

Annual Monitoring Report 2008

1st April 2007 – 31st March 2008

Local Development Framework

December 2008



Annual Monitoring Report 2008

(Covering the period 1st April 2007 – 31st March 2008)

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1. INTRODUCTION

- 1.1 This is the fourth Annual Monitoring Report (AMR), which covers the monitoring period of 1st April 2007 to 31st March 2008 on the Portsmouth City Local Plan 2001-2011 and the emerging Portsmouth Local Development Framework.
- 1.2 The Portsmouth City Local Plan 2001-2011 was adopted in July 2006, and the preparation of the Local Development Framework is well underway on a number of documents. The Southsea Town Centre Area Action Plan and Station Square and Station Street Supplementary Planning Document were adopted during the monitoring year and are in use for development control purposes. The first part of this report considers the council's progress towards these documents, through an analysis of the timescales as set out in the Local Development Scheme.
- 1.3 The second part of the report monitors the progress of the council's planning policies. National (core output) and local indicators are used to monitor the success of these policies. The government's national indicators were updated in July 2008 and some of these are included in this years AMR. Section 7 contains more detail on the new indicators.
- 1.4 This report does not discuss the progress towards the minerals and waste core indicators. As with last year's annual monitoring report, 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 http://www3.hants.gov.uk/planning/mineralsandwaste/planning-policy/documents-2/amr_main.htm

2. MONITORING FRAMEWORK

- 2.1 The 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 in this monitoring report.
- 2.2 The Local Development Scheme (LDS) 2007 and the council's current planning policies¹ have been monitored.
- 2.3 The data that has been collected to aid monitoring 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
 - CAPS Uniform Planning Applications database
- 2.4 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.

¹ The council's current planning policies consist of the saved policies from the City Local Plan (2006) and policies in the Southsea Town Centre Area Action Plan (2007).

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 an 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.
- 3.2 Portsmouth has some of the densest housing outside London, characterised by extensive areas of terraced housing with little local 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.
- 3.3 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 a 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.
- 3.4 Housing, in particular affordable housing, is an important issue for the city. In 2007, there were around 85,000 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).
- 3.5 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 mean people have less to spend on the upkeep of their property. The SAP rating shows how energy efficient homes are. Improved energy efficiency reduces the use of fossil fuels, reduces 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).
- 3.6 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 (March 2008) was £161,697 (Land Registry, 2008), compared with £97,816 in March

2002. In addition to this, average gross household incomes in Portsmouth are estimated to be £32,100 compared to a national average (GB) of £34,400. However in some wards average income may be as low as £21,200 making the purchase or rental of a property on the open market impossible (CACI, 2008).

- 3.7 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.
- 3.8 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.
- 3.9 Crime prevention came out as the top priority for residents in a MORI poll that fed into the Community Strategy 2004-2009. From April to 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%.
- 3.10 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 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 was amended during March 2007, and it is against that LDS that this monitoring report assesses the council's progress as that was the LDS in force at the beginning of the monitoring period. Since that time, the council's thinking on some LDDs has changed again, and where useful this is highlighted in this report.
- 4.2 The March 2007 LDS included a revised submission date for the Somerstown and North Southsea AAP (from December 2006/January 2007 to October/November 2008) and a revised adoption date for the Station Square and Station Street SPD (from March/April 2007 to July 2007). The revised LDS did not include the Hilsea Lido AAP as the council took the decision not to continue with the Area Action Plan following preferred options consultation.
- 4.3 The Local Development Documents planned in March 2007 to make up the Portsmouth LDF were:

Portsmouth LDF

- Statement of Community Involvement
- Core Strategy DPD
- Site Allocations DPD
- Area Action Plans – Somerstown and North Southsea, The Hard, Southsea and Port Solent. *(It should be noted that at the time of writing Port Solent and the Hard AAPs are no longer likely to be prepared – this will be shown in a revised LDS)*
- 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

- 4.4 Monitoring the progress of the LDS involves identifying whether 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.
- 4.5 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

The key milestones for SPDs are:

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

4.6 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 March 2007 are: The Core Strategy, Somerstown and North Southsea AAP, Southsea Town Centre AAP and Station Square and Station Street SPD. Progress of these documents is set out in the following paragraphs.

Core Strategy

4.7 The Core Strategy preparation had already reached the key milestone of commencement of preparation in 2006. However, the March 2007 LDS programmed in additional consultation on issues and options, which was undertaken on time.

Key Milestone	Target Date	Actual Date
Issues and Options consultation	October – November 2007	October – November 2007

Somerstown and North Southsea Area Action Plan

4.8 Somerstown and North Southsea AAP was programmed to go to preferred options consultation at the beginning of 2008.

Key Milestone	Target Date	Actual Date
Preferred Options consultation	January - February 2008	-

Following consultation on possible options prior to the monitoring period, further work was needed to model the financial implications of the options, which delayed the plan preparation process. The need to produce a HRA screening statement also led to the delay of the report. The ‘preferred’ scheme of the Somerstown and North Southsea Area Action Plan was approved by Cabinet in September 2008 and consultation will now take place in November 2008.

Southsea Town Centre Area Action Plan

4.9 The key milestone that the Southsea Town Centre AAP was programmed to have reached during the monitoring period was the commencement of the examination. The table below sets out the progress on this DPD.

Key Milestone	Target Date	Actual Date
Commencement of examination	March 2007	(see text below)
Adoption of DPD	November 2007	July 2007

- 4.10 The examination was undertaken by written representations therefore there is no date for the commencement of examination. The document was submitted to the Secretary of State in September 2006 and the Inspector's report was published in June 2007 and the plan was adopted in July 2007 ahead of schedule.

Station Square and Station Street Planning Brief SPD

- 4.11 During the monitoring period the SPD was programmed to have met two milestones, one for issuing the SPD for consultation 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	February/March 2007	February/April 2007 and October 2007
Adoption and publication of SPD	July 2007	November 2007

- 4.12 Consultation on the draft SPD was delayed as consultants were appointed to produce the document due to a lack of resources within the council. Following the end of the consultation period in April, Zurich Insurance announced that it intended to dispose of its site within the area of the SPD. The adoption of the SPD was delayed until November 2007 in order to allow further consultation on the Zurich site.

Minerals & Waste Development Framework Documents

- 4.13 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.

Revision to the LDS

- 4.14 During 2008 a revised PPS12 was adopted which changed the process for producing development plan documents (DPDs). There are now different stages involved in producing DPDs and therefore the LDS will need to be revised to reflect this and the resulting impact on timings this will have for the production of DPDs.
- 4.15 The Core Strategy needs further evidence than originally thought. A lot of evidence is needed on transport issues to prove that Port Solent and Tipner can both be delivered. Results from a transport study are unlikely to be available until the summer / autumn 2009. Therefore in order to allow sufficient time to collect and digest the evidence the next stage of consultation on the Core Strategy needs to be changed from March 2009 to February 2010.
- 4.16 As the Core Strategy now includes policies covering Port Solent and The Hard it is no longer considered necessary to produce separate area action plans for these two sites. It is proposed to progress the Hard as an SPD.

4.17 Appendix 1 sets out a list of revised documents together with revised timings for their production and this will form the basis of a revised LDS.

Summary Points

- During the monitoring period two Local Development Plan documents were adopted, one of them ahead of the schedule.
- Not all of the milestones for the Station Square and Station Street SPD were met. Further consultation of the SPD took place as a result of Zurich Insurance's intentions to dispose of an opportunity site within the SPD boundary.
- Work on the Core Strategy and the Somerstown and North Southsea AAP is ongoing.
- A new LDS will be prepared outlining the LDDs currently planned along with any revised timings for these documents as set out in Appendix 1.

5. ANALYSIS OF PORTSMOUTH CITY LOCAL PLAN POLICIES

- 5.1 This section focuses on monitoring the policies in the Portsmouth City Local Plan 2001-2011. A separate section deals with the monitoring of the Southsea Town Centre Area Action Plan, which was adopted in July 2007. Policies in the Local Plan are monitored using the strategic plan objectives. A set of indicators and targets are used in order to assess the implementation and effectiveness of the policies, a full set of these is set out in appendix 2.
- 5.2 This year's monitoring report includes a number of indicators, which will be used to monitor the implementation and effectiveness of the policies adopted in the Southsea Town Centre Area Action Plan. The inclusion of these indicators has meant that there has been some revision to some of the indicators to avoid duplication.
- 5.3 The objective topic areas that will be used for the purposes of monitoring in this report are:

Objective 1: Urban Renaissance

Objective 2: Design and Heritage

Objective 3: Natural Environment

Objective 4: Transport

Objective 5: Retail, town centres and the economy

Objective 6: Housing

Objective 7: Pollution and Amenity

Objective 8: Community

Southsea Town Centre Area Action Plan monitoring

Objective 1 - Urban Renaissance

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

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 towards regeneration sites 1st April 07 – 31st March 08

	Site	Proposal	Progress
CD1	City Centre North Urban Priority Area	Mixed-use comprehensive redevelopment mainly for retail.	The Secretary of State confirmed the Compulsory Purchase Order (with modifications) for the redevelopment of the Northern Quarter site on 7 December 2007. The reserved matters application for the redevelopment of the site was received January 2008 to include 68,964.5 sq. m retail units, 2,089 sq. m leisure units, 200 residential units and multi-level car park.
CD2	City Centre Redevelopment sites	Four sites have been identified for redevelopment for town centre uses.	A Station Square and Station Street SPD has been produced and was adopted on 23 November 2007 to help bring forward sites for development. Although there has been interest in some of the sites as yet none have been developed.
CD11	Historic Ships Car Park, Queen Street	Allocated for a mix of uses to include employment, housing and a car park.	Construction work ongoing and will be complete shortly. The scheme consists of 566 residential units and commercial units and ground floor.
CD16	The Hard Interchange	Redevelopment or refurbishment of public	Not implemented. The LDS valid during the monitoring

		transport interchange facilities.	period proposed an AAP. This is now being progressed as an SPD.
CD17	Historic Dockyard Heritage Area	Redevelopment for residential, employment and tourism related uses.	Not implemented, as the Ministry of Defence is no longer releasing the land.
NL1	Tipner Urban Priority Area	Regeneration of the area to provide a range of uses including residential, employment, open space, car parking and a greyhound stadium.	Not implemented. The regeneration of the site is being taken forward in the draft Core Strategy.
ST3	Somerstown & North Southsea Principal Regeneration Area	Regeneration of this area to include refurbishment and redevelopment of housing, new community facilities, open space, employment and improved public transport links.	Not implemented. Work is progressing on the area action plan to guide future regeneration of the area. Consultation on the draft AAP will take place in November 2008.

- ii. None of the major sites have been completely implemented although the Historic Ships car park is nearing completion. City centre north has the benefit of a planning application and the remainder are to be progressed through various planning documents.

Summary Points

- Some progress has been made on some of the major regeneration sites since the previous monitoring period. Construction work is almost complete on one of the sites and a reserved matters application for a key element of another scheme has been submitted for approval.
- Progress towards the preparation of Development Plan Documents and Supplementary Planning Documents is well underway and will provide a more detailed development plan policy for regeneration sites.
- 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. There was one correction to the statutory list, where a Grade II listed tram shelter on Portsmouth Road (west side) was relocated to Market Square in Gunwharf. A number of buildings were submitted from 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 407.93 hectares out of a total of 4028 hectares. During the monitoring period in March 2008, an additional Conservation Area was designated at St. David's Road and Nos. 38-66 St Andrew's Road, covering a land area of 1.96 hectares. Revisions were also made to the Eastney Barracks conservation area boundary. The designation and revision of conservation areas resulted in an increase in the area from 407.93ha to a total of 409.89ha, an increase of land area by approximately 0.48%.

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 2007-08 monitoring period, ninety-seven applications were refused where policy DC1 was referred to on the grounds of poor design.

Summary Points

- There was an increase of thirty-four applications refused on design grounds from last year indicating 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, and there has been a slight increase in conservation areas in the city.

