

# Annual Monitoring Report 2009

## 1st April 2008 – 31st March 2009

Local Development Framework

November 2009



# **Annual Monitoring Report 2009**

(Covering the period 1<sup>st</sup> April 2008 – 31<sup>st</sup> March 2009)

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## 1. INTRODUCTION

- 1.1 This is the fifth Annual Monitoring Report (AMR), which covers the monitoring period of 1<sup>st</sup> April 2008 to 31<sup>st</sup> March 2009 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 previous monitoring year and are in use for development management purposes.

### **Structure of the monitoring report**

- 1.3 The first part of this report considers the council's progress towards producing the Local Development Framework, through an analysis of the timescales as set out in the Local Development Scheme.
- 1.4 The second part of the report monitors the effectiveness of the council's planning policies. At the start of each chapter, a table is included to provide an overview of national (core output) and local indicators that are used to monitor the success of the relevant policies. The performance of each indicator is also given in the table, and is determined as follows:
- **Green:** Targets and objectives have either been met or data indicates progress towards targets/objectives. Good performance.
  - **Amber:** The data indicates no change or minor underperformance against targets and objectives/ the indicator needs close attention in the following monitoring year.
  - **Red:** The data indicates underperformance against targets and objectives.
  - **Grey:** The progress cannot be determined because:
    - There is a lack of data available to fully assess performance;
    - There is no detail available to explain the trends in data;
    - Further research is required;
    - The indicator asks for factual affirmation only, to which no value judgement can be applied.
- 1.5 Following the table for each objective, a detailed description of indicators is given. Every chapter is concluded with an outline of summary points.
- 1.6 The last part of the monitoring report contains overall conclusions and recommendations to ensure that performance in some policy areas is improved.
- 1.7 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. The report will be available from [http://www3.hants.gov.uk/planning/mineralsandwaste/planning-policy/documents-2/amr\\_main.htm](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. It has been used to produce monitoring reports since then. Additionally the following key principles have been successfully incorporated in developing annual monitoring reports over the 5 year period:

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

2.2 The data that has been collected to aid monitoring comes mainly from information already held in Planning Services, but also from:

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

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

### **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.

#### **Demographic structure**

- 3.2 Portsmouth had an estimated population of 200,000 people in 2008 (Population Estimates Unit, National Statistics) which shows an increase of 6.38% since 2001. The residential population fluctuates throughout the year which is attributed to a high influx of university students and naval groups. The age structure is dominated by 20 to 29 year olds, reflecting the ages of the university students, naval personnel and more recently economic migrants.

#### **Housing and built environment**

- 3.3 Portsmouth has one of the densest development patterns outside London, characterised by extensive areas of terraced housing with little local open space. Approximately half of the private housing stock in Portsmouth is made up of medium/large terraced houses (50.7%). Overall the age profile of the total private stock of 68,600 dwellings in Portsmouth contains a significantly high proportion of pre 1919 stock at 46.1% as well as quite a high proportion of 1919 to 1944 stock at 23%.
- 3.4 The condition of much of the city's private housing stock is a major concern, 7.4% of private sector dwellings are estimated to be unfit which is above the rate for private sector dwellings in England of 4.0%. According to latest data there are currently an estimated 5,100 unfit dwellings of which 4,100 are houses and 1,000 flats. The most common reason for unfitness in Portsmouth, assessed against the total number of unfit dwellings is disrepair (47.9%). Generally the rate of unfitness increases as dwellings become older. In Portsmouth this can be clearly seen with the exception of the dwellings built between 1919 and 1944 which have considerably lower rate of unfitness than that of dwellings built between 1945 and 1964. The highest rate of unfitness can be found in dwellings built pre 1919 (2007 Portsmouth House Condition Survey).
- 3.5 However energy efficiency of private sector housing has been improving over the years. The average SAP rating (Standard Assessment Procedure, also known as Energy Ratings) for a (private sector) dwelling in Portsmouth is 51 (on scale between 0 and 100, 100 being highly efficient). This compares to an average SAP rating of just under 46 nationally. A SAP of less than 30 is considered unacceptably low and represents a difficult and expensive dwelling to heat. In Portsmouth 4,300 dwellings (6.3%) have a SAP rating of less than 30 compared with the national average of 11.6%. There are, however, more dwellings with a SAP rating above 70 than is the case for all of England - 21% compared with 16.3% (2007 Portsmouth House Condition Survey).
- 3.6 Housing, especially affordable housing, is an important issue for the city. The HCC Long Term Population and Household projections have been produced using the Chelmer model and are based on data acquired in 2006. At that point

