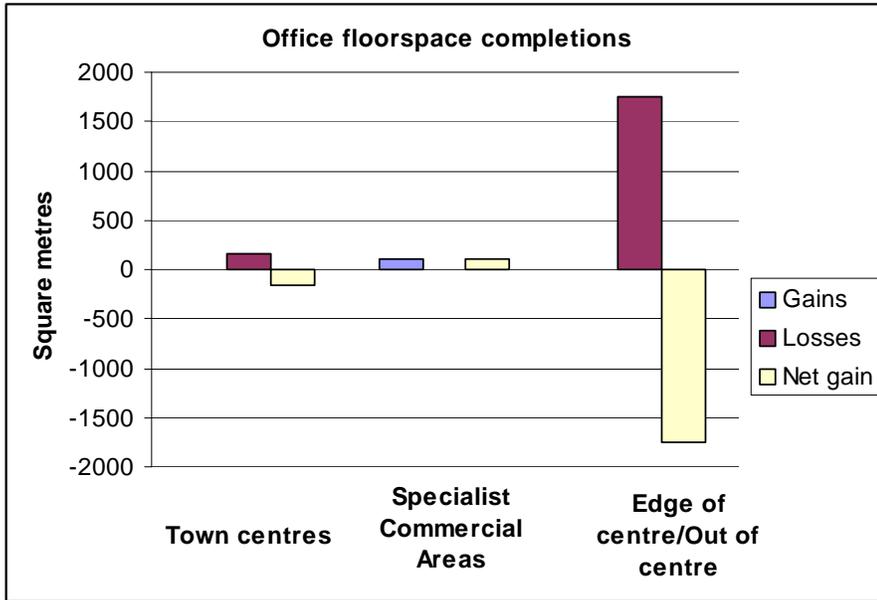


Figure 6: Location of completed office floorspace

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

- iv. Figures 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.
- v. Figure 7 indicates some successes in encouraging retail development to locate in centres or specialist commercial areas, with almost 50% of retail development in the monitoring period within town centres.

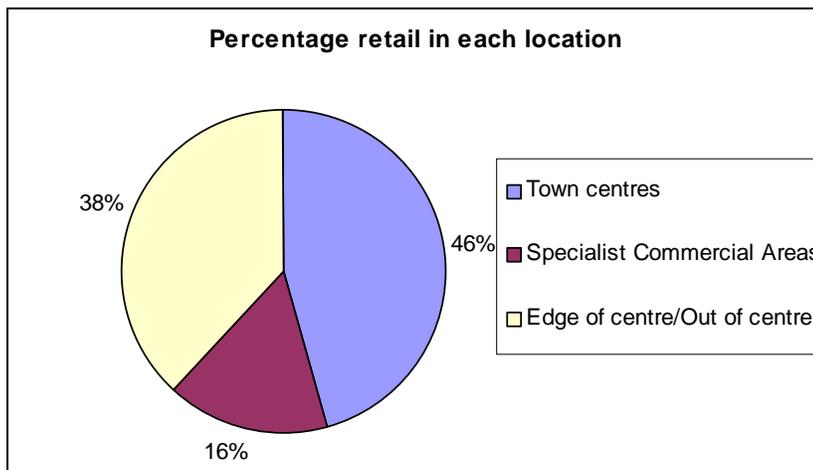


Figure 7: Percentage of completed retail in centre and out-of-centre locations

- vi. Figure 8 shows no leisure development within town centres during 2006-07, with 89% of this type of development favouring edge of centre or out of centre locations. This may demonstrate a lack of suitable in centre sites for such uses or the perceived locational advantages of non-town centre locations, such as the availability of parking.

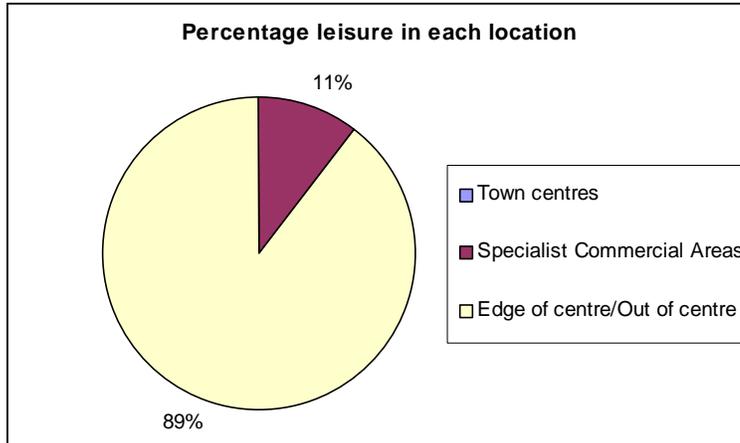


Figure 8: Percentage of completed leisure in centre and out-of-centre locations

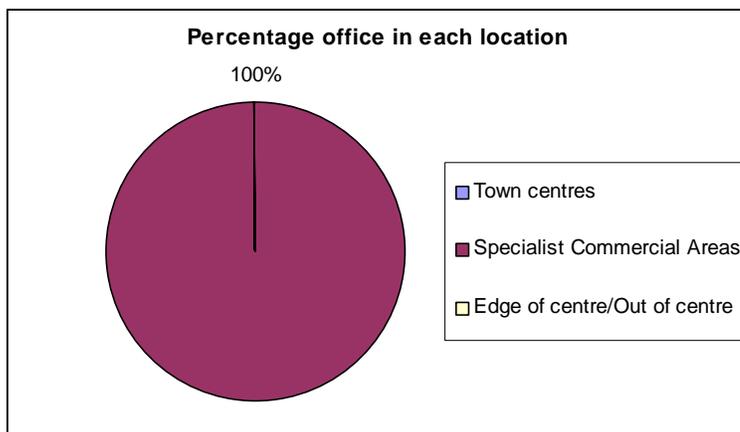


Figure 9: Percentage of completed offices in centre and out of centre locations

- vii. Figure 9 illustrates that 100% of new office development during the monitoring period occurred in specialist commercial areas. By referring to figure 6 it can be seen that these gains in office development were small (106m²) in comparison to the losses experienced, particularly in edge/out of centre locations.

Percentage of A1 uses in the main centres

- viii. During the monitoring period, 61% of all A1 completions occurred in Portsmouth's main town centres at the city centre and Southsea.
- ix. The Portsmouth City Local Plan 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 remains as shopping. Analysis of the level of A1 units in the two centres indicates that the city centre has remained below 75%, as in 2005-06. This situation arose during previous monitoring periods as a number of changes of use away from A1 were permitted at the peripheries to the primary retail area in order to bring active uses back to vacant units.