Objective 3 - Natural Environment

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

Indicators:

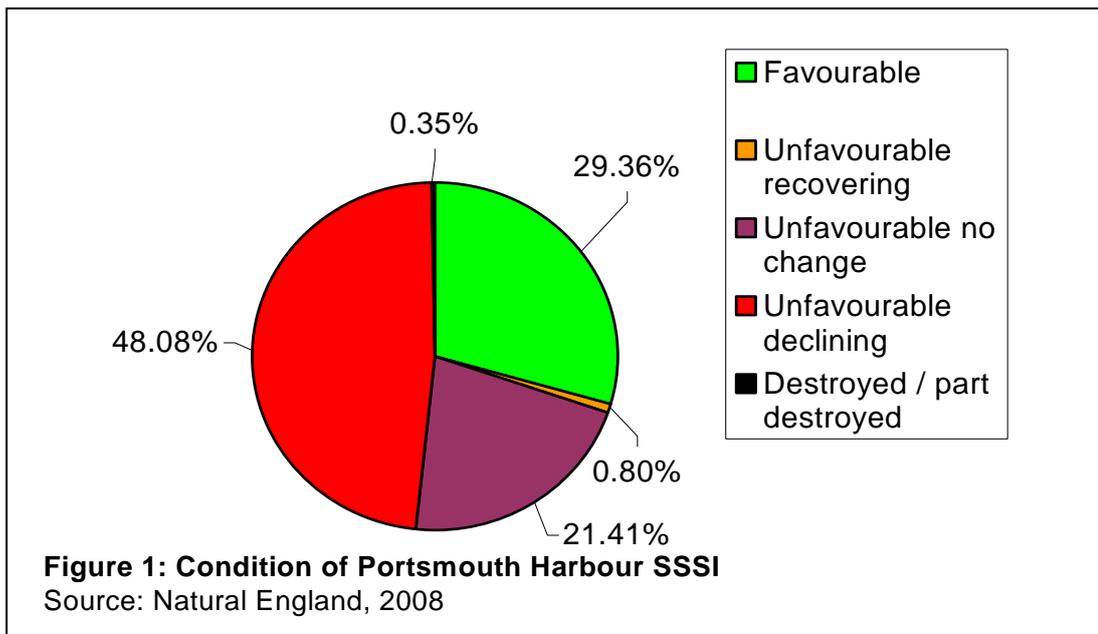
- Percentage of SSSIs in a favourable condition – **Local output**
- Change in areas of biodiversity importance (SSSI's, SINC's and other local sites) – **Core output**
- Number of approved applications where Natural England has objected – **Local output**
- Amount of open space – **Local output**
- Contributions towards open space from new development – **Local output**

Sites of nature conservation value

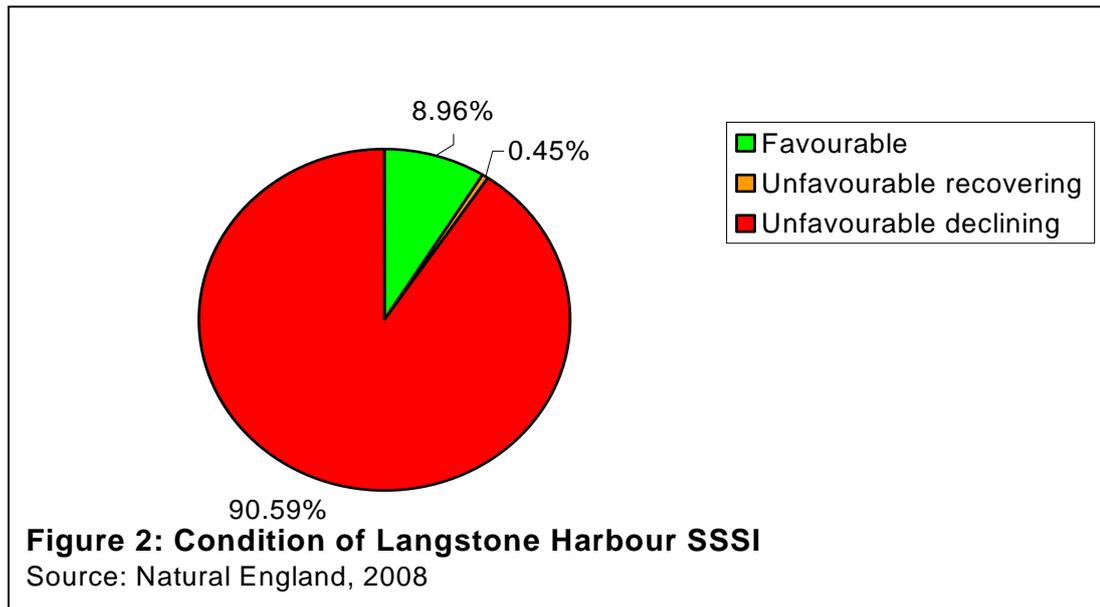
- i. There are three SSSIs (Sites of Special Scientific Interest) in Portsmouth these being Portsmouth Harbour; Langstone Harbour; and Portsdown Hill. The national target is for 95% of SSSIs to be in favourable or recovering condition by 2010.

The state of the SSSIs in Portsmouth is as follows:

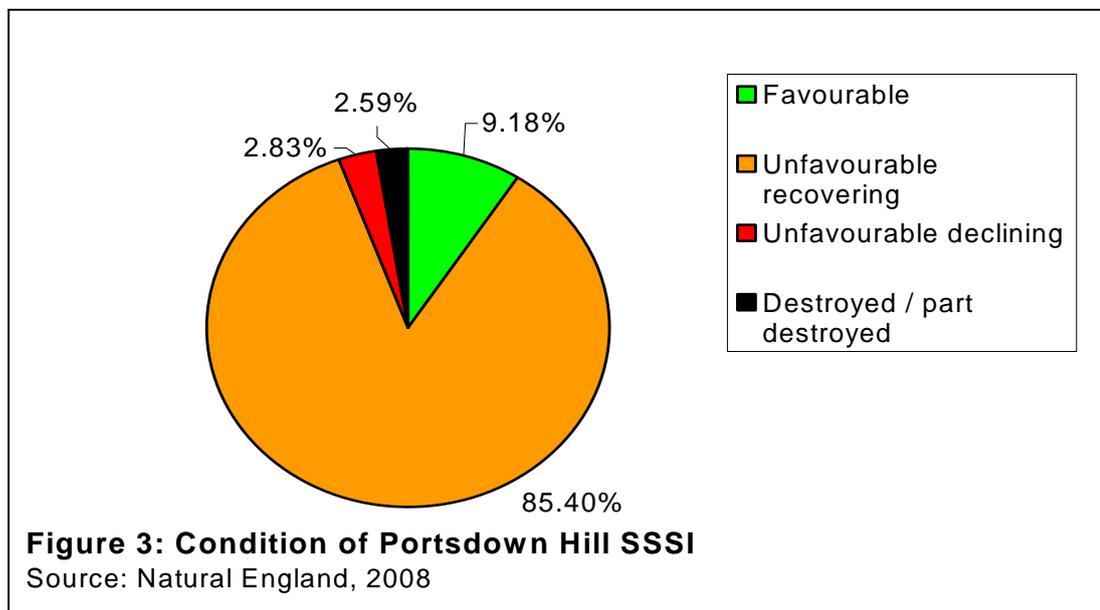
Portsmouth Harbour: 29.36% in a favourable condition
0.8% in an unfavourable / recovering condition
21.41% in an unfavourable condition with no change
48.08% in an unfavourable / declining condition
0.35% destroyed / part destroyed



Langstone Harbour: 8.96% in a favourable condition
 0.45% in an unfavourable / recovering condition
 90.6% in an unfavourable / declining condition



Portsmouth 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



- ii. There has been no change in the condition of Portsmouth Hill SSSI since the last monitoring report for the period 2007-08. Over 88% of Portsmouth Hill remains in an unfavourable condition although 85% is said to be recovering.
- iii. However, Langstone Harbour SSSI and Portsmouth Harbour SSSI have suffered a significant decline in condition. Langstone was considered to have

an unfavourable declining condition of 52.09% in the last monitoring period of 2006/07, that figure has increased to around 90.6%. The reason for the unfavourable condition of much of Langstone Harbour is coastal squeeze, combined with excessive algal growth due to water pollution from agricultural run-off.

- iv. Similarly, Portsmouth Harbour is now considered to be in a mainly unfavourable and declining condition, with a decline in the area in a favourable condition from 96.64% to 29.36%. This is also considered to be due to coastal squeeze, which is causing erosion of mudflats. 29.36% of the SSSI remains in a favourable condition.
- v. As well as the three SSSI's which cover a total area of 1,671ha, there are 13 Sites of Importance for Nature Conservation (SINC's) which cover an area of 130ha. During the monitoring period there has been one additional SINC designated and no change in the areas designated as SSSI's, or other nature conservation designations. This indicates that the protection policies in the plan are working at protecting areas of nature conservation importance.
- vi. During the monitoring period 2007-08, no applications were approved where Natural England objected.

Open Space

- vii. There is a total of 923 hectares of open space in the city, which equates to 23% of the total land area in Portsmouth. 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.
- viii. The Portsmouth City Local Plan has a further policy (DC46) to negotiate a financial contribution towards open space from all new residential development. The guidelines for securing contributions towards open space and on site provision are set out in the Planning Obligations Supplementary Planning Document, which was adopted in July 2006. An updated version of the SPD was released for consultation at the end of the monitoring period in March 2008.
- ix. As was indicated in the last AMR, in March 2008, contributions towards open space rose from £475 per person to £528 per person from new residential development to take account of inflation. During the monitoring period, a total sum of £500,382.78 was secured through applications for one dwelling or more, an increase of £145,155.78 from the last monitoring period 2006/07.
- x. The contributions have been used to improve open spaces and outdoor activity areas around the city. These include:
 - New fenced boundary to the miniature railway at Bransbury Park
 - Improvements to a small open space at Aylward Gardens, Portsea, involving local school children and the police
 - Creation of additional plots at Moneyfields Allotments

- Improvements to the promenade shelters and railings along Southsea Seafront
 - Feasibility study for the upgrading of changing rooms at Farlington Playing Fields
- xi. Funds have also been committed to several more schemes around the city. These include:
- Safety improvements at St Mary's Church Yard
 - Improvements to Southsea skate park
 - Improvements to Portsea Venture Playground
 - Creation of Portsea Mudlarker statue
 - Repairs to Baffins Pond compound and community garden
 - Introduction of sustainable planting policy citywide and the phased replacement planting to allow perennials to establish and reduce impact of the change
 - New tree planting citywide
 - Further proposals for Farlington Playing Fields changing facilities
 - Completion of perimeter edging and footpath improvements to Canoe Lake with new inlet/outlet valves to control water level
 - Improvements to Great Salterns changing rooms
 - Improvements to Buckingham Green grass kick about area
 - Further improvements to Southsea Seafront in response to Seafront Strategy consultation
 - New lighting to Pembroke Path
 - New play area provision at Victoria Park
 - New floodlit ball court at Tamworth Field

Summary Points

- Langstone and Portsmouth Harbours SSSI's have suffered a significant decline in condition. Any possible development proposals would have to be considered carefully in order not to further jeopardise the state of the SSSI.
- Conversely, there has been no change to the condition of the Portsdown SSSI for two years. 85% of the site is said to be in an unfavourable, but recovering condition.
- There have been no losses or and one addition to biodiversity habitats.
- There were no approved applications where Natural England objected.
- No open space has been lost to development.
- The results of monitoring show that the application of policy DC46 (negotiating financial contributions towards open space) is working well and that the amount secured has seen a significant increase from the previous monitoring period. The contributions collected so 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.

Objective 4 – Transport

Objective: To reduce adverse traffic impacts

Indicators:

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

Accessibility

- i. During the monitoring year, all new residential development was within 20 minutes walk or cycle of all key local services and facilities. The table below shows the percentage of developments completed during the monitoring period that lie within 10 minutes walk of key services. Almost 90% of new residential development falls within a 10 minute walk of a primary school and GP surgery/health centre.

Table 2: Accessibility of new residential development

Service	Percentage of new residential development within 10 minutes walk
GP/Health centre	87%
Primary School	89%
Secondary School	28%
Major retail centre (5 centres and Portchester)	29%

Major transport proposals

- ii. The Portsmouth City Local Plan includes a variety of transport proposals for the city and table 3 charts the progress of these proposals.