there were 84,751 dwellings in Portsmouth (now there are 87,967) and 81,659 households; the average household size was 2.28 persons. One person households accounted for 34.3% of total households. The projections for 2026 demonstrate a decrease in the average household size to 2.1 persons, an overall increase in number of households to 95,820 which partly will be caused by the increase in single person households (projected to be 40.2% of total households by 2026), thus increasing the need for housing development in the city.

- 3.7 The ratio of lower quartile house prices to lower quartile earnings was 7.18 in 2008 for Portsmouth (Regional Monitoring Report, 2008). The lower the ratio is, the better affordability of the housing is in the city. Overall the ratio for Portsmouth has slightly decreased since 2007 when it was 7.38. Moreover in the regional context, Portsmouth has one of the lowest ratios in the South East and it is below the regional average ratio of 8.8. However, to fully assess whether people with lowest income can afford the cheapest housing in Portsmouth other data also must be taken into account.
- 3.8 Average house prices in Portsmouth fell by 18.1% in the year to the end of March 2009, to £131,300 (HM Land Registry House Price Index, 2009). This was a slightly higher rate than in the South East, where prices fell by 17.6% (to £187, 400) and for England & Wales where they fell by 16.2% (£152,900). In addition average gross household incomes in Portsmouth are estimated to be £32,100 compared to a national average (GB) of £34,400. But 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).

### **Environment**

- 3.9 Against its 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.
- 3.10 Flooding is an issue of local importance to Portsmouth. In total 15,454 dwellings fall within a high risk of tidal flooding (17.57% of total number of dwellings) which is characterized by extensive flooding despite the small chance of occurrence once in 1000 years (it includes Zone 2 and Zone 3 as both zones would be flooded in case of a high risk flooding event). Under risk of flood event once in 200 years are 12,045 dwellings. The remaining 72,422 dwellings 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.

### **Socio-cultural issues**

- 3.11 Crime prevention came out as the top priority for residents in a MORI poll that fed into the Community Strategy 2004-2009. In the year to March 2009, there were 24,946 recorded crimes in Portsmouth and it showed a decrease of 1% compared with the same period in 2008. However 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%.
- 3.12 There has been an increase of unemployed claimants comparing to the previous monitoring period - in March 2009 there were 5018 unemployed claimants in Portsmouth, 2163 more than in March 2008 (up 75.8%). Overall this was a slightly lower rate of increase than nationally (80.6%).

### **Transport and spatial connectivity**

- 3.13 Access to and within mainland Portsmouth is generally good. The railway line provides good connections to London, Southampton, Brighton and beyond. The city is also well served by waterborne transport with passenger and vehicular ferries. Additionally Portsmouth benefits from a high-density bus network and frequent service.
- 3.14 The main targets to be achieved are related to reduction of traffic growth and increase of the use of buses, trains and cycles. Overall the volume of traffic entering the inner urban area of the city has increased - the inbound flow of 15,258 vehicles in 1999 has increased to 15,787 in 2004 (Second Local Transport Plan, 2006). On the other hand more recent data showing changes in peak period traffic flow demonstrate a decrease in traffic growth by 18.7% in 2007/2008 compared to 2006/2007 (Portsmouth Local Transport Plan Progress Report 2008). However the city council has concerns about the accuracy of non-manual data collection methods.
- 3.15 Levels of bus usage are characterized by bus patronage. The most recent data demonstrate that bus patronage has increased since the 2003/04 baseline from 11,201,000 to 11,738,000 in 2007/08. However there has been a slight decline in the amount of cycle trips made AM Inbound from 3.53% of all modes of traffic in 2006/07 to 3.2% of all modes of traffic in 2007/08. But it has to be taken into account that there have been changes in the ways cycle trips are recorded and as such it has become difficult to monitor local cycle journeys.