Table 8 - Percentage of A1 frontage

	Percentage of A1 Frontage (%)	
	2005-06	2006-07
City Centre Principal Retail Area	72	73.04
Southsea Principal Retail Area	84.56	85.36

Source: PCC monitoring systems

- x. This fall in the level of A1 uses within the city centre principal retail area is anticipated to be a short term problem, and the situation has marginally improved since the last monitoring period, as can be seen in table 8. It is hoped that the situation will gradually improve with a large change anticipated when the planned development of the City Centre North area is realised. This will bring much new retail, predominantly of A1 use, 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.
- xi. Monitoring suggests that the Southsea principal retail area is prosperous, with a high percentage of A1 uses, which has increased over the past two monitoring periods. This high level of A1 uses, coupled with the low level of vacancies, shows that the policy SJ5 relating to Southsea Principal Retail Area is working well.
- xii. As the Southsea Town Centre Area Action Plan is now nearing adoption, the policies in this DPD will need to be monitored during the next monitoring period. A number of monitoring indicators are included within the Area Action Plan and therefore these can be reported in the 2007-08 Annual Monitoring Report.

Percentage of vacant units in centres

- xiii. Table 9 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 the city centre where the vacancy level has increased beyond last year's level. 12.48% of the total frontage in the city centre is now vacant, an increase of 4.34% on the total reported in the previous monitoring report. In the next monitoring report it is hoped that the new retail units created through the internal reconfiguration of the Cascades shopping centre will be occupied,

therefore reducing the level of vacant frontage in the city centre principal retail area.

- xiv. The district centres at Fratton, Cosham and North End have all experienced a decline in the amount of frontage which is vacant since the previous monitoring period. Fratton district centre has performed particularly well, with vacancies decreasing from 13.6% in 2005/06 to 4.92% this year. The vacancy level in the Southsea principal retail area has also fallen to below 1%, representing just one unit in the designated centre which is vacant.

Table 9 – Percentage vacancies

	Percentage of frontage occupied by vacant units (%) 2005-06	
	2005-06	2006-07
City Centre Principal Retail Area	8.14	12.48
Southsea Principal Retail Area	1.58	0.76
Albert Road Specialist Commercial Area	7.04	7.49
Cosham	6.33	4.74
Fratton	13.6	4.92
North End	5.82	3.60

Source: PCC monitoring systems

Proportion of A3/A4/A5 uses in town centres

- xv. There are a number of policies within the Portsmouth City Local Plan 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.
- xvi. Table 10 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 percentages have not altered significantly since the previous monitoring period and therefore act as proof that the policy is being applied to restrict an increase in these types of establishment.

Table 10 – Percentage A3/A4/A5 uses

	Percentage of frontage occupied by A3/A4/A5 uses (%)	
	2005-06	2006-07
Southsea Secondary Retail Area	35.5	35.06

Albert Road Specialist Commercial Area (western end)	35.27	35.26
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Number of jobs created in retail and leisure

xvii. The indicative number of jobs created and lost in the retail and leisure sectors in Portsmouth, based on an indicative employment density of 30m² per worker is set out in the table 11 below. This uses the graphical information shown in figures 4 and 5 which depict the total amount of completed retail and leisure development during the monitoring period. The 30m² figure is based on DTZ Pieda work undertaken for the sub-regional strategy on behalf of the Partnership for Urban South Hampshire authorities.

Table 11 – Jobs created in the retail and leisure sector

Completions	Gains	Losses	Net
A1	13	75	-62
A2	13	34	-22
A3	20	8	12
Mixed Retail	0	14	-14
Leisure	34	115	-82
Total in Retail & Leisure	79	246	-167

xviii. Using this indicative measure, a total of 167 jobs were lost in this sector during the 2006-07 monitoring period. This can be compared with 44 jobs which were created in these sectors during the previous monitoring period. The job losses reflect the large amounts of retail and particularly leisure floorspace which were lost across the city during 2006-07.

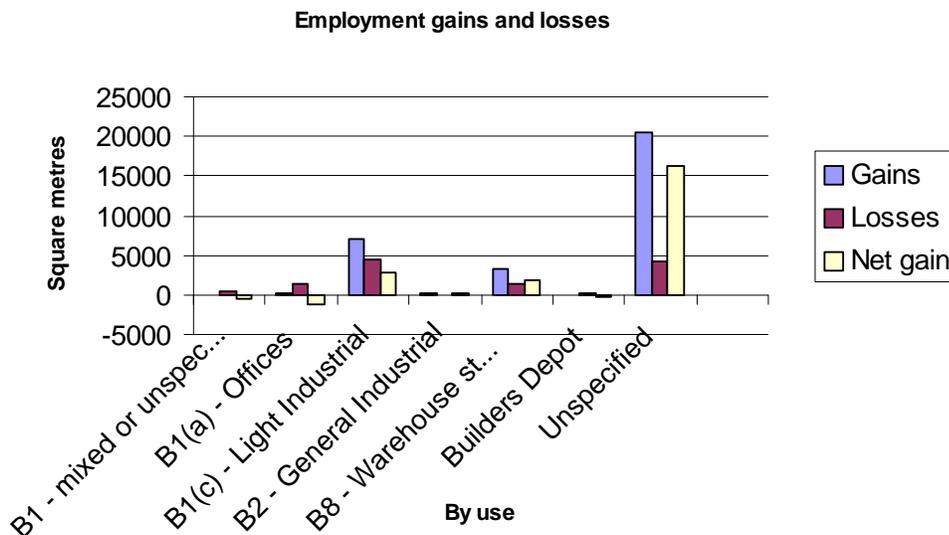


Figure 10: Employment gains and losses

Amount of land developed for employment by type

- xix. Figure 10 above depicts the total floorspace gains and losses for employment uses in Portsmouth during the monitoring period. This illustrates that for B1(a) and B1 mixed developments, there has been a slight net loss in the amount of employment floorspace. There were net gains in floorspace for B1(c) Light Industrial, B2 General Industrial and B8 Warehouse storage. For mixed development sites consisting of a variety of employment uses there has been a large net gain in floorspace, amounting to 20,492m².

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

- xx. For the second consecutive monitoring period there were no gains in employment uses 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.

Percentage of employment development on previously developed land

- xxi. All employment development during the 2006-07 monitoring period occurred on previously developed land.

Number of primary employment sites / premises lost

- xxii. 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.
- xxiii. During the monitoring period a total of 1202m² (7095m² in 2005-06) of land designated as employment land under policy DC30 has been lost to non-employment uses. The loss of floorspace within the city's primary employment areas to non-employment uses was through the development of 64 flats with seven business units at ground floor level, therefore the land will still keep some employment use. During the same period, a total of 24,016m² (7174m² in 2005-06) 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 22,814m², 22,735m² in excess of that permitted on DC30 sites during 2005-06.

Number of jobs created in business and industry

- xxiv. From April 2006 to March 2007, 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 717 jobs (Source: PCC Statistics newsletter). This is a reduction in the number of job losses from the previous monitoring period when 880 jobs were lost in the city, although obviously it is hoped that any loss of jobs to the city's economy can be avoided.