Table 3: Progress of transport proposals

Policy number	Proposal	Progress
SP4	New junction with the M275 at Tipner	<i>No change since 2006-07 monitoring report. Awaiting slip roads order for the M275.</i>
SP4	LRT between Portsmouth, Gosport and Fareham	Transport for South Hampshire is now progressing alternative proposals for a comprehensive network of Bus Rapid Transit services to serve south-east Hampshire. The first phase - Gosport to Fareham – was a successful bid under

		CIF2 and in August 2008 was approved to progress to full business case.
SP4	Park & Ride from Tipner to the Hard	<i>No change since 2006-07 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.	The car park and park & ride at Farlington are 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. Whilst initial studies appeared promising, priorities within the rail industry at present favour investment in existing stations rather than new stations and further work is not being progressed at this time. Subject to funding being available the car park could be implemented at an earlier date served by buses. 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	No change since 2006/07 monitoring report. The proposal is being taken forward in the draft Core Strategy and will form part of any development at Port Solent / Horsea Island.
SP4	Safeguarding land for new railway stations at Farlington and Paulsgrove	Land continues to be safeguarded for these two stations.
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. Scheme has been delayed, expected completion 2012.
SP4	Improved access to HM Dockyard (Trafalgar Gate)	<i>No change since 2006-07 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	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

	and Cosham.	this will no longer be pursued. At Cosham waiting facilities for bus passengers have been improved through redevelopment of land north of the bus interchange. There are 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 also being sought as part of the development potential at Station Square and Station Street Supplementary Planning Document.
SP4	Extended cycleways, including Portsbridge to Broadmarsh	<p><i>No change since 2006-07 monitoring report.</i></p> <p>Major cycleway schemes are subject to the availability of finance. The completion of the Broadmarsh to Eastern Road cycle path by the Highways Agency has highlighted the need to continue this to Portsbridge but there are costs and difficulties associated with this such as a crossing over or beneath the railway line. The principle of the scheme has been accepted in design terms but has not yet been progressed.</p> <p>Other sections of the cycle network continue to 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. There continues to be investment in secure cycle parking to complement investment in new and upgraded routes.</p>

Contributions and travel plans

- iii. 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. In March 2008, an updated version of the Planning Obligations Supplementary Planning Document was produced and came into use for development control purposes. The updated version includes increased contributions per person (£326 in a low accessibility zone, as compared to £300 in the previous monitoring period). This increase was made in accordance with guidance contained within the SPD to increase contributions in line with inflation

- iv. During the monitoring period April 2007-March 2008, a total of £184,890.84 was secured through contributions from development. As the planning obligations began partway through the previous monitoring period, it is not possible to draw comparison between the two monitoring periods. Although, the use of contributions from sustainable transport has been limited since collections have started, discussions are ongoing so that the monies can be spent on transport improvements during the next monitoring period.
- v. During the monitoring period the council secured a number of section 278 agreements totalling just over £91,000. This money was used to cover Highways Design staff costs on checking scheme designs and site checks.
- vi. Travel plans are required from major development proposals (over 500m²). Over the monitoring year, five travel plans were approved in accordance with the relevant planning condition applied to enforce policy DC29. These were Phase IV Pompey Centre for residential uses, Highbury College Cosham Campus for a new educational campus including a 3/4/5 storey building and sports facilities, Harbourgate Phase 2 comprising 12,368sqm B1 office space and swimming pools at the Mountbatten Centre and Pitt Street Gym. This is an improvement on the last monitoring period when only two travel plans were approved.
- vii. Over the monitoring year, there were twelve major commercial and industrial applications, which met the criteria of policy DC29 requiring a travel plan, as they constituted major developments. Planning permission for all 12 applications was granted on the condition of the submission and approval of a travel plan.

Cycling

- viii. 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 4: No. of cycles crossing the Inner Cordon 2006 and 2007

	AM Both directions	AM Inbound	All Day
Total cycle trips (2006)	1026	591	1578
% of all modes (2006)	3.71%	3.53%	3.08%
Total cycle trips (2007) (8-9am)	-	525	-
% of all modes (2007) (8-9am)	-	3.2%	-

NB: Data is no longer collected for AM both directions and all day (see above)

- ix. The above table shows a slight decline in the amount of cycle trips made AM inbound since the last monitoring year. However, the cycle trips made still represent over 3% of all modes of traffic.
- x. There have been changes in the way cycles trips are recorded and as such it has become difficult to monitor local cycle journeys. In line with DfT requirements modal split surveys now only cover major roads (those with

more than 1000 vehicles per hour) instead of all roads. This revised survey method has been detrimental to recording cycle usage as most cycle journeys take place on minor roads which are not included in the survey.

- xi. The city council will be considering how this deficiency can be addressed in the future at an affordable cost, possibly through the use of automatic counters, although the reliability of these remains an issue.
- xii. In an attempt to increase cycle rates in the city the council puts in new cycle lanes, cycle storage and cycle rack. Promotional events are also run in the city such as “Bike to Work Week” in order to raise the profile of cycling.

Summary Points

- All new residential development took place in accessible locations within easy reach of key services and facilities.
- Progress towards a Bus Rapid Transport route between Gosport and Fareham and improvements to the Cosham Interchange have been made.
- Travel plans were secured via a planning condition on all major development proposals determined during the monitoring period indicating that the policy DC29 requiring travel plans is working well.
- The method of measuring cycle trips in the city has altered again during this monitoring period meaning that cycle trips are unrepresentative in the survey data when compared with motorised traffic. The city council will be looking to review its monitoring method in the near future.

Objective 5 - Retail, town centres and the economy

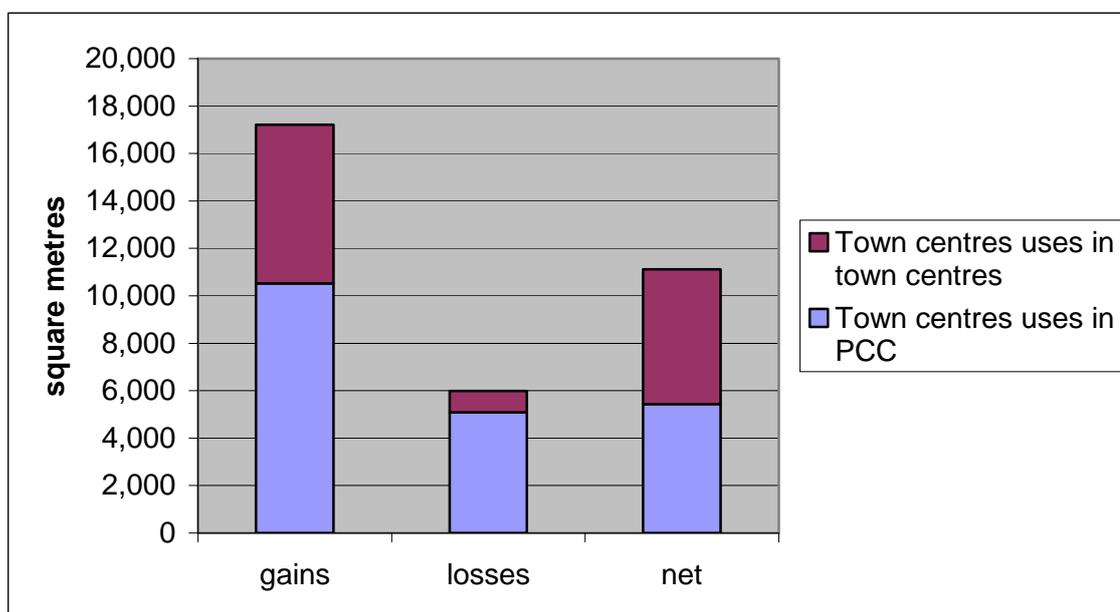
Objective: To strengthen and diversify the City's economy and to increase local employment opportunities.

Indicators:

- Total amount of floorspace for town centre uses (retail, leisure and office development) – **Core output**
- Percentage of new town centre floorspace completed 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**
- Total amount of additional employment floorspace by type – **Core output**
- Employment land available by type – **Core output**
- Total amount of employment floorspace coming forward 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**

Total amount of floorspace for town centre uses

Figure 4: Location of completed floorspace for town centre uses (gross & net)



- i. The graph above shows that during 2007/08 10,528m² (gross) floorspace of town centre uses was completed in Portsmouth, of which 63.5% (6,581m²) was in town centres. This corresponds to a net increase of 5,434m² floorspace of town centre uses in Portsmouth and 5,682m² in town centres. The majority of new town centre uses are located in town centres but since

the majority is only 63.5% this indicates that policies resisting out of town development need to be applied more strictly in future years.

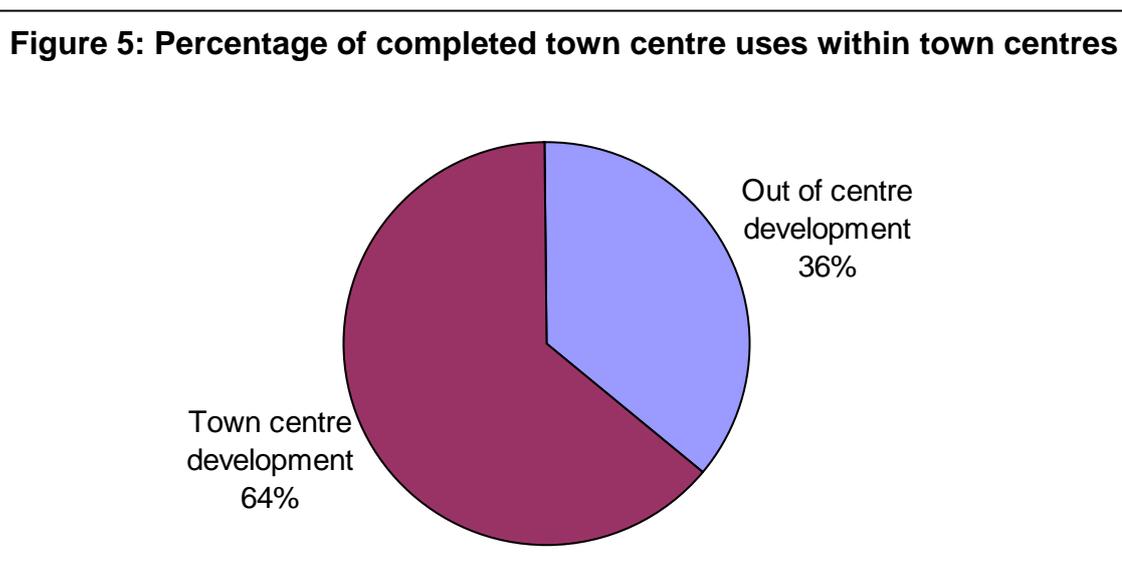


Table 5: Percentage of town centre uses permitted in town centres by type

Town centre use	In centre	Out of centre
Retail	49	51
Leisure	100	0
Office	0	100

- ii. Figure 5 shows the percentage of completed town centre uses in town centres as well as a breakdown by type of town centre use. Overall, as stated above, 63.5% of new town centre uses are located in town centres. However, the breakdown shows that:
- only 49% of new retail was located in town centres, with 51% being located on out of centre retail parks.
 - 100% of new leisure occurred in town centre; and
 - 100% of new office occurred in out of centre locations, however the new office development consisted of one development, which took place on protected employment land, which is in line with the relevant plan policies.
- iii. Compared to last year more leisure development has been developed in town centres in line with policy and the situation regarding office development has remained the same. However less retail has been developed in town centres since last year 38% of new retail development took place in out of centre locations compared to 51% this year.

Percentage of A1 uses in the City Centre

- iv. During the monitoring period, 48% of all A1 completions occurred in Portsmouth's main town centres at the city centre and Southsea.
- v. The Portsmouth City Local Plan states that in the primary retail frontage in the city centre (City Centre policy CD5), 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 city centre indicates that the city centre has remained just below 75%, as in the previous years of monitoring. This situation arose as a result of a number of changes of use away from A1 in the peripheries in previous monitoring periods in order to bring active uses back to vacant units.

Table 6 - Percentage of A1 frontage

	Percentage of A1 frontage (%)		
	2005-06	2006-07	2007-08
City Centre Principal Retail Area	72	73.04	73.46

Source: PCC monitoring systems

- vi. This lower level of A1 uses within the city centre principal retail area is anticipated to be a short term problem, until the city centre north redevelopment comes forward, which will significantly increase the A1 offer in the city centre. In the meantime, monitoring shows that the situation has improved since the last period, as can be seen in table 6.
- vii. As the Southsea Town Centre Area Action Plan was adopted during the monitoring period, there are a number of monitoring indicators which are used to indicate the vitality of the town centre. These indicators can be found in the Southsea Town Centre Area Action Plan monitoring.

Percentage of vacant units in centres

- viii. Table 7 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. 14.7% of the primary frontage in the city centre is now vacant, an increase of 2.22% on the total reported in the previous monitoring report. Many of the recent vacancies in the city centre are due to the proposals for the city centre north retail development, which involves compulsory purchase of some existing retail units. Therefore it is possible that vacancies may rise in the next few years but the situation should remedy itself once the city centre north proposals are implemented.
- ix. The district centres at Fratton, Cosham and North End have all experienced an increase in the amount of vacant frontage since the previous monitoring period. North End district centre has suffered in particular, with vacancies increasing from 3.6% last year to 9.49% in this monitoring period. Albert Road Specialist Commercial Area has experienced a decrease in the amount of vacant frontage from 7.49% during the previous monitoring period to 4.46% in the last year.
- x. The reason for vacancies in North End and Cosham is high business rates and the poor condition of some retail units. Work is being done jointly within the council to take action to force landlords to tidy up units. Other action being taken to reduce vacancies in the two centres is:
 - Business associations are directly contacting national retailers who are looking to expand;
 - Business associations are looking to proactively market the vacant units; and

- Regeneration projects are planned for both centres focusing on environmental improvements, which should make the centres more attractive locations for businesses to relocate to.