## 4. PROGRESS TOWARDS THE LOCAL DEVELOPMENT SCHEME

- 4.1 The first Portsmouth Local Development Scheme (LDS) came into effect on 19th April 2005. The LDS has since been amended and the last amendment approved by the Government Office for the South East is dated 2 August 2007. 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.
- 4.2 Since that time, the new regulations have changed the process requirements for producing local development documents. In addition, a number of further evidence base requirements, particularly for the core strategy, have come to light. Both of these things have required a review of the LDS, and the council submitted a revised draft LDS to GOSE in April 2009. However, this LDS was not agreed and a further review is underway at the time of writing. This report highlights current thinking on timetabling for the documents referred to in the 2007 LDS, and a draft proposed LDS is appended to this AMR (Appendix 2).
- 4.3 Monitoring the progress of the LDS involves identifying whether local development documents are being prepared in line with the timetables in the LDS, and if the key milestones for their preparation are being met. The 2007 LDS refers to milestones that no longer exist in that form, since the regulations have been changed. However, as the LDS refers to the pre 2008 system, so does this report, with explanations regarding the new system where necessary.
- 4.4 The plans in the August 2007 Portsmouth LDS were:
- The Core Strategy
  - The Site Allocations DPD
  - The Somerstown and North Southsea AAP
  - The Port Solent AAP
  - The Hard AAP
  - The Station Square and Station Street SPD
- 4.5 The Portsmouth LDS also referred to the joint Hampshire Minerals and Waste Development Framework, which is monitored separately, as set out in the first section of this report.

### **Core Strategy**

- 4.6 The August 2007 LDS programmed the consultation on preferred options in August 2008. Under the new regulations the preferred options stage as such no longer exists. Nevertheless, a draft plan, equivalent to the council's preferred option, was consulted on in line with the 2007 LDS.

<b>Key Milestone</b>	<b>Target Date</b>	<b>Actual Date</b>
Preferred Options	August 2008	August – October 2008

- 4.7 However, another Core Strategy milestone also lay in the monitoring period: that of submission, timetabled for March 2009. Under the new regulations, that

would have been replaced with pre-submission publication under regulation 27, followed shortly after by submission. Further evidence needs have meant a delay in this stage of the core strategy, which has not yet taken place. Revised timings are currently being discussed.

<b>Key Milestone</b>	<b>Target Date</b>	<b>Actual Date</b>
Submission	March 2009	-

#### **Site Allocations DPD**

4.8 According to the August 2007 LDS, the Site Allocation DPD was due to reach issues consultation in March/ April 2009. An initial call for sites was made towards the end of 2008. Under the old regulations, a consultation paper was envisaged highlighting the key issues to be addressed. However, the council decided that it would be more meaningful under the new regulation 25 to present consultees with a draft list of potential sites alongside the key issues. This necessitated more work on the site allocations, which is ongoing.

4.9 The revised timetable for the site allocations has not yet been agreed, but current thinking on amendments reflects two key changes:

- a) a delay in the timetable for the production of the Core Strategy
- b) concern from GOSE that the Site Allocations DPD should not run in parallel with the Core Strategy but should follow on from it.

<b>Key Milestone</b>	<b>Target Date</b>	<b>Actual Date</b>
Issues and Options	March / April 2009	-

#### **Somerstown and North Southsea Area Action Plan**

4.10 Somerstown and North Southsea AAP was programmed to go to preferred options consultation at the beginning of 2008. This was delayed beyond the end of the current monitoring period and is due to take place in early 2010.

<b>Key Milestone</b>	<b>Target Date</b>	<b>Actual Date</b>
Preferred Options consultation	January - February 2008	-

#### **The Port Solent Area Action Plan**

4.11 The 2007 LDS included a timetable for a Port Solent Area Action Plan. This was to be prepared in order to facilitate a large scale mixed use development at Port Solent. However, guidance that emerged in the meantime clarified that strategic sites can be allocated in the Core Strategy, and the council has therefore abandoned the AAP, instead including the site in the core strategy.