Summary Points:

- The specialist commercial areas have performed the best, with net gains in floorspace for both leisure and office uses, and equal gains and losses for retail uses.
- The designated town centres however have experienced net losses for all three types of town centre uses.
- Net losses in edge and out of centre locations were evident in retail, leisure and office uses, with the greatest loss experienced in the retail sector where over 3000m² of floorspace was lost in the monitoring period.
- The majority of leisure development during the monitoring period occurred in out of centre or edge of centre sites, indicating a lack of suitable sites for such uses within existing centres.
- 61% of new A1 uses were in the city centre and Southsea, with slight increases in the overall level of frontage in these areas in A1 use.
- The percentage of shopping uses in the City Centre Principal Retail Area remains below the level specified in the policy, although it is anticipated that this level will increase considerably when the City Centre North redevelopment is realised.
- Vacancy levels in the district centres have declined over the monitoring period. Fratton district centre has particularly improved with the vacancy level falling dramatically.
- The vacancy level in the city centre has increased to over 12% of the total frontage in the city centre principal retail area. The situation in the city's primary retail centre will need to be carefully monitored and opportunities to encourage new uses to locate in the city centre should be pursued. The situation may improve in the next monitoring report when the new retail frontage in the Cascades shopping centre will be occupied for the first time.
- The percentage of food and drink uses in Southsea Secondary Retail Area and Albert Road West remain at their limits.
- It is estimated that 167 jobs were lost in the retail and leisure sectors during the monitoring period.
- There was a huge net gain of 18,455 square metres of employment uses across the city.
- Only a small amount of protected employment land was developed for another use. This was compensated by over 20,000m² of new employment floorspace on protected sites elsewhere.

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 – **Core/Local output**
 - Housing trajectory – **Core output**
 - Percentage of dwellings on previously developed land – **Core output**
 - Density of new residential development – **Core output**
 - Number of affordable housing units provided – **Core output**
 - Number of dwellings on allocated sites / windfall sites – **Local output**
 - Number of non-housing applications granted in housing revival areas – **Local output**
- 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.
 - ii. The following indicators show how Portsmouth is currently performing on housing delivery.

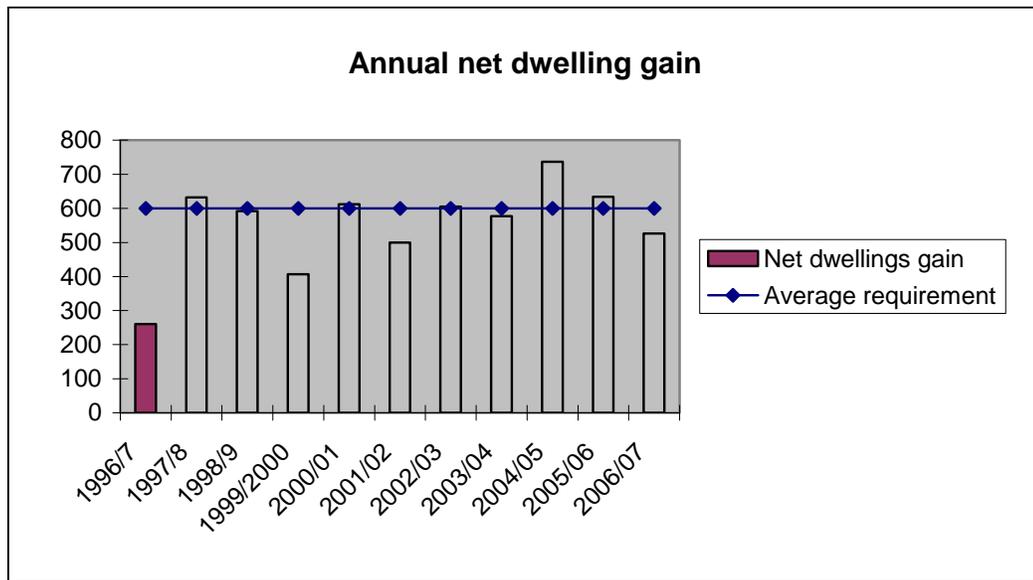
Progress towards strategic housing target and number of dwellings completed per year

- 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. For the monitoring period from April 2006-March 2007, 526 new homes were completed in the city. In total since 1996, 6083 units have been completed which leaves a further 2917 units to be provided by 2011 to meet the Structure Plan requirement. This equates to 729.25 a year for the remainder of the Structure Plan period until 2010/11.
- v. Completion rates in Portsmouth have averaged 553 units a year (1996/7-2006/7), which equates to 92.2% of the annual structure plan requirement of 600 dwellings per annum. However, over the last three years this average number of completions has risen to 632 dwellings per year. Table 12 and Figure 11 represent this information.

Table 12 – Net dwelling gain and the remaining Structure Plan requirement – 1996/7-2006/7

Year	1996/7	1997/8	1998/9	1999/2000	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	Total
Net dwellings gain	261	632	592	407	612	500	605	577	737	634	526	6083
Remaining Requirement	8739	8107	7515	7108	6496	5996	5391	4814	4077	3443	2917	2917

Figure 11 – Completion rates in Portsmouth 1996/7-2006/7



vi. Figure 11 above indicates that in five years during the Structure Plan period, the council exceeded the average annual requirement and in six years it fell below the annual requirement, and in two of these years, it fell significantly below. Despite this the Council expects to meet and even exceed its Structure Plan baseline requirement by 2011 when we consider forecasted five year supply as detailed in Table 14 below.

Table 13: Net dwelling gain and the remaining draft South East Plan requirement – 2006/07

Year	Starting point	2006/7	Total
Net dwellings gain (20 year average 735pa, 5 year average 2006-2011 930pa)	0	526	526
Remaining requirement to 2026 (Remaining Requirement to 2011)	14,700 4650	14,174 4124	14,174 4124

vii. This monitoring period marked the first year of delivery of housing towards the Regional Spatial Strategy (RSS) requirement for Portsmouth, which is currently being introduced in the form of the draft South East Plan to replace the Hampshire Structure Plan, whose plan period ends in 2011. For the period from 2006-2026, Portsmouth's housing allocation is 14,700 new homes, therefore averaging 735 homes per annum for 20 years. The total housing allocation is broken down into five year phases and for the first five year period from 2006-2011, Portsmouth's allocation is for 4,650 new homes. This equates to 930 homes per year for this first five year period of the Regional Spatial Strategy. Table 13 details this information in terms of the remaining requirement from the draft South East Plan.

viii. The delivery of 526 homes in this monitoring period has clearly fallen short of the 930 homes target for the initial five year phase and also the 735 homes target for the whole of the plan period. The Structure plan target of 600 homes has also not been met.

ix. The main reason why the supply has fallen below that anticipated for this year is a consequence of delays in the completion of a number of key sites. There are a number of large sites (expected to deliver over 200 units) currently under construction which are due to be completed over the next few years. Some of these completions were due to be shown in this monitoring period but delays have meant that this has not been possible, but has also resulted in a large forecast for the number of completions for 2007/08, as detailed below in Table 14.

Housing trajectory and future supply

x. A housing trajectory for the Portsmouth's contribution to the Hampshire Structure Plan is set out in appendix 2 and 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.

xi. During the monitoring period new government guidance on the topic of housing was introduced, in the form of Planning Policy Statement 3. This states that there should be less reliance on windfall sites in order to give more reliability to local authority's delivery of new housing. Windfalls should only be included where there is robust evidence of genuine local circumstances to justify it. As the new guidance in the form of PPS3 was introduced towards the end of this monitoring period, table 14 below details both the five year supply with and without reliance on windfalls, as windfalls are still seen to be an important part of Portsmouth's future housing supply. The Core Strategy within the Local Development Framework will need to detail the city's future housing supply, and more specifically the sites and land which will accommodate the new homes in order to comply with government guidance in PPS3. Therefore the monitoring information is extremely important.

xii. Portsmouth's five year housing supply has been calculated at over 5339 units up to 2011/12, including some provision for windfalls in the final 3 years. This figure is made up of:

- Large sites currently under construction
- Large sites with planning permission but not started.
- Outstanding Local Plan allocations (as included in the Hampshire Land Supply Schedule).
- Identified small sites
- Estimated windfall – this is calculated by projecting forward past rates of housing completions.