Table 7 – Percentage vacancies

	Percentage of frontage occupied by vacant units (%)		
	2005-06	2006-07	2007-08
City Centre Principal Retail Area	8.14	12.48	14.7
Albert Road Specialist Commercial Area	7.04	7.49	4.46
Cosham	6.33	4.74	6.94
Fratton	13.6	4.92	9.65
North End	5.82	3.60	9.49

Source: PCC monitoring systems

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

- xi. Policy SJ7 seeks to limit the percentage of food and drink uses (use classes A3, A4 and A5) in the western end of the Albert Road Specialist Commercial Area in order to protect residential amenity. This policy limits the percentage of A3/A4/A5 uses to no more than 35% of the frontage within the designated centre.
- xii. Table 8 below shows the percentage frontage occupied by A3, A4 and A5 in the western end of the Albert Road Specialist Commercial Area. The percentage has not altered significantly since the previous monitoring period and therefore acts as proof that the policy is being applied to restrict an increase in these types of establishment.

Table 8 – Percentage A3/A4/A5 uses

	Percentage of frontage occupied by A3/A4/A5 uses (%)		
	2005-06	2006-07	2007-08
Albert Road Specialist Commercial Area (western end)	35.27	35.26	35.27

Number of jobs created in retail and leisure

- xiii. 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 9 below. Using this indicative measure, a total of 189 jobs were gained in this sector during the 2007-08 monitoring period. This can be compared with a loss of 167 jobs in these sectors in the last monitoring period.

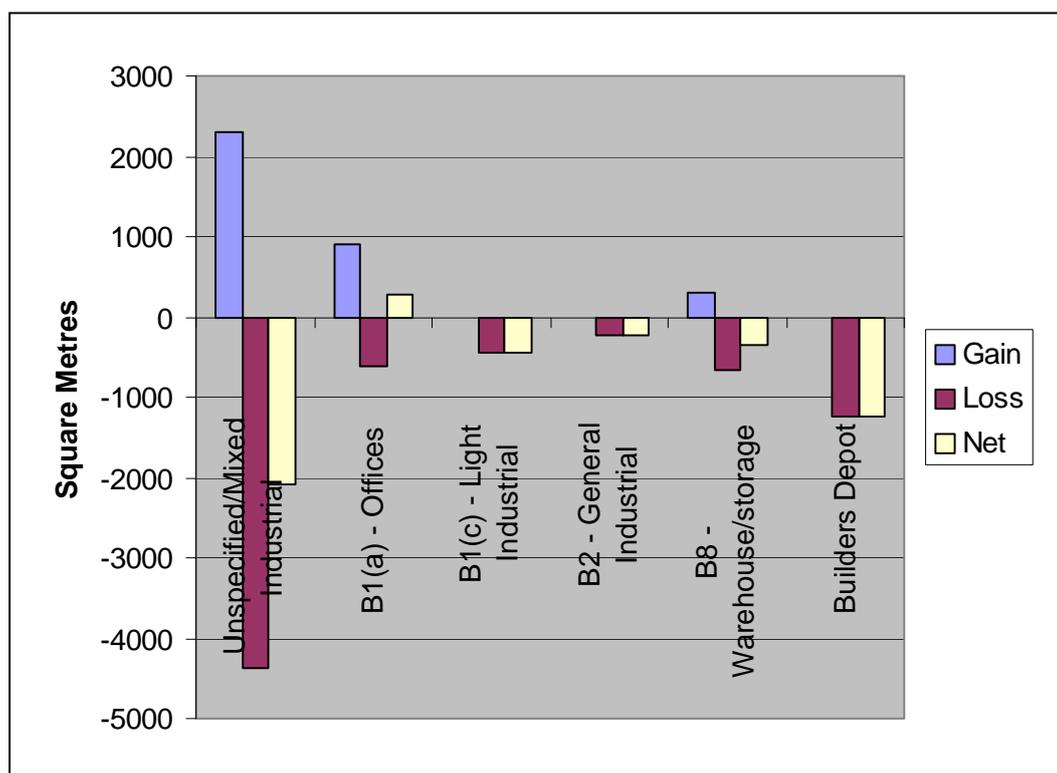
Table 9 – Jobs created in the retail and leisure sector²

Completions	Gains	Losses	Net
A1	87	11	76
A2	3	0	3
A4	0	19	-19
Leisure (D1)	129	0	129
Total in Retail & Leisure	219	30	189

Total amount of additional employment floorspace by type

- xiv. Figure 6 below depicts the total floorspace gains and losses for employment uses in Portsmouth during the monitoring period. This illustrates that for unspecified and mixed developments, there has been a net loss in the amount of employment floorspace. There was a slight net gain in the amount of floorspace for B1(c) Light Industrial. Over the monitoring period, there has been a net loss of 4035m² overall, with the largest losses occurring in the unspecified and mixed industrial uses and the depot.

Figure 6: Employment Gains and Losses



Employment land available

- xv. In total there is 50.66 hectares of employment land available, this is made up from allocations in the city local plan and existing planning permissions that have not yet been completed. Out of this total 29.14 ha is for B1 employment, 0.9 ha for B2, 0.06 ha for B8 and 20.56 ha for a mix of B1/B2/B8.

² This uses the information on 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.

Total amount of employment floorspace coming forward on previously developed land

- xvi. All employment development during the 2007-08 monitoring period occurred on previously developed land.

Number of primary employment sites / premises lost

- xvii. 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.
- xviii. During the monitoring period a total of 4647 m² (1202m² in 2006-07) of land designated as employment land under policy DC30 has been lost to non-employment uses. This loss is made up of two permissions for mixed uses for a training centre and retail respectively, both with ancillary office uses. While there has therefore been a formal loss of B1/B2/B8 land on designated DC30 land, in both cases, the permitted uses were considered appropriate to their location.

Summary Points

- The town centres have experienced net gains in retail and leisure uses, with no change in office uses.
- Only 49% of new retail occurred in town centres. Policies controlling out of centre developments need to be applied more strictly in order to direct more town centre uses to the town centres especially retail developments.
- New office development took place on protected employment land, which although was not in a town centre is still in line with current planning policies that direct office development to either town centres or protected employment land.
- The percentage of shopping uses in the City Centre Principal Retail Area remains slightly 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 town centres have increased especially in the city centre and North End. City centre vacancies should start to decrease once the city centre north redevelopment is implemented. Action is being taken at North End and Cosham town centres to reduce the amount of vacancies, next years monitoring report will show whether any action has been successful.
- The percentage of food and drink uses in Albert Road West remains at the limit stipulated by the policy.
- It is estimated that 187 jobs were gained in the retail and leisure sectors during the monitoring period.
- There was a net loss of 4669 square metres of employment (B1/B2/B8) uses across the city. Some of this was land protected for employment uses, but the permissions were for complementary uses.

Objective 6 - Housing

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

Indicators:

- *Plan period and housing targets – **Core output H1***
- *Net additional dwellings – in previous years - **Core output H2(a)***
- *Net additional dwellings for the reporting year – **Core output H2(b)***
- *Net additional dwellings – in future years - **Core output H2(c)***
- *Managed delivery target - **Core output H2(d)***
- *Number of new and converted homes built on previously developed land – **Core output H3***
- *Net additional pitches (Gypsy and Traveller) – **Core output H4***
- *Gross affordable housing completions – **Core output H5***
- *Housing Quality – Building for Life Assessments – **Core output H6***
- *Density of new residential development – **Local output***
- *Number of dwellings on allocated housing sites / windfall – **Local output***

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.

Plan period and housing targets

iii. Portsmouth's housing target as set out in the draft South East Plan, is to deliver 14,700 net additional dwellings between 2006 and 2026, amounting to an annual average delivery of 735 units.

Net additional dwellings – in previous years

iv. Housing provision for the previous five years prior is detailed in table 10 below. The annual target of 735 units was applicable from 2006/07 and this target was not been met.

Table 10: Net additional dwellings for the previous 5 years

Year	2002/03	2003/04	2004/05	2005/06	2006/07
Net additional dwellings	605	577	737	634	526

Net additional dwellings for the reporting year

v. A total of **712** net additional dwellings were completed in Portsmouth during the current monitoring period of 2007-08. This falls below the annual target of 735 units, however it is encouraging that the number of units delivered this year exceeds that of the previous monitoring period by 186 dwellings.

Net additional dwellings - in future years

vi. In accordance with the document 'Checking 5 Year Housing Land Supply Assessments – Criteria', (Communities and Local Government, August 2008), the 5 year period to be covered in the 2007-08 Annual Monitoring Report to

be submitted in December 2008 must be forward looking. Therefore the 5 year housing supply will cover the period 1st April 2009 to 31 March 2014 and the subsequent five year phases follow on from this end date.

vii. The 5 year land supply covers the whole of Portsmouth's administrative land area which totals 4,028 hectares. The annualised plan target for the remainder of the draft South East Plan period is 712.9 dwellings and this is detailed in table 11 below. As this report is being compiled halfway through this year of 2008/09 the *anticipated* net completions for this year are included based on a number of sources of supply, as detailed below:

- Large sites with planning permission as detailed in the 2008 Housing Schedule, produced for Portsmouth City Council by Hampshire County Council in September 2008 (1138 units)
- Small sites under construction which are programmed to be completed in this year (154 units)
- A windfall allowance for small sites (50 units)

Table 11: Remaining housing requirement for the draft South East Plan period to 2026 and annualised targets

Draft SE plan target 2006-2026	14,700
Less 2006/07 completions	526
Less 2007/08 completions	712
Less 2008/09 <i>anticipated</i> completions	1342
Draft SE Plan target 2009-2026	12,120

Average annual target for remaining 17 years of SE Plan period to 2026	712.9
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viii. Since the monitoring period a draft Strategic Housing Land Availability Assessment (SHLAA) for Portsmouth has been produced. The draft SHLAA covers the period 1st April 2007 to 31st March 2026 and shows likely future levels of housing delivery together with the phasing of sites.

Table 12: Likely future levels of housing delivery from 1st April 2009

Phase	Time Period	Target delivery for each 5 year phase	Net additional dwellings	Difference against target
0-5 years	2009/10 - 2013/14	3,565 (712.9 p.a)	4,502	+937
6-10 years	2014/15 - 2018/19	3,565	5,153	+1,588
11-15 years	2019/20 - 2023/24	3,565	2,496	-1,069
15+ years	2024/25- 2026/27	1,426	500	-926
Totals		12,121	12,651	

ix. As illustrated in table 12 above, Portsmouth is able to demonstrate a 5 year supply of land suitable for housing development from the base date of 1st April

2009 to 31st March 2014. A 6-10 year supply of housing land can also be demonstrated. Over the remainder of the draft South East plan period to 2026, the authority can meet its requirement (less the anticipated completions from 2008/09) of 12,120 dwellings.

- x. Details of Portsmouth's 5 year housing supply are set out in Appendix 3. The sites contained within Appendix 3 are judged to be deliverable in accordance with the definition included at paragraph 33 of the Strategic Housing Land Availability Assessment Practice Guidance, as published by Communities and Local Government in July 2007. A commentary setting out how deliverability has been assessed is set out in Appendix 3.

Managed delivery target

- xi. Appendix 4 details Portsmouth City Council's managed delivery of housing in the form of a trajectory over the remainder of the draft South East Plan period to 2026. The housing trajectory takes information from the 2008 Housing Schedule, which details the likely phasing of large sites with planning permission, and the anticipated phasing of sites from the draft SHLAA. A small element of supply from windfalls is also included in the housing trajectory for sites yielding 1-4 dwellings since the SHLAA only considered sites capable of delivering 5 or more dwellings. The estimated future supply of housing shows that the draft South East Plan target of 14,700 can be met and possibly exceeded. The housing trajectory demonstrates that a total of 15,231 net additional dwellings could be provided between 2006 and 2026 which is 104% of the draft South East Plan target.

Number of new and converted homes built on previously developed land

- xii. During 2007/08 100% of new and converted homes in Portsmouth were built on previously developed land. 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.

Net additional pitches (Gypsy and Traveller)

- xiii. During the monitoring period from 2007-08, no new Gypsy and Traveller transit or permanent pitches were provided in Portsmouth's local authority area.

Gross affordable housing completions

- xiv. Between 1 April 2007 and 31 March 2008 a total of 196 gross affordable units were completed (the schemes where these affordable dwellings were delivered are detailed at Appendix 5). This amounts to 25% of the gross number of dwellings completed during the whole monitoring period. This is a 5% reduction in the number of affordable units delivered during 2006-07 when 206 affordable units were built.
- xv. We might have expected to have seen an increase in the number of affordable housing completions given that the threshold for development sites to provide affordable housing has decreased. However, most of the

completions during 2007-08 were for permissions granted in 2004-05 prior to any change in policy. Next year should see an increase in the number of affordable homes completed as some will relate to permissions gained in 2006 when the new policy had started.

- xvi. The council's target for affordable homes delivered through the planning system is 500 over the three year period from 2007-2009, which equates to 166 per year. Monitoring has indicated that this target was exceeded in 2007/08 as 196 affordable units were completed. The council is confident that this target can continue to be met especially as future residential completions will have been subject to a more stringent affordable housing policy.