<b>Key Milestone</b>	<b>Target Date</b>	<b>Actual Date</b>
Issues and Options	October/ November 2008	-

#### **The Hard AAP**

4.12 It was decided to take planning for the Hard area forward in the form of an SPD, instead of progressing an AAP. It was decided that the higher level decisions about the area were best made through the Core Strategy, and the detail could

then be filled in with an SPD. Although the Core Strategy is not yet adopted, initial consultation took place during February and March 2009. The results from this consultation are being used to inform a draft SPD, due out for consultation in at the end of 2009.

<b>Key Milestone</b>	<b>Target Date</b>	<b>Actual Date</b>
Issues and Options	October/ November 2008	-

#### **Station Square and Station Street SPD**

- 4.13 The Station Square and Station Street SPD was adopted in November 2007, prior to the current monitoring period.

#### **Additional SPDs**

- 4.14 During the monitoring period, an additional three SPDs that were not planned through the 2007 LDS were progressed. The new regulations no longer require SPDs to be included in an LDS.
- 4.15 An update to the existing Planning Obligations SPD was adopted in September 2008. A Residential Parking Standards SPD and a Tall Buildings SPD were approved as guidance for use in development management decisions in November 2008 and March 2009 respectively, although they cannot be adopted formally as SPD until the Core Strategy is adopted, as it they are supplementary to one of the proposed policies in the Core Strategy.

#### **Revision to the LDS**

- 4.16 A draft updated LDS was submitted to GOSE in April 2009, but was not agreed. A review of the LDS is still outstanding and will be submitted to GOSE in the near future.
- 4.17 The Core Strategy needs further evidence than originally thought. A lot of evidence is needed on transport issues to show that Port Solent and Tipner can be delivered. All evidence base collection is expected to be completed by spring 2010. Crucially, the evidence base for the strategic sites is expected to be completed in March 2010. There will then be a need to do further consultation on the plans for these sites during the summer, which can then be integrated into the final Reg27 version of the plan later that year, followed by a planned submission in February 2011.
- 4.18 The timings for the Site Allocations DPD will have to follow on from the revisions to the Core Strategy timetable. Regulation 27 Publication following ongoing participation under regulation25 is planned for the end of 2011, following receipt of the Inspector's report on the core Strategy.
- 4.19 The revised LDS will remove the Port Solent and the Hard AAPs.

**Summary:**

- The 2007 LDS is now very out of date. It is in urgent need of revision to take account of changes to the development plan regulations and the latest position regarding a realistic timetable for plan preparation.
- As a result of the LDS being out of date, a number of milestones have not been met, most notable the submission of the Core Strategy and consultation on issues/options for the site allocations DPD.
- Production of SPDs not set out in the 2007 LDS has successfully continued during the monitoring period.

## **5. ANALYSIS OF PORTSMOUTH CITY LOCAL PLAN POLICIES**

- 5.1 This part of the monitoring report focuses on assessing the implementation of policies included in the Portsmouth City Local Plan 2001-2011. A separate section deals with the monitoring of the Southsea Town Centre Area Action Plan, which was adopted in July 2007. A set of national and local indicators and targets are used to assess the progress of meeting the policy targets and effectiveness of the policies (a full set of the indicators can be found in Appendix 2).
- 5.2 This year's monitoring report includes several new indicators, which will be used to complement the existing set of indicators in order to provide better assessment of policy implementation process.
- 5.3 The same way as in the previous monitoring report a number of indicators, which are used to monitor the implementation and effectiveness of the policies adopted in the Southsea Town Centre Area Action Plan have been included in the report. The revision done to avoid the duplication of indicators in the previous monitoring report was successful therefore no additional changes need to be made this year.
- 5.4 The objective topic areas that will be used for the purposes of monitoring in this report are:
- Objective 1: Urban Renaissance
  - Objective 2: Design and Heritage
  - Objective 3: Natural Environment
  - Objective 4: Transport
  - Objective 5: Retail, town centres and the economy
  - Objective 6: Housing
  - Objective 7: Pollution and Amenity
  - Objective 8: Community
  - Southsea Town Centre Area Action Plan monitoring