The sites included within the identified housing supply for the city at April 2007 are detailed at Appendix 3, with an assessment given to the deliverability of sites.

Table 14 – Anticipated 5 year housing supply 2007/8-2011/12

	2007/08	2008/09	2009/10	2010/11	2011/12	5 year total	Total to end of Structure Plan period to 2010/11
Identified supply	1029	1325	908	638	549	4449	3900
Identified deliverable supply (exc windfall)	1029	1325	908	561	483	4306	3823
<i>Windfall sites</i>	<i>0</i>	<i>0</i>	<i>305</i>	<i>364</i>	<i>364</i>	<i>1033</i>	<i>669</i>
Totals (inc windfall)	1029	1325	1213	925	847	5339	4492

xiii. From examining both the final column in table 14 and the housing trajectory for the Structure Plan at appendix 2, it is clear that the anticipated housing supply to 2010/11 will fulfil Portsmouth’s Structure Plan requirement. There are 2,917 homes remaining of the 9,000 and it is forecast that 4,492 (3,823 excluding windfalls) will be provided by the end of the Structure Plan period in 2010/11. However, as Table 13 above shows, the remaining requirement for the draft South East Plan for the first five year phase of the RSS to 2011 is 4,124. The anticipated supply in Table 14 suggests that this can only be met if windfall sites continue to be relied upon, but that there would be a shortfall of 301 homes if predicted windfalls are excluded from the calculations.

xiv. For the next five year period from 2007/8-2011/12, which extends beyond the initial 5 year phase of the draft South East Plan, Portsmouth’s target from the Regional Spatial Strategy is to deliver a total of 4,714 dwellings. As the penultimate column of table 14 indicates, it is anticipated that this will not be met with the current identified supply which is predicted to deliver 4,306 dwelling, leading to a shortfall of 408 units. However, if there is some reliance on windfall sites coming forward, this target can be met and exceeded as 5,339 dwellings are predicted to be delivered.

Number of dwellings on allocated sites / windfall sites.

xv. During the monitoring period, no development was completed on allocated sites. Although the Portsmouth City Local Plan was only adopted during this monitoring period in July 2006, the plan has been in use for development control purposes since 2002. Therefore many of the land allocations have been taken up during this four year period of the plan’s operation.

Previously developed land

xvi. 526 units were built during 2006-07 and 100% of these were delivered on previously developed land. As with the previous two monitoring periods, 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

- xvii. Planning Policy Statement 3 requires local planning authorities to avoid the inefficient use of land and states that the density of new residential developments should ideally 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 the 2006-07 monitoring period.

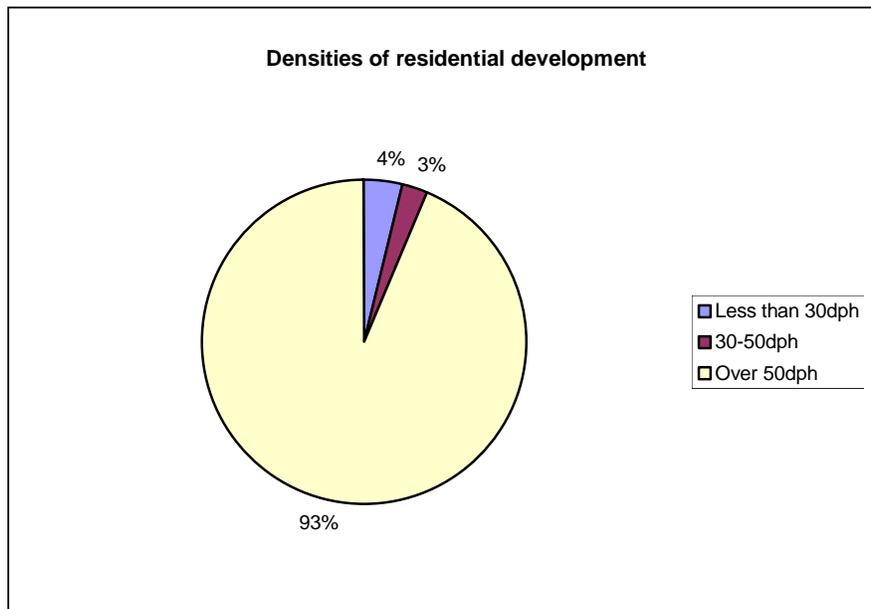


Figure 12 – Densities of completed residential development 2006-07

- xviii. Figure 12 above indicates that the vast majority of residential development in Portsmouth takes place at high densities of over 50 dwellings per hectare, and 87% of all the dwellings completed during the monitoring period were delivered at densities of over 100 dwellings per hectare. 4% of residential development was delivered at densities below the minimum of 30 dwellings per hectare. Most of these applications involved the conversion of a property to form a dwelling, a number of extensions to existing properties to form additional dwellings and some infill development creating a small number of new units.

Number of affordable housing units provided

- xix. Between 1 April 2006 and 31 March 2007 a total of 206 affordable units were completed. This amounts to 39% of the total number of dwellings completed during the whole monitoring period, and a 100% increase

over the number delivered in 2005-06, when 103 units were completed. One large affordable housing site at Gunwharf Quays was completed during this period which constituted 61% of the 206 unit provision. The Portsmouth City Local Plan policy DC40 which was adopted during this monitoring period in July 2006 now states that affordable housing should be provided on sites of 10 or more units. However, as the policy monitors the number of completed affordable units, the completions that have come through in this monitoring period were judged against the previous policy which only sought affordable homes on sites of 15 or more units. Therefore the implementation of this new affordable policy with its lower threshold will not be seen until future monitoring reports. Details on affordable housing provision are set out in appendix 4, with a breakdown of the affordable housing provided through both section 106 agreements and those led by Registered Social Landlords.

- xx. During the monitoring period, the council revised its target for the number of affordable homes to be provided through the planning system. This has been increased from 150 to 500 over the three year period from 2007-2009, which equates to 166 per year. Monitoring has indicated that this target was exceeded in 2006/07 as 206 affordable units were completed. It is hoped that this target can be met and possibly exceeded in future years when implementation of the new site-size threshold will be visible in the completions.

Number of non-housing applications granted in housing revival areas.

- xxi. 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 2006-07 no planning permissions were awarded for non-housing schemes within any of the Housing Revival Areas.

Summary Points:

- Completions in the next four years will need to average 729.25 homes, exceeding the average level of completions over the past 11 years, in order to meet the Structure Plan requirement. Although the number of completions in this monitoring period fell below the average level of 600 dwellings per annum in order to deliver the structure plan target, it is felt that this will be compensated in the coming years through a number of large development sites being completed.
- The number of completions this year fell 74 units short of the Structure Plan target of 600 units. However, over the last three years the average delivery was 632 homes per year.
- This year marked the first year of delivery towards the draft South East Plan housing allocation. Delivery fell some way short of the average provision of 930 homes per annum which is anticipated for the first five year phase.