Housing Quality – Building for Life Assessments

- xvii. As this is a new core output indicator, introduced in July 2008 by CLG, it has not been possible to retrospectively monitor new build completions on large sites against the CABE Building for Life criteria in this monitoring report. Officers are looking to implement a system for assessing major residential schemes against the CABE criteria so that this information can be detailed in future monitoring reports.

Density of new residential development

- xviii. 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 Portsmouth City Local Plan sets out a range of appropriate densities depending upon location and the lowest density level is 30 dwellings per hectare. Figure 7 below shows the density of new residential development completed in Portsmouth during the 2007-08 monitoring period.

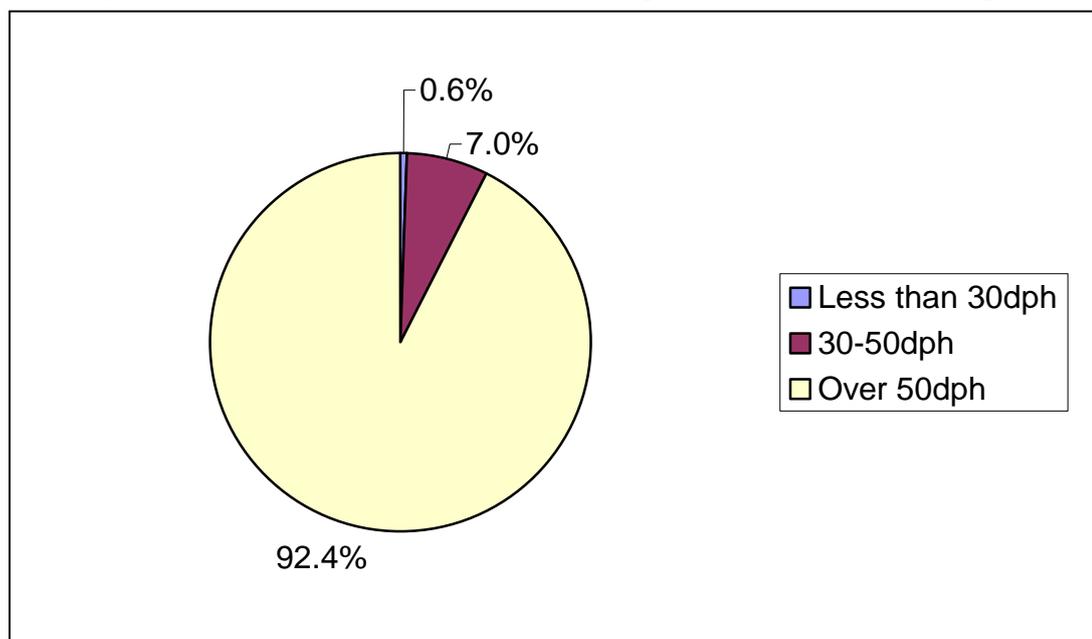


Figure 7: Density of residential development completed in 2007-08

- xix. The figure above indicates that the 92.4% of residential development in Portsmouth takes place at high densities of over 50 dwellings per hectare.

0.6% 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 dwellings on allocated housing sites / windfall sites.

- xx. During the monitoring period, there was a net gain of housing of around 155 dwellings on sites allocated for housing and a net gain of 557 dwellings on windfall sites which had not previously been allocated. Therefore 78% of the housing delivered in the monitoring period came forward on windfall sites.

Summary Points

- The target of providing 735 dwellings for 2006/07 has not been met. However estimated future supply of housing indicates that the target should be exceeded next year and that the overall target of 14,700 dwellings by 2026 can be met and possibly exceeded.
- Portsmouth can demonstrate a 5 year supply of housing. The target for a 5 year (2009-2014) supply is 3,566 dwellings and it is estimated that a total of 4,899 dwellings can be delivered.
- 100% of new housing has been developed on previously developed land.
- No Gypsy and Traveller pitches have been developed.
- Portsmouth is meeting its target for delivering affordable housing through the planning system.
- Densities of new residential development within the city are high at more than 50 dwellings per hectare.

Objective 7 - Pollution & Amenity

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

Indicators:

- *Amount of renewable energy generation by installed capacity and type – **Core output***
- *Progress towards air quality objectives*
- *Number of planning permissions granted contrary to advice from Environment Agency on flooding or water quality – **Core output***

Renewable energy

- i. During the monitoring period from 2007-08 a conditional permission was granted for a revised scheme to install one wind turbine at Voyager Park in Copnor. It was not possible to implement the previous permission for three wind turbines granted in the previous monitoring period for health and safety reasons.

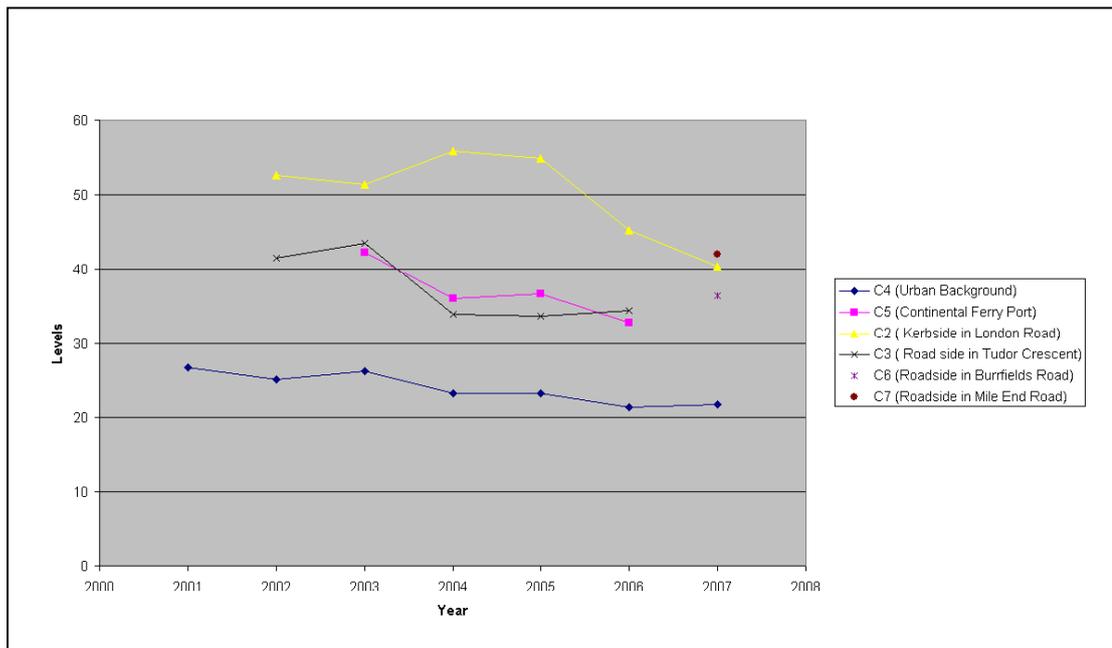
Air Quality

- ii. During the monitoring period, Portsmouth City Council reviewed its air quality monitoring strategy. As a result, continuous air quality monitoring was discontinued at three locations (Tudor Crescent C3, Continental Ferry port C5, and Gunwharf) and two continuous roadside air quality monitoring stations were deployed at new locations of Burrfields Road and Mile End Road. The diffusion tube network for nitrogen dioxide monitoring was also revised and the number of tube used was reduced and focused in already declared Air Quality Management Areas.
- iii. Figure 8 below illustrates the nitrogen dioxide concentration records between 2002 and 2007 in the city. In the last monitoring period 2006/07 trends at the continuous monitoring locations indicated a slight decrease in the levels of nitrogen dioxide, with significant decline of the levels at London Road Station (C2). The table shows that there has been a slight increase of nitrogen levels in Urban Background (C4).
- iv. Whilst air quality was discontinued at two of the locations, with the introduction of two new stations it will be possible next year to draw comparisons. The decline in nitrogen dioxide levels at London Road suggests that there is an increased awareness of air quality in planning applications and that the SPD on the Air Quality and Air Pollution is effective.

Flood protection and water quality

- v. New government guidance on development and flood risk was issued in December 2006 in the form of Planning Policy Statement 25 (PPS25). The guidance in PPS25 requires local authorities to steer development towards areas of lowest risk, both in their forward plans and in taking development control decisions.

Figure 8: Nitrogen dioxide annual means 2002-07 Trends Across the City



NB: Data representing C6 and C7 locations are averages from April to December 2007 only.

- vi. For the year 2007/2008, as a result of the introduction of PPS25, the Environment Agency objected to some thirty-one planning applications on the grounds of flood risk. Many of the objections were on the grounds that an inadequate Flood Risk Assessment (FRA) had been submitted. Around fourteen of the applications were consequently refused, around eleven of the applications were withdrawn and two remain undetermined. Further discussion occurred on two of the applications and amendments were made to overcome the original objections. Planning permission was granted for only two applications contrary to the advice of the Environment Agency, one of which was recommended for refusal but overturned by the Development Control Committee and the other recommended for approval in exceptional circumstances.
- 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 granted for one wind turbine during the monitoring period.
- Background air quality has decreased, however air quality has increased at one location in the city.
- Only 6% of applications were approved against the Environment Agency’s advice on flood risk, the remainder were either refused or withdrawn.

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 was granted for seven community uses including a nursery, a dental surgery, two day centres, one training and treatment centre and a doctors surgery and pharmacy. Conversely permissions have been granted that involved the loss of a nursery, a dental surgery, a doctor's surgery, a day centre, one church and two snooker clubs. There has been no net gain or loss of community facilities during 2007-08.

Summary Points

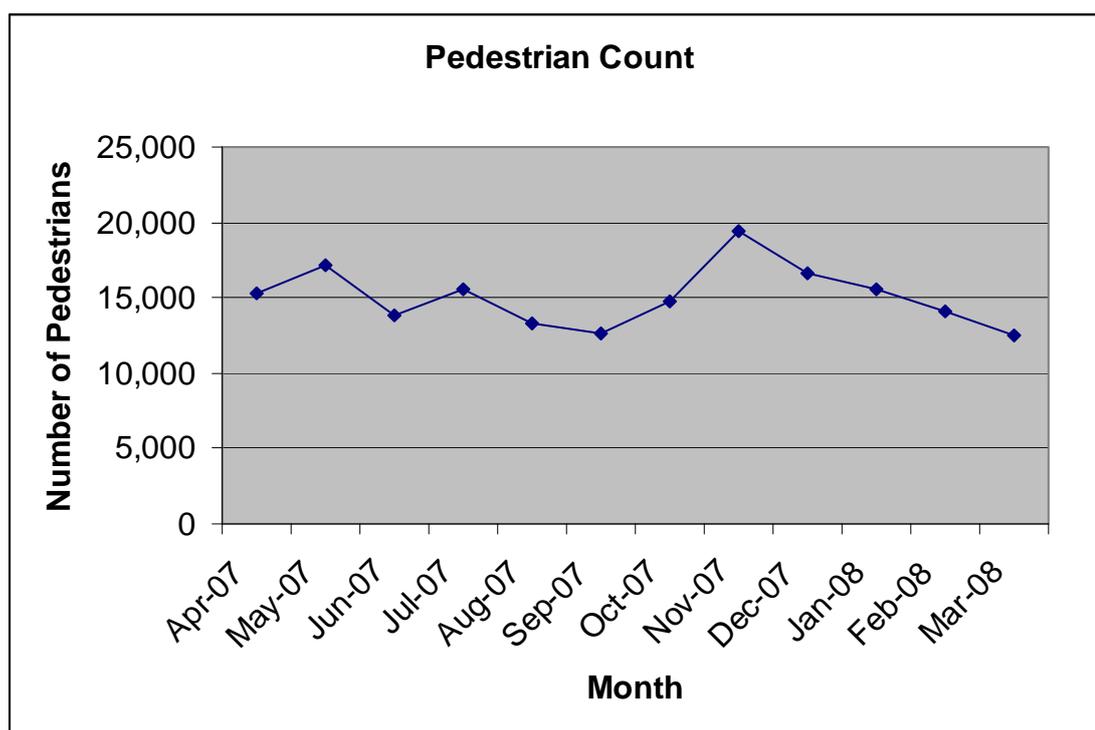
- No physical infrastructure has been secured as part of new development in the city during this monitoring period.
- Gains and losses of community facilities have weighed each other out

6. SOUTHSEA TOWN CENTRE AREA ACTION PLAN

Visitor numbers to the town centre

- 6.1 In the last few years, Southsea has seen a decline in the total number of people using the centre. The graph shows the pedestrian count by month during the monitoring year. The number of visitors peaked in November 2007 with just over 19,000 visitors, with March and September 07 having the lowest count with under 13,000 visitors. In total there have been around 180,000 visits to the centre.