## Objective 1 - Urban Renaissance

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

### Indicators:

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

### Progress towards the development of major regeneration sites in the city

5.1.1 A 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 1<sup>st</sup> April 2008 – 31<sup>st</sup> March 2009**

	<b>Site</b>	<b>Proposal</b>	<b>Progress</b>
CD1	City Centre North Urban Priority Area	Mixed-use comprehensive redevelopment mainly for retail.	The reserved matters application for the bulk of the redevelopment scheme was granted conditional permission on 12th June 2008. However, this permission has not been implemented and the developer, Centros, have announced they are reviewing the design of the scheme due to the economic climate. A new planning application is expected in late 2010.
CD2	City Centre Redevelopment sites	Nine sites have been identified for redevelopment for town centre uses.	In December 2008, planning consent was granted for a 19-25 storey hotel on the Surrey Street site with detached coffee bar fronting Station Street. In February 2009, planning consent was granted for the Station Square West / Stanhope Road west site. This scheme comprises a 207-bedroom hotel and 47-suite aparthotel, a second 243-bedroom hotel, up to 7773sqm of office space, 2 units for restaurant/cafe use and 55 residential flats.

CD11	Historic Ships Car Park, Queen Street	Allocated for a mix of uses to include employment, housing and a car park.	Construction work now complete. 2 of the retail units are vacant.
CD16	The Hard Interchange	Redevelopment or refurbishments of public transport interchange facilities.	Not implemented. Work continues on the preparation of an SPD for the Hard area. Initial public consultation on the issues and opportunities presented by the SPD was carried out in February/March 2009. A draft SPD will be subject to consultation in January/February 2010.
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. An application for a new junction from the M275 is anticipated in October 2009 which if successful is anticipated to be constructed in 2012.
ST3	Somerstown & North Southsea Principal Regeneration Area	Regeneration of this area to include refurbishment and redevelopment of housing, new community facilities, open space, employment and improved public transport links.	Not implemented. Consultation on the draft AAP took place in May/June 2009. The document is currently being reviewed in light of the outcomes of this consultation and a pre-submission draft is being prepared. The plan will be published under Reg. 27 in December 2009/January 2010.

#### **Previously developed land that has been vacant or derelict**

- 5.1.2 This indicator is used to gauge the success of local authorities in facilitating the re-use of brown field land as a contribution to regeneration and economic growth. In Portsmouth there were 26.629 ha of previously developed land that has been vacant for more than 5 years, 6.272 ha of buildings that have been vacant for more than 5 years and 0.228 ha of land and buildings which have been derelict for more than 5 years in 2007/2008. That resulted in a proportion of 1.118% of the area of developed land that has been vacant or derelict for more than 5 years. This percentage will be used as a baseline to assess the performance in the future.
- 5.1.3 In 2008/2009 it is possible to monitor a considerable decrease in the percentage of previously developed land that has been vacant or derelict for more than 5 years. There were 10.866 ha of previously developed land that has

been vacant, 0.597 ha of buildings that have been vacant and 0.054 ha of land and buildings that have been derelict for more than 5 years. And that results in a proportion of 0.39% of the area of developed land that has been vacant or derelict for more than 5 years which is almost three times lower than that of the previous monitoring period.

**Summary:**

- Some progress has been made on several of the major regeneration sites since the previous monitoring period. Construction work is complete on one of the sites and two planning consents were granted for the City Centre Redevelopment sites.
- The economic climate has affected the progress of urban regeneration process and has delayed the redevelopment of one of the sites.
- Progress towards the preparation of Development Plan Documents and Supplementary Planning Documents is well underway and further milestones for the next monitoring period have been set.
- These sites will continue to be monitored to ensure that the necessary regeneration and redevelopment takes place.
- A new indicator has been introduced and suggests good performance in facilitating the re-use of brownfield land as a contribution to regeneration and economic growth.