- The five year housing supply for the city is 5,339 homes, or 4,306 if the windfall allowance is removed.
- Projected future supply indicates that Portsmouth will be able to meet and even exceed its Structure Plan 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 90% of new dwellings were delivered at 100 dwellings per hectare or more.
- 206 affordable units were delivered during the monitoring period, which equated to 39% of the total delivery for the 2006/07 period. This was a 100% improvement on the number of affordable units delivered in the previous monitoring period.

Objective 7 - Pollution & Amenity

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

Indicators:

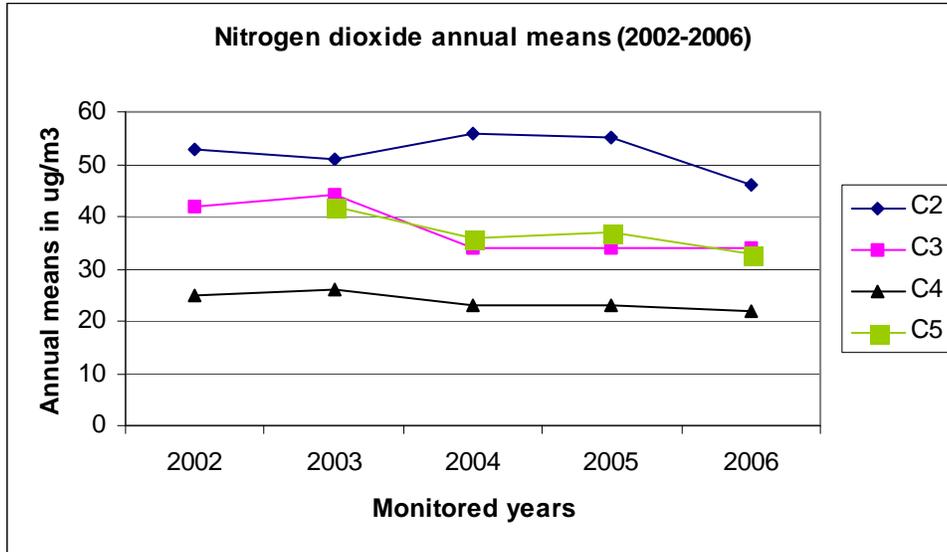
- *Renewable energy capacity installed by type – **Core output***
- *Progress towards air quality objectives*
- *Contributions towards crime prevention and an increase in the number of people thinking there is less crime.*
- *Number of planning permissions granted contrary to advice from Environment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

Renewable energy

- i. During the monitoring period from 2006-07 there was progress on large-scale renewable energy developments. In November, conditional permission was granted for the installation of three wind turbines at Voyager Park in Copnor. It was not possible to monitor progress on smaller scale householder renewables as these types of proposals do not always require planning permission.

Air Quality

- ii. The figure 13 below indicates the nitrogen dioxide concentrations recorded between 2002 and 2006 in the city. Recent trends indicate a slight decline in the levels of nitrogen dioxide, with a significant decline of levels at the kerbside (C2). It is hoped that by identifying the areas where exceedances of nitrogen dioxide are anticipated to occur through air quality management areas, 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

Figure 13: Annual mean levels of nitrogen dioxide 2002-06

- iii. A Supplementary Planning Document (SPD) on the subject of Air Quality and Air Pollution was produced and adopted during the last monitoring period. Some of the decline in nitrogen dioxide levels witnessed between 2005-06 could be attributed to an increased awareness of air quality issues in planning applications through the production of the SPD.

Safety

- iv. During the monitoring period, no contributions were collected towards the prevention of crime. There has been no data collection on the perceptions of crime since the last monitoring period, but the next MORI survey is planned for Autumn 2007, with results due to be released in December 2007. The next monitoring report will therefore reveal if there have been any changes in Portsmouth's residents' perceptions of crime.

Flood protection and water quality

- v. For the year 2006-2007 the Environment Agency submitted ten objections to planning applications in Portsmouth on the grounds of flood risk. Four applications were consequently refused, and one withdrawn. Further discussion occurred on four applications and amendments were made in order to overcome the original objections. A further application was granted on appeal. Therefore planning permission was granted for only one application contrary to advice from the Environment Agency, and this decision to grant planning permission was taken by a Planning Inspector.
- vi. New government guidance on development and flood risk was issued during the monitoring period in December 2006 in the form of Planning

Policy Statement 25 (PPS25). Policy DC6 'Flood Protection' of the Portsmouth City Local Plan is now out of date and the guidance in PPS25 takes precedence on planning application decisions. Policies within the Local Development Framework will need to interpret PPS25 at a local level.

- vii. During the monitoring period the Environment Agency did not object to any applications on the grounds of water quality.

Summary Points

- Planning permission was awarded for a large-scale renewable energy scheme within the city during the monitoring period. This is the first time during the entire period of monitoring that a renewables scheme has been permitted.
- A decline in recorded levels of nitrogen dioxide has been witnessed over the monitoring period, which could be linked to the recent implementation of the Air Quality and Air Pollution SPD.
- For the third year running, no developments have been granted planning permission by Portsmouth City Council contrary to Environment Agency advice on flooding. However, one planning application was granted planning permission on appeal by the Planning Inspectorate. No objections were received from the Environment Agency on the grounds of air quality.
- Policy DC6 'Flood Protection' of the Local Plan is now out of date and has been superseded by government guidance in the form of PPS25.

Objective 8 - Community

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

Indicators:

- *Provision of new infrastructure as part of new developments – **Local output***
 - *Number of community facilities – **Local output***
- i. During the monitoring period, there was no provision of physical infrastructure as part of new development.
 - ii. During the monitoring period permission has been granted for eight community uses, including a dental surgery, a community hall and two nurseries. Conversely, permission has been granted which involved the loss of 13 community facilities, including a museum, a doctors' surgery, one social club and two public halls. Therefore there has been a net loss of five community facilities during 2006-07.

Summary Points

- No community facilities have been secured as part of new development in the city during this monitoring period.
- Despite the provision of eight new community facilities across the city, there has been a net loss in community facilities during the monitoring period.

7. FUTURE MONITORING REPORTS

Core indicators

7.1 **Employment land supply**

Again, it has not been possible to report the total employment land in Portsmouth, as there is no accurate and comprehensive data source for this information. This is being investigated through work on the Employment Land Review as part of the evidence base for the Local Development Framework.

Local Development Framework

- 7.2 In the next monitoring report it will be necessary to include indicators concerning the implementation and delivery of policies in the Local Development Framework. The Southsea Town Centre Area Action Plan is due to be adopted within this next monitoring period and therefore the policies within the DPD will begin to be implemented. A monitoring framework is included within the draft DPD which is currently being progressed towards adoption. These will need to be covered in the 2007/08 monitoring report and their inclusion may result in some revisions to some of the current indicators to avoid duplication and to remove those which refer to policies which have since been superseded.