Figure 9: Pedestrian Count



Policies STC2 to STC5

Percentage of A1 frontage in the centre

- 6.2 Policy STC3 superseded policy SJ5 of the City Local Plan in the adoption of the Southsea Town Centre AAP in July 2007. The policy states that permission for other town centre uses will only be granted if at least 75% of the shops in the primary frontage are A1 shops. This is to ensure that the centre maintains a retail core area within the Palmerston Road Precinct and ensures that there is variety and choice for visitors to the town centre. Monitoring reports in previous years have shown a high percentage of A1 uses in the town centre.

	Percentage of A1 frontage
Southsea primary frontage	85.36%

- 6.3 The table above shows that the percentage of A1 shops has remained well above the 75% threshold during the monitoring period 2007-08. This indicates that STC3 is working well.

Percentage of A4/A5 in the secondary frontage

- 6.4 Policy STC5 of the Southsea Town Centre relates to drinking establishments and hot food takeaways in the secondary frontage. The policy specifically states that proposals must not result in more than 8% of the secondary frontage in an A4/A5 use. This is to ensure that bars and takeaways do not adversely affect residential amenity through increased noise and disturbance and anti-social behaviour. At the time of the Area Action Plan's adoption, the percentage within the secondary frontage of the town centre was 7%.
- 6.5 The table below shows that the 8% threshold for A4/A5 uses in the secondary frontage has been exceeded. An application for a mixed A3/A4 use was granted Conditional Permission against the officer's recommendation at the Development Control Committee in February of the monitoring period. Therefore there has been an increase of just over 3% of A4/A5 uses since the adoption of the Southsea Town Centre Area Action Plan.

	Percentage of A4/A5 frontage
Southsea secondary frontage	10.13%

- 6.6 In the next monitoring period, opportunities must be taken to reduce the level of bars and takeaways, encouraging changes away from A4/A5 uses. In the meantime, it will need to be monitored whether the higher level of A4/A5 frontage has a detrimental affect on amenity.

Percentage of vacant units in the centre

- 6.7 The table below shows that the percentage of vacancies in the Southsea primary frontage. Previous monitoring reports monitored the vacancy rates within Southsea Principal Retail Area, with the adoption of the Area Action Plan, the boundary of main retail core area has been extended. The table shows that vacancy rates within the primary frontage are generally low at 1.72%, representing just two units on Marmion Road remaining vacant.

	Percentage of vacant units (2007-08)
Southsea primary frontage	1.72%

Number of A3 units in the secondary frontage

- 6.8 Policy STC4 of the Southsea Town Centre encourages A3 uses such as cafés and restaurants to locate within Osborne Road and Palmerston Road South. The aim of the policy is to improve the vitality of the centre and to create a restaurant quarter building on the existing concentration of restaurants and cafés in the area.

	Percentage of A3 frontage (2007-08)
Southsea secondary frontage	21.5%

- 6.9 The table above shows that just over one fifth of the secondary frontage is in A3 use indicating that policy STC4 is working well. Approximately twenty-eight of the units in the secondary frontage have an A3 use, with four of them being vacant. In the next monitoring report, we will be able to draw comparison to

see whether there is an increase in the number of A3 uses locating within the secondary frontage.

Policy STC6 Markets and Events

Number of markets, festivals and similar events held in the Palmerston Road precinct

- 6.10 Policy STC6 of the Southsea Town Centre Area Action Plan promotes the existing Farmers' Markets and encourages proposals for any additional markets and events in the Palmerston Road precinct to help make the centre lively and attractive to visitors. During the monitoring period, the following events and markets were held:
- Monthly Farmers Market held the third Sunday in each month attracting 7500 visitors each month.
 - Quarterly continental markets, specialist food markets attracting upwards of 4,000 visitors over each weekend.
 - Annual Food Festival held in the third weekend in May attracting 50,000 visitors over the weekend.
 - Fairy lights in November & The Festival of Christmas.
- 6.11 The summary of events and markets held above indicates that the policy is working well.

Policies STC10 Design and STC11 Shopfronts

- 6.12 Policies STC10 and STC11 promote good co-ordinated and high quality design, and policy STC11 seeks to retain original shopfronts unless the design of the new shopfront complements the area or has visual interest. During the monitoring period, one application was refused where policies DC1 of the Local Plan STC10 and STC11 of the Area Action Plan were referred.

Policy STC12 Environmental Improvements

Number of developments contributing towards environmental improvement to the precinct in the area

- 6.13 Policy STC12 of the Area Action Plan requires new development proposals in the town centre to make a positive contribution towards the vitality of the area and the quality of the public realm.
- 6.14 During the monitoring period, there were no contributions collected or proposals from new developments towards the improvement of the environment in the area. The Area Action Plan was adopted during the monitoring period, and therefore the opportunity for such developments has been limited. However, as described below, some environmental improvements have nevertheless taken place.

Policy STC13 Palmerston Road Precinct

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

- 6.15 Policy STC13 promotes and supports improvements to the Palmerston Road precinct. The environmental improvement programme aims to improve the environment across Southsea centre. At the end of the monitoring period in March, the first phase of the project was complete, and included the environmental improvements worth £625,000.
- 6.16 The final stage of the project will include the pedestrianisation of the northern end of Palmerston Road South and narrow the carriageway on Osborne Road to create a safe space for alfresco dining. The project is pending capital receipts of £500,000 before being taken further.

Policies STC15 to STC17 Opportunity Sites

Progress towards the development of opportunity sites

- 6.17 The Southsea Town Centre Area Action Plan identifies three main sites for redevelopment opportunities, namely, the Knight and Lee store on Palmerston Road, Grosvenor Casino, Osborne Road and a number of vacant units at nos. 14-18 Osborne Road. During the monitoring year 2007/08, there was no progress towards the development of these sites, although with the opportunity for development has been limited with the adoption of the Area Action Plan during the monitoring period.

Summary Points

- There were in excess of 180,000 visitors to the centre during the monitoring period, with a peak of 19,000 visitors during November of the monitoring year 2007-08.
- There remains a high percentage of A1 shops uses within the Southsea primary frontage demonstrating that the centre has a strong retail shopping core.
- The percentage of A4/A5 uses within the secondary retail area is in excess of the 8% threshold and therefore the policy needs to be applied more strictly in the future.
- The vacancy rate within the main retail core area is low, and coupled with a high percentage of A1 uses shows that the centre has good vitality.
- Around one fifth of the frontage within the restaurant quarter is in A3 use demonstrating that cafés and restaurants are prospering in this part of the centre.
- The regular events and markets are attracting a significant amount of visitors to the centre.
- During the monitoring year 07-08, there was little progress towards the environmental improvements from new development. Future proposals in the area will need to be scrutinised to assess if environmental improvements should be secured through planning obligations.
- There have been no proposals for the redevelopment of the opportunity sites.

7. FUTURE MONITORING REPORTS

- 7.1 This section sets out problems with data collection or identifies data that has not been collected and identifies how this will be addressed in future reports.

Problems with data collection

Number of cycle trips in the city

- 7.2 Due to recent changes in the way that cycle journeys are surveyed in line with DfT guidance for the Second Local Transport Plan, cycle usage has become under-recorded due to the recording methods which record traffic flows of motorised traffic. The city council will be considering how this can be addressed cost effectively.

Data not collected

New indicator – Housing Quality

- 7.3 During the monitoring period, the DCLG updated the Core Output Indicators introducing new ones and amending existing ones. One such new indicator relates to housing quality where housing developments are to be assessed against CABE's Building for Life criteria. It was not possible to include this indicator in this report. The council is currently researching what systems need to be in place in order to enable the monitoring of this indicator next year. In addition officers are attending training offered by CABE on Building for Life assessments so that they are able to assess completed residential developments in line with this indicator.

8. CONCLUSIONS AND RECOMMENDATIONS

Conclusions

- 8.1 This is the fourth AMR for Portsmouth and overall it shows that there has been steady progress on the Local Development Scheme and that changes will need to be made to the LDS. Some of the council's planning policies are working well but there are some policies that are not working effectively and action will be needed to ensure they achieve their objectives.

Progress towards the LDS

- 8.2 Progress on the LDS is steady, the Southsea Town Centre Area Action Plan was adopted ahead of schedule during the monitoring period. The Station Square and Station Street SPD was adopted later than scheduled although this was due to additional consultation needed to consider the disposal of a key site within the SPD area.
- 8.3 The Core Strategy and Somerstown and North Southsea AAP are progressing and both met their relevant milestones during the monitoring period. However, future stages are now subject to delay in order to gather more evidence. Therefore the timings of these two documents have been revised and are set out in appendix 1.
- 8.4 It has been decided not to progress the Port Solent and The Hard AAPs.

Analysis of City Local Plan Policies

- 8.5 The AMR has demonstrated that the following policy areas are working particularly well:
- Design and heritage, where there has been no loss of listed buildings, an increase in conservation areas and more applications refused on design grounds.
 - Natural environment policies are continuing to protect and improve existing open space and to prevent the loss of any biodiversity habitats.
 - Retail policies are helping to keep high levels of shopping uses in the city centre and restricting the amount of food and drink uses in Albert Road.
 - Housing, where although draft South East Plan target has not been met this year, future housing supply shows that it can be met in remaining years and that the overall target could be exceeded. In addition the council has a 5 year supply of housing, and exceeds targets for developing on previously developed land, density levels and affordable housing completions.
 - The issue of floodrisk is being taken seriously where the council follows advice from the Environment Agency and refuses applications on the grounds of floodrisk.
- 8.6 However there are areas where policies are not working particularly effectively and action is needed to address this:
- The implementation of regeneration sites has been slow with only one site nearing completion. DPDs and SPDs are being produced to guide the delivery of the regeneration sites.

- The condition of SSSIs in Portsmouth has declined and action is needed to combat this.
- There has been very little progress on transport proposals included in the City Local Plan mainly due to funding issues, reliance on development proposals coming forward or the reluctance of network rail to open new stations.
- There has been no increase in cycling rates in the city and more resources are needed to improve cycling infrastructure in the city. Consideration should be given to ringfencing some of the money collected through sustainable transport contributions to implement cycle schemes.
- Over half of new retail development has occurred in out of centre locations indicating that in future years the policy restricting out of centre developments needs to be applied more stringently.

Analysis of Southsea Town Centre AAP policies

- 8.7 On the whole the policies in the AAP appear to be working well with a high percentage of retail uses in the town centre, low vacancy rates and many events taking place in the town centre. However the amount of A4/A5 uses exceeds that set out in the plan and there has been limited progress developing sites and environmental improvements in the centre. Therefore the policy limiting the amount of A4/A5 uses needs to be applied more stringently, consideration needs to be given as to how to implement the policy requiring environmental improvements and opportunity sites need to be promoted.

Recommendations

- 8.8 The following recommendations are made to ensure that performance in some policy areas is improved:
- Action to improve SSSI's. To carefully consider any development proposals near the SSSIs to ensure they would not have a detrimental impact on the condition of the SSSIs.
 - To consider allocating some of the money collected via sustainable transport contributions towards cycle schemes.
 - To apply policies restricting out of centre development more strictly.
 - To apply the policy restricting A4/A5 uses in Southsea more strictly.
 - To consider using planning obligations to secure environmental improvements from development proposals in Southsea town centre.