## Objective 2 - Design and Heritage

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

### Indicators:

- |  |                     |
|--|---------------------|
| ● <i>Number of listed buildings, locally listed buildings and conservation areas</i> | <i>Local output</i> |
| ● <i>Number of applications refused on design grounds</i>                            | <i>Local output</i> |

### Listed Buildings and Conservation Areas

- 5.2.1 During the monitoring period there were no new additions to the statutory list. Also no listed buildings have been lost through damage or demolition. Therefore in Portsmouth there remain over 600 listed buildings, 12 of which are Grade I (buildings of exceptional architectural or historic interest), 31 are Grade II\* (particularly important buildings of more than special interest) and 404 are Grade II (buildings of special architectural interest that warrant every effort being made to preserve them) and there are 267 entries on the local list.
- 5.2.2 No new conservation areas have been designated during the monitoring period and there have been no changes to the boundaries of the existing areas. Therefore in Portsmouth there remain 25 conservation areas covering an area of 409.93 ha.

### Design

- 5.2.3 Policy DC1 'Design Principles' of the Portsmouth City Local Plan 2001-2011 sets out the guidelines for good design, which should be adhered to by all new development in the city. During the 2008/09 monitoring period, 38 applications (3.37% of all valid applications received) were refused where policy DC1 was referred to on the grounds of poor design. That is a considerably lower number of applications refused on design grounds compared to the previous monitoring period when 97 applications or 6.46% of all valid applications received were refused referring to policy DC1.
- 5.2.4 There are 2 reasons that are thought to cause the decrease of refusal on design grounds:
- Planning legislation changed last October which meant that some alterations to roofs that had previously required planning permission now do not. These changes were often seen to be unacceptable and refused on design grounds;
  - PCC has adopted a pre application protocol which means that more 'would be' applicants have discussions with the development management officers before submitting their applications. That way it is possible to negotiate amendments to the schemes prior to submission. Some of these schemes would have previously been submitted as applications without this discussions and been refused on design grounds.

**Summary:**

- 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 no decrease in conservation areas in the city.
- There was a considerable decrease in number of applications refused on design grounds comparing to the previous monitoring period. The reasons for this are changes in planning legislation (which prevents to effectively control unacceptable alterations to roofs) and adoption of a pre application protocol (that allows negotiating amendments to the schemes prior to submission).

## Objective 3 - Natural Environment

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

### Indicators:

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

### Sites of nature conservation value

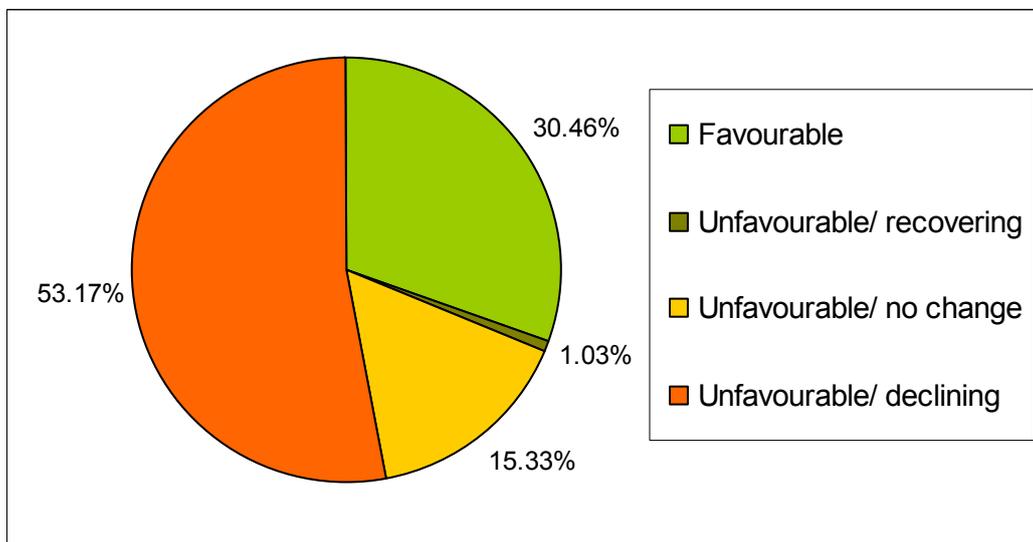
5.3.1 There are three SSSIs (Sites of Special Scientific Interest) in Portsmouth: Portsmouth Harbour (77.22% of SSSIs area is in Portsmouth District), Langstone Harbour (31.71% of SSSIs area is in Portsmouth District) and Portsdown Hill (90.82% of the SSSIs area is in Portsmouth District). The national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