8. CONCLUSIONS AND RECOMMENDATIONS

8.1 This is the third annual monitoring report for Portsmouth and overall it shows that Portsmouth is performing well on the Local Development Scheme and the implementation of many of its planning policies. There have been a number of notable successes during the period from April 2006-March 2007 which are reported in the monitoring report. The Portsmouth City Local Plan 2001-2011 was adopted in July 2006 during this monitoring period, giving a firm planning policy basis for the city. A new indicator has been introduced to give a more detailed examination of the accessibility of new developments and it has been possible to report for the first time on the core biodiversity indicator regarding BAP habitats and species.

8.2 The report indicates that some areas need careful monitoring every year to ensure that progress towards targets is on track, identifies action that the council is doing or proposes to do to ensure policies achieve their objectives and identified areas where better monitoring is needed.

Progress towards the Local Development Scheme

8.3 Work on the Local Development Framework is now fully underway and the Statement of Community Involvement was adopted during the monitoring period, ahead of its programmed adoption. This third Annual Monitoring Report also indicates that the milestones for the Core Strategy and the Southsea Town Centre Area Action Plan as set out in the Local Development Scheme were met. The Supplementary Planning Documents on Open Space and Planning Contributions met their milestones and were adopted within the monitoring period in July 2006. These SPDs are now to be combined to form one single SPD on Planning Obligations.

8.4 The milestones for the Somerstown and North Southsea and the Hilsea Lido Area Action Plans have not all been met and work on the Hilsea Lido AAP has now ceased.

Analysis of Portsmouth City Local Plan policies

8.5 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, open space contributions, accessibility, development on previously developed land, housing density, affordable housing and flood protection. A large scale renewables scheme in the city was granted planning permission during the monitoring report and this is the first time during the history of Annual Monitoring Reports that it has been possible to report of a positive outcome for this core indicator.

8.6 The monitoring has revealed that those policies which are not working as effectively relate to urban renaissance and transport proposals as little progress has been made on some of the major sites in the city.

Also the monitoring of commercial floorspace in the city has revealed that large amounts of retail, leisure and office floorspace has been lost across the city. The evidence does not suggest that retail and office floorspace is being lost in the designated centres in favour of out of centre locations. However for leisure developments there has been significant gains in floorspace in out of centre locations.

- 8.7 It is proposed to increase both the financial contributions for open space and sustainable transport in line with inflation, as stated in the guidance which introduced these contributions.

Actions to assist policy implementation

- 8.8 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 good delivery of housing in previous years the Structure Plan housing target and the new draft South East Plan targets have not been met in this monitoring period. However it is predicted that this years low delivery will be compensated by a large number of completions in the coming years, which 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 and future housing supply is now an intrinsic part of the Local Development Framework following new guidance from Planning Policy Statement 3.
- 8.9 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 also being prepared on the Station Square and Station Street 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 and aid progress towards policy CD2 of the Local Plan.
 - Work is due to begin on the Housing Land Availability Assessment in the next monitoring period which will identify sites to deliver the city's future housing supply. This will have a positive impact on anticipated future housing delivery as there will be an increased level of certainty over the availability and feasibility of potential housing sites.

Further monitoring

- 8.10 It has not been possible to report on the Core Indicator of total employment land supply in the city, as a data source for this information has not been identified. It is anticipated that work programmed on the Employment Land Review, a key piece of evidence for the Core Strategy, will enable a baseline figure to be established which progress can be monitored against.
- 8.11 Next year's annual monitoring report will need to consider monitoring of policies within the Local Development Framework as the first Development Plan Document in the form of the Southsea Town Centre Area Action Plan is to be adopted in the 2007-08 monitoring period. A monitoring framework is included within the AAP and therefore progress against these indicators will need to be reported.

APPENDIX 1: INDICATORS

Topic	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
Design and Heritage	Number of listed buildings and conservation areas.	Local output
	Number of applications refused on design grounds	Local output
Natural Environment	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
	Percentage of eligible open spaces managed to green flag award standard	Core output
	Percentage of SSSI's in favourable condition	Contextual
	Number of approved applications where Natural England has objected	Local output
	Amount of open space	Local output
	Contributions towards open space	Local output
Transport	Percentage of non residential development complying with car parking standards	Core output
	Percentage of new residential development within 30 minutes public transport time of a GP, hospital, schools, employment and major retail centre.	Core output
	NEW Percentage of new residential development within 10 minutes walk of a GP, school and major retail centre	Local output
	Non-residential development in high accessibility zones	Local output
	Progress towards transport proposals	Local output

	Contributions towards public transport, cycling and walking and preparation of green travel plans	Local output
	Number of cycle trips in the city	Local output
Retail, town centres and the economy	Amount of completed retail, office and leisure development – gains, losses and net	Core output
	Percentage of completed retail, office and leisure (D2) uses developed within town centres – gains, losses and net	Core output
	Percentage of new A1 uses which are in the main centres (city centre and Southsea)	Local output
	Percentage of A1 frontage in City Centre and Southsea Town Centre	Local output
	Percentage of vacant frontage in town and district centres	Local output
	Proportion of A3/4/5 frontage in Albert Road Specialist Commercial Area and Southsea Secondary Retail Area	Local output
	Number of jobs created in retail and leisure	Local output
	Amount of land developed for employment by type (eg. B1, B2, B8)	Core output
	Amount of land developed for employment by type which is in a development/and or regeneration area	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 in business and industry	Local output
Housing	Housing trajectory	Core output
	Percentage of new homes built on previously developed land	Core output
	Density of new residential development	Core and local output
	Number and percentage of affordable housing provided	Core and local output
	Number of dwellings on allocated sites / windfall	Local output
	Number of non housing applications permitted in the Housing Revival Areas	Local output
Pollution & Amenity	Renewable energy capacity installed by type	Core output
	Progress towards air quality objectives	Contextual
	Contributions towards crime prevention measures and an	Local output