APPENDIX 1: REVISED TIMINGS TO THE LOCAL DEVELOPMENT SCHEME

PORTSMOUTH LOCAL DEVELOPMENT FRAMEWORK – APPROVED MARCH 2007

DEVELOPMENT PLAN DOCUMENTS

Title	Evidence	Issues & Options consultation	Preferred Options consultation	Submission to SoS	Examination	Inspector's report	Adopt
Southsea Town Centre AAP	Up to May 2005	August - Sept 2005	February – March 2006	Sept 2006	March 2007	Sept 2007	November 2007
Somerstown and North Southsea AAP	Upto April 2005	November – December 2005	January – February 2008	October – November 2008	May 09	October 2009	December 2009
Core Strategy	Up to Oct 2007	Oct - Nov 2007	August 2008	March 2009	September 2009	February 2010	April 2010
The Hard AAP	Up to Oct 2008	Oct - Nov 2008	September – October 2009	August – September 2010	February 2011	July 2011	September 2011
Port Solent AAP	Up to Oct 2008	Oct – Nov 2008	September – October 2009	August – September 2010	February 2011	July 2011	September 2011
Site Allocations	Up to March 2009	March – April 2009	February – March 2010	September – October 2010	March 2011	September 2011	November 2011

SPDs

Title	Evidence	Consult on draft SPD	Consider representations	Adopt
Station Square & Station St	Up to December 2006	February – March 2007	June 2007	July 2007

PORTSMOUTH LOCAL DEVELOPMENT FRAMEWORK – PROPOSED NEW TIMINGS

Title	Public participation	Publication	Submission to SoS	Examination	Inspectors Report	Adopt
Core Strategy	August – October 2008	February – March 2010	May 2010	September 2010	February 2011	April 2011
Somerstown and North Southsea AAP	From November 2008	June / July 2009	September 2009	January 2010	June 2010	August 2010
Site Allocations	From April 2009	February – March 2010	May 2010	September 2010	February 2011	April 2011
Development Control	From October 2010	July / August 2011	October 2011	February 2012	August 2012	October 2012

APPENDIX 2: 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	Local output
Design and Heritage	Number of listed buildings and total area covered by conservation areas.	Local output
	Number of applications refused on design grounds	Local output
Natural Environment	Change in areas of biodiversity importance	Core output – E2
	Percentage of SSSI's in favourable condition	Local output
	Number of approved applications where Natural England has objected	Local output
	Amount of open space	Local output
	Contributions towards open space	Local output
Transport	Percentage of new residential development within 10 minutes walk of a GP, hospital, school, employment and major retail centre	<i>Local output</i>
	Percentage of new residential development within 20 minutes public transport time of a GP, hospital, primary school, secondary school, employment and a major retail centre –	Core Output
	Non-residential development in high accessibility zones	Local output
	Progress towards transport proposals	Local output
	Contributions towards public transport, cycling and walking and preparation of green travel plans	Local output
	Number of cycle trips in the city	Local output
Retail, town centres and the economy	Total amount of additional employment floorspace by type (gross and net)	Core output – BD1

	(eg. B1, B2, B8)	
	Total amount of employment floorspace (gross) coming forward on previously developed land	Core output – BD2
	Employment land available – by type (B1 (a) (b) (c), B2 and B8) (i) Sites allocated for employment uses in DPDs (ii) Sites for which planning permission has been granted for employment uses, but are not covered by (i)	Core output – BD3
	Total amount of floorspace for “town centre uses”	Core output – BD4
	Percentage of completed retail, office and leisure (D2) uses developed within town centres (CC, Southsea, Cosham, North End and Fratton) – gains, losses and net	Local output
	Percentage of new A1 uses which are in the main (Southsea and the City Centre) centres	Local output
	Percentage of A1 frontage in City Centre	Local output
	Percentage of vacant frontage in town and district centres (excluding Southsea as reported separately)	Local output
	Proportion of A3/4/5 frontage in Albert Road Specialist Commercial Area	Local output
	Number of jobs created in retail and leisure	Local output
	Net completed employment floorspace on DC30 primary employment land – detail gains and losses	Local output
	Number of jobs created in business and industry	Local output
Housing	Plan period and housing target	Core output – H1
	Net additional dwellings in previous years (previous 5 year period)	Core output – H2 (a)
	Net additional dwellings for the reporting year	Core output – H2 (b) (Duplicate of NI 154)
	Net additional dwellings in future years (at least a 15 year period).	Core output – H2 (c) (Used for NI 159 – 5 year supply)
	Managed delivery target – housing trajectory graph	Core output – H2 (d)
	Number of new and converted homes (gross) built on previously developed land	Core output – H3

	Net additional Gypsy and Traveller pitches	Core output – H4
	Gross affordable housing completions	Core output – H5 (Duplicate of NI 155) (Reported through Housing Corp, HSSA and P2 returns)
	Number and proportion of total new build completions on major housing sites (10+ new dwellings) reaching CABE Building for Life criteria: (i) Very good (ii) Good (iii) Average (iv) Poor	Core output – H6
	Density of new residential development	Local output
	Number of dwellings on allocated housing sites / windfall	Local output
Pollution & Amenity	Number of planning permissions granted contrary to Environment Agency advice on flooding or water quality grounds (only refer to unresolved objections)	Core output – E1
	Amount of renewable energy generation by installed capacity and type	Core output – E3
	Progress towards air quality objectives	Local output
Community	Provision of infrastructure as part of new developments	Local output
	Number of community facilities including health and education (D1 uses)	Local output

Southsea Town Centre Area Action Plan monitoring

Topic	Indicator	Type of indicator
Overall	Visitor numbers to the town centre	Local output
STC2 to STC5	Percentage of A1 frontage in the centre	Local output
	Percentage A4/A5 frontage in the centre (more specifically in the secondary frontage as per STC5)	Local output

	Percentage of vacant units in the centre (detail as percentage of primary and secondary frontages)	Local output
	Number of A3 units in the secondary frontage (Osborne Road and Palmerston Road South as per STC4)	Local output
STC6	Number of markets, festivals and similar events held in the Palmerston Road precinct	Local output
STC10 and STC11	Number of planning applications refused on design grounds	Local output
STC12	Number of developments contributing towards environmental improvements in the area	Local output
STC13	Implementation of improvements to the precinct in accordance with the adopted programme	Local output
STC15 to STC17	Progress towards the development of opportunity sites (Knight and Lee, Grosvenor Casino, 14-18 Osborne Road)	Local output

APPENDIX 3: IDENTIFIED 5 YEAR HOUSING SUPPLY AT 1st APRIL 2009

Elements of supply

Large sites from 2008 Schedule - 2009/10-2012/13	1820
Large sites 2008 Schedule 'Other Supply' - 2013/14	222
Small sites 5-9 with pp inc. in SHLAA	159
PPs post 2008 Schedule	10
SHLAA site figures for 2009/10-2011/12 0-5 years NET units	692
SHLAA site figures for 2012/13-2013/14 0-5 years NET units	40
Additional capacity of allocated sites	29
Windfall on small sites (1-4)	450
SHLAA Strategic Sites	1080
Total	4502

Large sites with planning permission or allocated (from 2008 Schedule, produced by Hampshire County Council)

ADDRESS	STATUS AT 01.04.2008	ANTICIPATED COMPLETIONS 2009-2013
HISTORIC SHIPS CAR PARK, CROSS STREET & ADMIRAL ROAD, PORTSEA, PORTSMOUTH	UNDER CONSTRUCTION	131
THE POMPEY CENTRE, PHASE 4, FRATTON WAY/GOLDSMITH AVENUE, SOUTHSEA	UNDER CONSTRUCTION	167
EAST WING, ST MARYS HOSPITAL, MILTON ROAD	UNDER CONSTRUCTION	81
DELEVAL HOUSE AND FORMER JOHN POUNDS CENTRE, ST.JAMES' STREET, PORTSEA	UNDER CONSTRUCTION	43
HILSEA MOTOR TRANSPORT DEPOT, MATAPAN ROAD, HILSEA	UNDER CONSTRUCTION	51
ADJACENT TO AVOCET HOUSE, VELDER AVE, THE LODGE, WARREN AVENUE, SOUTHSEA	UNDER CONSTRUCTION	49
22 MIDDLE STREET, SOUTHSEA	UNDER CONSTRUCTION	20
SANDRINGHAM HOTEL, 7 OSBORNE ROAD, SOUTHSEA	UNDER CONSTRUCTION	24

FORD LODGE, MOORINGS ROAD, SOUTHSEA	UNDER CONSTRUCTION	16
176 LONDON ROAD, NORTH END	UNDER CONSTRUCTION	12
93 CLARENDON ROAD & 6-8 GRANADA ROAD, SOUTHSEA	UNDER CONSTRUCTION	13
CITY CENTRE NORTH, MARKET WAY/ CHARLOTTE STREET, LANDPORT	NOT STARTED	77
HIGHBURY COLLEGE, DOVERCOURT ROAD, COSHAM	NOT STARTED	165
FORMER MOD MARRIED QUARTERS, HALLIDAY CRESCENT, EASTNEY	NOT STARTED	134
FORMER RENAULT GARAGE, 128 MILTON ROAD	NOT STARTED	98
FORMER EAST SHORE SCHOOL , EASTERN ROAD	NOT STARTED	53
SAVOY BUILDINGS, SOUTH PARADE,SOUTHSEA	NOT STARTED	92
LAND ADJ ROEBUCK HOUSE, ROEBUCK CLOSE, COSHAM	NOT STARTED	84
ROYAL BEACH HOTEL, ST HELENS PARADE, SOUTHSEA	NOT STARTED	82
LAND BETWEEN PERONNE ROAD/YORK TERRACE, HILSEA	NOT STARTED	63
GLEBE HALL & GLEBE FLATS, 247 FRATTON ROAD, FRATTON	NOT STARTED	28
70 BROAD STREET, OLD PORTSMOUTH	NOT STARTED	27
58-62 ST. JAMES ROAD, SOUTHSEA	NOT STARTED	24
TRAFALGAR HOUSE, 16 EDINBURGH ROAD	NOT STARTED	23
MEON HOUSE, 78 HIGH STREET, COSHAM	NOT STARTED	14
SITE OF 23 ST PAULS ROAD, SOUTHSEA	NOT STARTED	21
FMR WIGHTLINK WORKSHOPS, 102 BROAD STREET	NOT STARTED	14
MASONIC CLUB, 28-42 LAKE ROAD	NOT STARTED	20
PARK MANSIONS, MAGDALA ROAD, COSHAM	NOT STARTED	18
61 EARLSDON STREET	NOT STARTED	14
(REAR OF 60-70 FRATTON ROAD) CNR OF CORNWALL ROAD/CLAREMONT ROAD, FRATTON	NOT STARTED	13
DOYLE COURT, 443 LONDON ROAD, NORTH END	NOT STARTED	11
CHURCH HALL, 151 FAWCETT ROAD, SOUTHSEA	NOT STARTED	11
REAR OF FORMER BAPTIST CHURCH & THE LA, HEATHFIELD ROAD	NOT STARTED	10
111-115 NEW ROAD, BUCKLAND	NOT STARTED	7
WEST WING ST.MARYS HOSPITAL, MILTON ROAD	LOCAL PLAN ALLOCATION	50
CLARENCE PARADE, SOUTHSEA	LOCAL PLAN ALLOCATION	25
MUSEUM STORE, COPNOR ROAD	LOCAL PLAN ALLOCATION	15

BRYNWELL BUILDERS YARD, 207-217 COPNOR ROAD, COPNOR	LOCAL PLAN ALLOCATION	10
LAND TO WEST OF EXMOUTH ROAD, SOUTHSEA	LOCAL PLAN ALLOCATION	10
TOTAL:		1820

Large sites 2008 Schedule 'Other Supply' - 2013/14

ADDRESS	STATUS AT 01.04.2008	ANTICIPATED COMPLETIONS 2013/14
UNITY HALL, DEAF CENTRE AND CO, ARUNDEL STREET/COBURG STREET	NOT STARTED	72
WEST WING ST MARYS HOSPITAL MILTON ROAD	NOT STARTED	100
CITY CENTRE NORTH	NOT STARTED	50
TOTAL:		222

Small sites with planning permission

APPLICATION REFERENCE	SITE NAME	STATUS AT SEPT 08	NET UNITS
A*39367/AB	218-222 LONDON ROAD SITE AT CORNER OF INHURST ROAD	NOT STARTED	9
A*30668/AA	2A, 6 AND 8 DELAMARE ROAD	NOT STARTED	6
A*19701/AB	74/76 FAWCETT ROAD	NOT STARTED	3
A*17643/AB	LAND R/O 78 HIGH STREET MEON HOUSE	NOT STARTED	8
A*14206/AF	136/138 KINGSTON ROAD PART GROUND FLOOR & UPPER FLOORS	NOT STARTED	8
06/00049/FUL	52-56 PARKSTONE AVENUE DURNFORD COURT	NOT STARTED	5
06/00495/FUL	ALL FLOORS AT SAVOY COURT SOUTH PARADE	NOT STARTED	9
06/00690/FUL	17-19 ST VINCENT ROAD - part of LP alloc	NOT STARTED	9
06/00817/FUL	196-204 ALBERT ROAD	NOT STARTED	3
06/00877/FUL	15 & 16 THE HARD AND 12-14 CLOCK STREET	NOT STARTED	8
06/00895/OUT	117 LIDIARD GARDENS HIGHLAND HOUSE	NOT STARTED	7

07/00220/FUL	5 CLARENCE PARADE	NOT STARTED	3
07/00797/FUL	190 ALBERT ROAD	NOT STARTED	4
07/00922/FUL	19-20 THE HARD KEPPELS HEAD CAR PARK	NOT STARTED	9
07/01488/FUL	1-29 CHARLES CLARK HOUSE APSLEY ROAD	NOT STARTED	5
07/01581/FUL	10 ST JAMES'S STREET	NOT STARTED	8
07/01658/FUL	30 ST RONANS ROAD	NOT STARTED	5
07/02071/FUL	VACANT LAND ADJACENT TO 9 RIVERS STREET	NOT STARTED	5
07/02097/FUL	99 GRUNEISEN ROAD	NOT STARTED	8
07/02173/FUL	56 & 58 DEVONSHIRE AVENUE	NOT STARTED	5
08/00064/OUT	108-112 ELM GROVE	NOT STARTED	6
08/00075/FUL	THE TOWN HOUSE PORTLAND ROAD	NOT STARTED	8
08/00205/FUL	1-3 ALMA TERRACE AND LAND REAR OF 217-223 HIGHLAND ROAD	NOT STARTED	5
08/00223/FUL	96A WINTER ROAD	NOT STARTED	7
08/00344/FUL	8-10 ST HELENS PARADE THE OCEAN HOTEL AND APARTMENTS	NOT STARTED	6
TOTAL:			159

Planning permissions 1.4.08 – 1.09.08

APPLICATION REFERENCE	SITE NAME	STATUS AT SEPT. 08	NET UNITS
	22 MIDDLE STREET (INCREASE OF 10 FROM A PREVIOUS PERMISSION)	UNDER CONSTRUCTION	40
TOTAL:			10

Deliverability of sites with planning permission

All sites with planning permission are considered to be deliverable for the purposes of the 5 year supply because:

- The sites are considered suitable for housing by the virtue of having a valid planning permission for housing.
- Sites with planning permission are considered achievable and available as they are either currently under construction or the developer has indicated their intention to develop the site prior to the planning permission expiring.