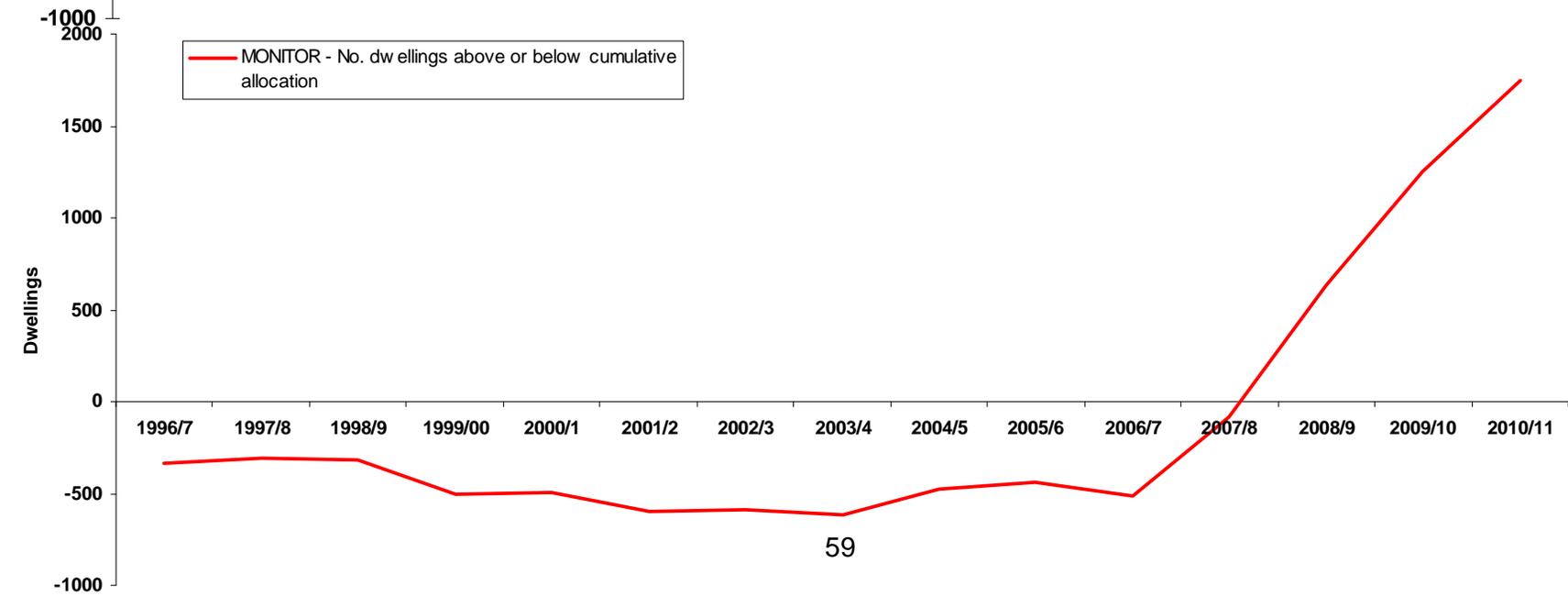
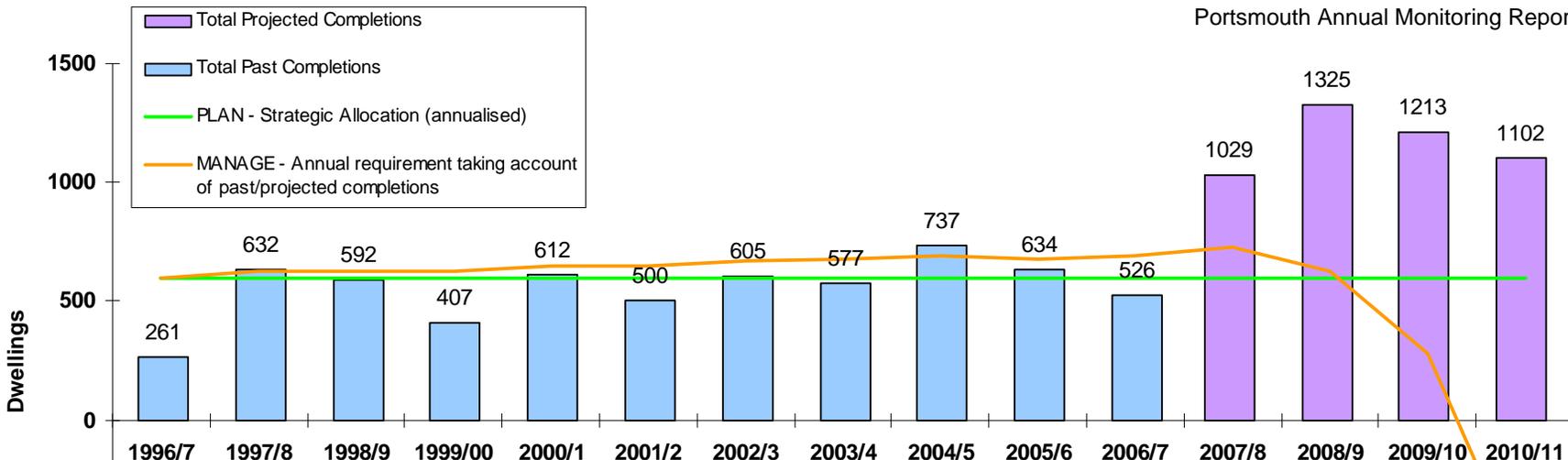
	increase in the number of people thinking there is less crime.	
	Number of planning permissions granted contrary to the advice of the Environment Agency on the grounds of flooding or water quality.	Core output
Minerals	Production of primary land won aggregates	Core output
	Production of secondary / recycled 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 (D1 uses)	Local output

APPENDIX 2: PORTSMOUTH'S HOUSING TRAJECTORY 1996-2011 FOR 2007/8 ONWARDS

	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	-	-	-	-									1325	899	738
Projections - Unallocated Sites	-	-	-	-									0	314	364
Total Past Completions	261	632	592	407	612	500	605	577	737	634	526				
Total Projected Completions												1029	1325	1213	1102
Cumulative Completions	261	893	1485	1892	2504	3004	3609	4186	4923	5557	6083	7112	8437	9650	10752
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	-517	-88	637	1250	1752
MANAGE - Annual requirement taking account of past/projected completions	600.00	624.21	623.62	626.25	646.18	649.60	666.22	673.88	687.71	679.50	688.60	729.25	629.33	281.50	-650.00

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APPENDIX 3: IDENTIFIED HOUSING SUPPLY AT APRIL 2007

Sites allocated in the Portsmouth City Local Plan 2001-2011 for residential

Address	Number of dwellings	Deliverable? (PPS3)		
		Available	Suitable	Achievable
Clarence Parade, Southsea	25	✓	✓	✓
St Marys Hospital, Milton Road	125	✓	✓	✓
Allders Warehouse, Cross Street	40	✓	✓	✓
207-217 Copnor Road	10	✓	✓	✓
Land Between Peronne Road/York Terrace	63	✓	✓	✓
Museum Store, Copnor Road	15	✓	✓	✓
102 Broad Street, Former Wightlink Workshops	14	✓	✓	✓
Urban Priority Area, Goldsmith Avenue/Fawcett Road	66	x	✓	x
St. Marys Hospital (West Wing), Milton Road	150	✓	✓	✓
Land At Exmouth Road	20	✓	x	✓
109b And 111-113 Havant Road	20	✓	✓	✓
Vosper Thornycroft, Southampton Road	70	✓	✓	✓
Land At Marsden Road	25	✓	✓	✓
Sub-totals	643		557	

Large sites with planning permission for residential development but not started at April 2007

Address	Number of dwellings	Deliverable? (PPS3)		
		Available	Suitable	Achievable
City Centre North, Market Way/ Charlotte Street	100	✓	✓	✓
189 Victoria Road North	143	✓	✓	✓
Land Adj Roebuck House Roebuck Close, Cosham	84	✓	✓	✓
The Hard	57	✓	✓	x
The Camden Centre, Queen Street	11	✓	✓	✓
23 St Pauls Road	27	✓	✓	✓
11-12 South Parade	11	✓	✓	✓
The Junction Of Eastney Road & Essex Road	11	✓	✓	✓
Royal Beach Hotel, St Helens Parade	82	✓	✓	✓
Horse Sand Fort, The Solent	14	✓	✓	✓
Former Pompey Shop North East Of Frogmore/Carisbrooke Road, Southsea	13	✓	✓	✓
Meon House, 78 High Street, Cosham	22	✓	✓	✓
27-29 St Simons Road, Canterbury Hotel, Southsea	14	✓	✓	✓
Doyle Court 443, London Road, North End	11	✓	✓	✓
Fratton Park Stadium And Land Adj Fratton Way, Fratton	300	✓	✓	✓

Address	Number of dwellings	Deliverable? (PPS3)		
		Available	Suitable	Achievable
Corner Cornwall/Claremont Roads, Rear Of 60-70 Fratton Road Fratton	13	✓	✓	✓
36 Granada Road, Southsea	9	✓	✓	✓
Clock House Site, Spur Road, Cosham	24	✓	✓	✓
9 Eastern Parade	13	✓	✓	✓
22 Middle Street	30	✓	✓	✓
150-156 Fratton Road, Fratton	18	✓	✓	✓
Rear Of The Lanyard PH, Former Baptist Church, London Road/Heathfield Road	10	✓	✓	✓
58-60 St James Road, Southsea	13	✓	✓	✓
Qinetiq Fraser, Fort Cumberland Road, Eastney	120	✓	✓	✓
Park Mansions, Magdala Road, Cosham	18	✓	✓	✓
61 Earlsdon Street, Southsea	14	✓	✓	✓
Church Hall, 151 Fawcett Road, Southsea	11	✓	✓	✓
184-188 & Rear Of 178-188, Albert Road, Southsea	11	✓	✓	✓
189 London Road/1a Munster Road, North End	14	✓	✓	✓
Unity Hall, Deaf Centre And Coburg Street Garages, Arundel Street/Coburg Street And Holbrook Road	72	✓	✓	✓
6-8 Granada Road And 93 Clarendon Road, Southsea	13	✓	✓	✓
Former MOD Married Quarters Halliday Crescent, Eastney	134	✓	✓	✓
The Futcher School, 1a Drayton Lane, Drayton	50	✓	✓	✓
70 Broad Street, Old Portsmouth	27	✓	✓	✓
The Pompey Centre Phase 4, Fratton Way/Goldsmith Avenue Southsea	167	✓	✓	✓
Between York & Connaught House, Queen Alexandra Hospital Southwick Hill Road	42	✓	✓	✓
Ford Lodge, Moorings Way, Southsea	16	✓	✓	✓
The Lodge Warren Avenue And Adj Avocet House, Velder Avenue, Southsea	49	✓	✓	✓
Trafalgar House, 16 Edinburgh Road	23	✓	✓	✓
111-115 New Road, Buckland	7	✓	✓	✓
Hilsea Motor Transport Depot, Matapan Road, Hilsea	90	✓	✓	✓
Sub-totals	1908		1851	

Large sites under construction for residential development

Address	Number of dwellings outstanding	Deliverable? (PPS3)		
		Available	Suitable	Achievable
Gunwharf (former allocation site)	315	✓	✓	✓

Address	Number of dwellings outstanding	Deliverable? (PPS3)		
		Available	Suitable	Achievable
Former John Pounds Centre, Queen Street, St.James' Street (former allocation site)	83	✓	✓	✓
Deleval House, Queen Street (former allocation site)	39	✓	✓	✓
The Cumberland Centre Former Bangladesh Welfare Association, Reginald Road (former allocation site)	14	✓	✓	✓
Historic Ships Car Park, Cross Street & Admiral Road (former allocation site)	566	✓	✓	✓
University Business School, Milton Road (former allocation site)	2	✓	✓	✓
Julius Meller Toiletries Site, Fitzherbert Road	75	✓	✓	✓
149 Kingston Road	14	✓	✓	✓
179-183 Fratton Road	16	✓	✓	✓
Macdonald Watson Lodge, Nutfield Place	55	✓	✓	✓
16-18 Grove Road South, Southsea	14	✓	✓	✓
Sandringham Hotel, 7 Osborne Road	24	✓	✓	✓
Portsea Youth & Community Centre, Lion Terrace, Portsea	31	✓	✓	✓
Site In Centre Of Devonshire Square, Southsea	14	✓	✓	✓
Caseys Bar, 15 Common Street, Landport	20	✓	✓	✓
176 London Road, North End	12	✓	✓	✓
2-10 St Vincent Road, Southsea	13	✓	✓	✓
60-68 And Rear Of 68-74, Cromwell Road	11	✓	✓	✓
Former Whitehall PH, 215 Kingston Road, Portsmouth	14	✓	✓	✓
Adj Cumberland Business Park, Northumberland/Cumberland Road	64	✓	✓	✓
Former Transport Museum, 48-54 Broad Street, Old Portsmouth	25	✓	✓	✓
Sub-totals	1421		1421	
<u>Total deliverable dwellings</u>				
Deliverable Allocations	557			
Deliverable sites with planning permission	1851			
Deliverable sites under construction	1421			
Total deliverable supply on large sites	3829			
Identified supply on small sites (less than 10 dwellings)	477			
Grand total deliverable supply	4306			

APPENDIX 4: AFFORDABLE HOUSING COMPLETIONS 2006-2007

Section 106 sites of 15 dwellings or more

Address	Completion Date	Total number of units	Number of affordable units	Percentage affordable
ARIADNE SITE, MOTORPOOL AREA, DONEGAL LODGE & RAILWAY ARCHES GUNWHARF QUAYS	11 April 2006	176	126	72%
MILTON CAMPUS MILTON ROAD/ LOCKSWAY ROAD*		47	1	

RSL sites

Address	Completion Date	Total number of units	Number of affordable units	Percentage affordable
16-20 AGE CONCERN KINGSTON ROAD	23 November 2006	8	8	100%
ST CUTHBERTS CHURCH HALL HAYLING AVENUE	21 November 2006	9	9	100%
GLEBE LAND R/O ST MARY'S VICARAGE CHURCH ROAD/FRATTON	15 September 2006	28	28	100%
GARAGE COURT R/O 276-284C ALLAWAY AVENUE	20 March 2007	6	6	100%
RIVER STREET HALL RIVERS STREET	29 January 2007	1	1	100%
CHURCH OF THE ASCENSION HALL SITE STUBBINGTON AVENUE	1 February 2007	5	5	100%
ST FAITHS COMMUNITY HALL SITE CHARLES STREET	23 October 2006	22	22	100%

Portsmouth's affordable housing policies

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

First Deposit Draft February 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.

Further Proposed Modifications April 2006** – Seek 20% affordable housing on sites of 10 or more units, rising to 30% or more for sites of 20 or more units.

Adopted Portsmouth City Local Plan 2001-2011 (July 2006)** – Seek 20% affordable housing on sites of 10 or more units, rising to 30% or more for sites of 20 or more units.

* The percentage of affordable housing completed on this site is not detailed as only one affordable unit was completed during 2006-07. The site has been under construction for a number of years and the total figures across the whole site were included in the 2005-06 monitoring report to indicate the total percentage of affordable units secured.

** Although a percentage policy with a lower threshold was brought in and adopted during this monitoring period, as only completions are monitored here, the affordable housing site-size threshold remains at 15 when these applications received planning permission. In future monitoring reports the implementation of the new lower threshold should be visible in the completions data.