Sites from Draft Strategic Housing Land Availability Assessment (Excluding Sites in Schedule) - October 2008

REPORT NO	SITE NAME	ESTIMATED NET GAIN IN DWELLINGS DURING 2009-2014
29	WHIPPINGHAM CLOSE GARAGES, COSHAM	5
2	112 COPNOR ROAD	7
25	SOUTHSEA UNITED REFORM CHURCH, VICTORIA ROAD SOUTH	8
14	JERVIS ROAD CAR PARK, STAMSHAW	8
15	SITE BETWEEN 21 SECOND AVE & 23 THIRD AVE, COSHAM	8
5	380-2 LONDON ROAD AND CAR SALES TO NORTH	8
12	GARAGES TO THE REAR OF LEDBURY ROAD, PAULSGROVE	8
4	314A FRATTON ROAD	6
9	COPNOR FIRE STATION, COPNOR ROAD	10
11	FORMER COPNOR BOWLING GREEN, TANGIER ROAD	12
27	WALKER CAR SALES, GOLDSMITH AVENUE, FRATTON	10
3	231 LONDON ROAD, HILSEA	14
1	39-49 CLAREMONT ROAD, FRATTON	14
28	WATTS ROAD CAR PARK, LANDPORT	15
6	415-425 EASTERN ROAD AND GARAGES TO THE REAR	15
18	MARGARET HOUSE, WATERWORKS ROAD, DRAYTON	20
39	CITY MUSEUM AND RECORDS OFFICE, MUSEUM ROAD	20
57	SOUTHSEA DEBENHAMS, PALMERSTON ROAD	20
10	COSHAM CINEMA, HIGH STREET	40
7	ALLIANCE HOUSE AND ST MARY'S ARMS, ST MARY'S ROAD	40

REPORT NO	SITE NAME	ESTIMATED NET GAIN IN DWELLINGS DURING 2009-2014
17	LONDON ROAD BUS DEPOT, HILSEA	40
30	WYMERING COMMUNITY CENTRE, SEVENOAKS ROAD	40
19	MONEYFIELDS SPORTS CLUB, COPNOR	40
21	NORTH END CINEMA, LONDON ROAD	55
26	THE QUEENS HOTEL, OSBORNE ROAD	69
24	SOUTHERN DAIRY DEPOT, STATION ROAD, DRAYTON	100
23	SEB DEPOT, LOWER DRAYTON LANE	100
TOTAL:		732

Strategic Sites

SITE NAME	ESTIMATED NET GAIN IN DWELLINGS DURING 2009-2014	
FRATTON PARK	50	
SOMERSTOWN	30	
TIPNER	300	
PORT SOLENT	250	
CITY CENTRE	400	
HORSEA ISLAND	50	
TOTAL:		1080

Additions to Allocations in 2008 Schedule

SITE NAME	ESTIMATED NET GAIN IN DWELLINGS DURING 2009-2014	
BRYNWELL BUILDERS YARD, COPNOR ROAD EXTRA	4	
CLARENCE PARADE EXTRA	25	
TOTAL:		29

Deliverability of SHLAA sites

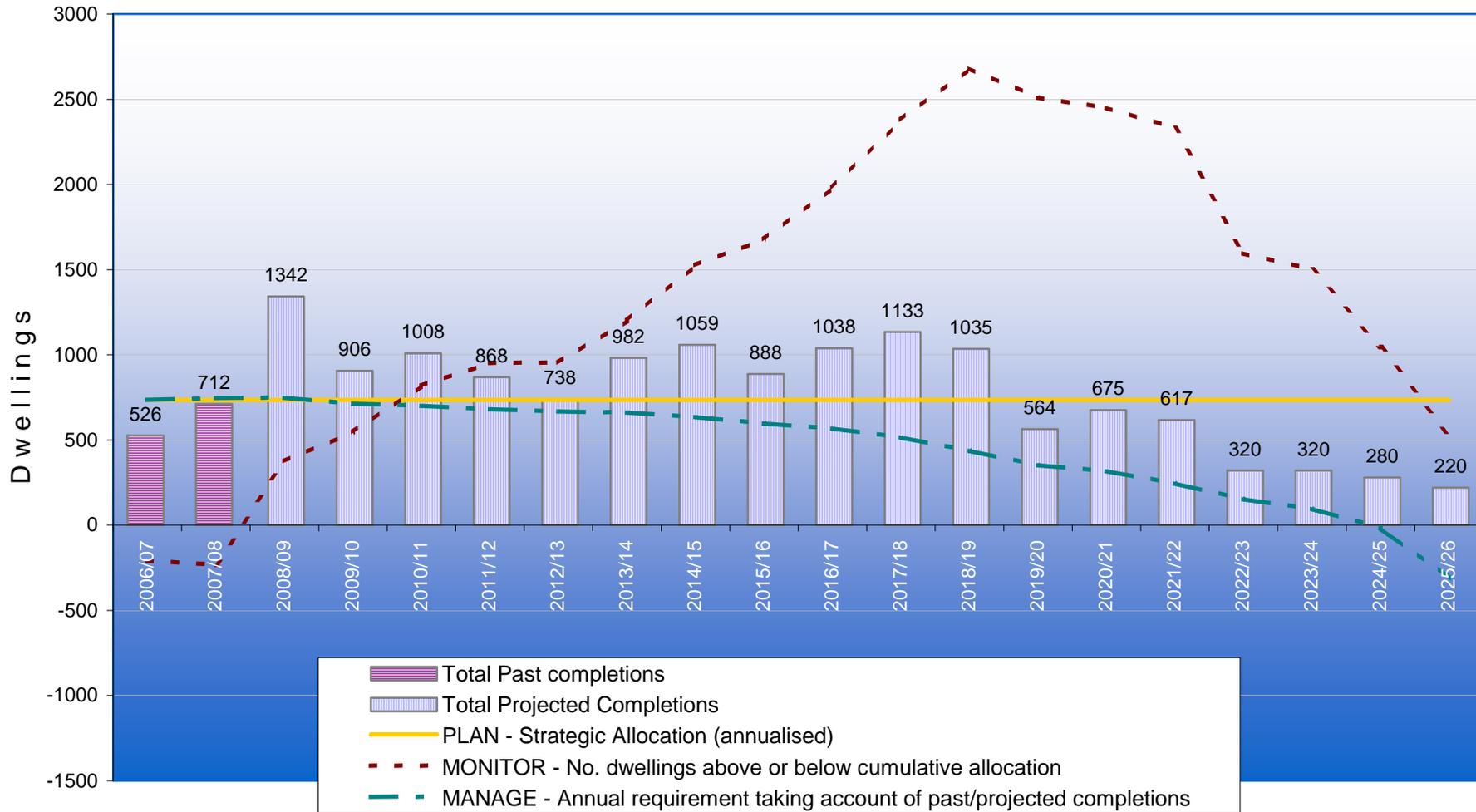
For all SHLAA sites deliverability has been assessed as follows:

- The suitability of sites was assessed by considering factors such as flood risk, adjacent land uses, heritage, access and contaminated land. Most of this information was assessed via a desk top review using GIS layers but also a working group of various council officers was set up to discuss sites in order to identify any site constraints. Sites that were not considered suitable and have not been included in this assessment were those at a high risk flooding, those needed for employment, protected open space and those covered by nature designations.
- Availability – where a site owner was known they were contacted to identify their intentions for the site. Where a developer was known and discussions had taken place on a site the result of discussions were used to assess availability and yield. If a site was in use then it was not considered available now and was put to a later delivery time frame than the first 5 years.
- Achievability – the achievability of a site was based on whether the site fell into a low, medium-low, medium-high or high strength housing market areas (as identified in a viability study on affordable housing) and officer predictions. Where a site owner or developer was known they were contacted to identify their intentions for developing the site.

APPENDIX 4: HOUSING TRAJECTORY

	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26
Total Past completions	526	712																		
Small sites (1-4 units, windfalls)			50	50	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Small sites (5-9 units) with planning permission			178	46	63	29	21													
Planning permissions post Schedule				10																
Large sites (10+ units) with planning permission (2008 Schedule)			1114	683	507	383	247													
Large sites (10+ units) Other supply (2008 Schedule)								222	100	0	168		50	10						
Additions to allocations (Not in 2008 Schedule)					25	4						93	15							
Allocated sites or sites with planning permission			1292	739	595	416	268	222	100	0	168	93	65	10	0	0	0	0	0	0
SHLAA sites (Exc sites currently allocated)				117	313	262	0	40	189	168	80	50	130	114	335	377	80	80	50	0
SHLAA Strategic Sites			0	0	0	90	370	620	670	620	690	890	740	340	240	140	140	140	130	120
Total Projected Completions			1342	906	1008	868	738	982	1059	888	1038	1133	1035	564	675	617	320	320	280	220
Cumulative Completions	526	1238	2580	3486	4494	5362	6100	7082	8141	9029	10067	11200	12235	12799	13474	14091	14411	14731	15011	15231
PLAN - Strategic Allocation (annualised)	735	735	735	735	735	735	735	735	735	735	735	735	735	735	735	735	735	735	735	735
MONITOR - No. dwellings above or below cumulative allocation	-209	-232	375	546	819	952	955	1202	1526	1679	1982	2380	2680	2509	2449	2331	1596	1501	1046	531
MANAGE - Annual requirement taking account of past/projected completions	735	746	747.89	712.94	700.88	680.40	667	661.54	634.83	596.27	567.10	514.78	437.50	352.14	316.83	245.20	152.25	96.33	-15.50	-311
TOTAL Strategic Allocation	735	1470	2205	2940	3675	4410	5145	5880	6615	7350	8085	8820	9555	10290	11025	11760	12495	13230	13965	14700
					SHLAA 0-5 years				SHLAA 6-10 years				SHLAA 11-15 years				SHLAA 15+ years			

Portsmouth Housing Trajectory 2008



APPENDIX 5: AFFORDABLE HOUSING COMPLETIONS 2007-2008

Section 106 sites delivering affordable housing

Address	Decision Date	Completion Date	Total number of units	Number of affordable units	Percentage affordable
MILTON CAMPUS, MILTON ROAD/LOCKSWAY ROAD*	22/07/2004	01/05/2007	154	1	N/A
LAND KNOWN AS FORMER EAST WING OF ST MARYS HOSPITAL, MILTON ROAD**	25/07/2007	07/12/2007	162	1	N/A
HISTORIC SHIPS' CAR PARK & 6-10 ADMIRALTY ROAD, QUEEN STREET	31/10/2005	01/02/2008	566	97	17%
FORMER JULIUS MELLER TOILETRIES, FITZHERBERT ROAD	01/08/06 for Reserved Matters 06/06/03 for Outline	01/03/2008	75	15	20%

Registered Social Landlord led sites

Address	Completion Date	Total number of units	Number of affordable units	Percentage affordable
179-183 FRATTON ROAD	25/07/2007	16	16	100%
LAND ADJOINING 15 BISHOP STREET	30/05/2007	1	1	100%
MACDONALD WATSON LODGE, NUTFIELD PLACE	05/07/2007	55	55	100%
GARAGE COURT R/O 13-27 41-43 BROMYARD CRESCENT & 5-8 FITZPATRICK COURT LUDLOW ROAD	06/07/2007	3	3	100%

* The percentage of affordable housing completed on this site is not detailed as only one affordable unit was completed during 2007-08. 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.

** The percentage of affordable housing completed on this site is not detailed as this unit is the first of a total of 37 units which will be built as affordable dwellings. It is anticipated that these units will be completed during the next monitoring period.

GARAGE COURT TO R/O 8 LEOMINSTER ROAD	06/07/2007	4	4	100%
LAND JUNCTION OF ALMONDSBURY ROAD WINTERBOURNE ROAD	01/10/2007	2	2	100%
ST MARYS HOUSE, ST MARYS ROAD	01/03/2008	1	1	100%

Portsmouth's affordable housing policies

The decision date detailed above gives the current affordable housing policy at the time of the resolution to grant planning permission.

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 (Policy for consultation not used for DC purposes).

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.



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