### Percentage of Portsmouth Harbour SSSI in a favourable condition

- 5.3.2 The overall condition of Portsmouth Harbour SSSI has not changed comparing to the previous monitoring period. Only 29.36% of Portsmouth Harbour SSSI is in a favourable condition, 0.80% is considered to be in an unfavourable but recovering condition, 21.41% is in unfavourable condition that has not changed, 48.08% is in unfavourable and declining condition and 0.35% is destroyed or part destroyed. In total 30.16% of Portsmouth Harbour SSSI is meeting PSA target and that is considerably below the national target of 95%.
- 5.3.3 A slightly different situation can be monitored for those units of Portsmouth Harbour SSSI that are located in Portsmouth District. 30.46% of this area is in favourable condition and 1.03% is in unfavourable but recovering condition. That gives a total of 31.49% of the area meeting the PSA target which is a minor improvement compared to the overall condition of Portsmouth Harbour SSSI but still is considerably below the national target of 95%.
- 5.3.4 As in previous Annual Monitoring Reports the data reported showed only the overall condition of Portsmouth Harbour SSSI it is difficult to make a comparison and assess the changes in condition of those SSSI units located in Portsmouth District. Additionally only one of the units of Portsmouth Harbour SSSI that is located in Portsmouth District has been last assessed during the

monitoring period therefore the data available can not be considered to be completely up to date.

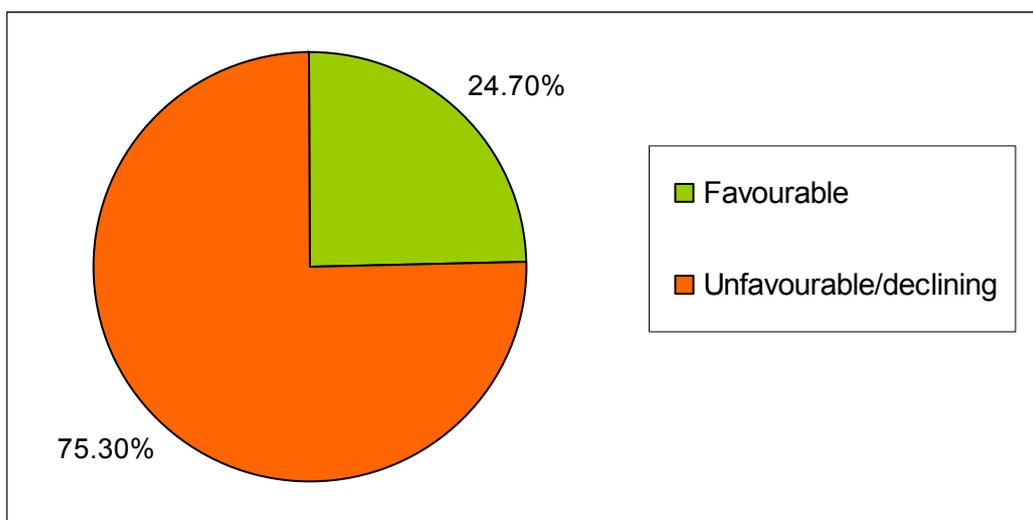
5.3.5 The main reasons for the unfavourable condition are coastal squeeze due to the presence of coastal defences, and water pollution from agricultural run off causing excessive algal growth.



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

**Percentage of Langstone Harbour SSSI in a favourable condition**

5.3.6 The overall condition of Langstone Harbour SSSI has not changed comparing to the previous monitoring period. Only 8.96% of Langstone Harbour SSSI is in a favourable condition, 0.45% is considered to be in an unfavourable but recovering condition and 90.59% is in unfavourable and declining condition. In total 9.41% of Langstone Harbour SSSI is meeting the PSA target and that is 10 times below the national target of 95%.



**Figure 2: Condition of Langstone Harbour SSSIs area in Portsmouth District**  
Source: Natural England, 2009

5.3.7 Only 31.71% of Langstone Harbour SSSI is in Portsmouth District. The condition of this area differs from the overall condition of the SSSI. 24.70% of the area is in favourable condition which is considerably higher rate than that

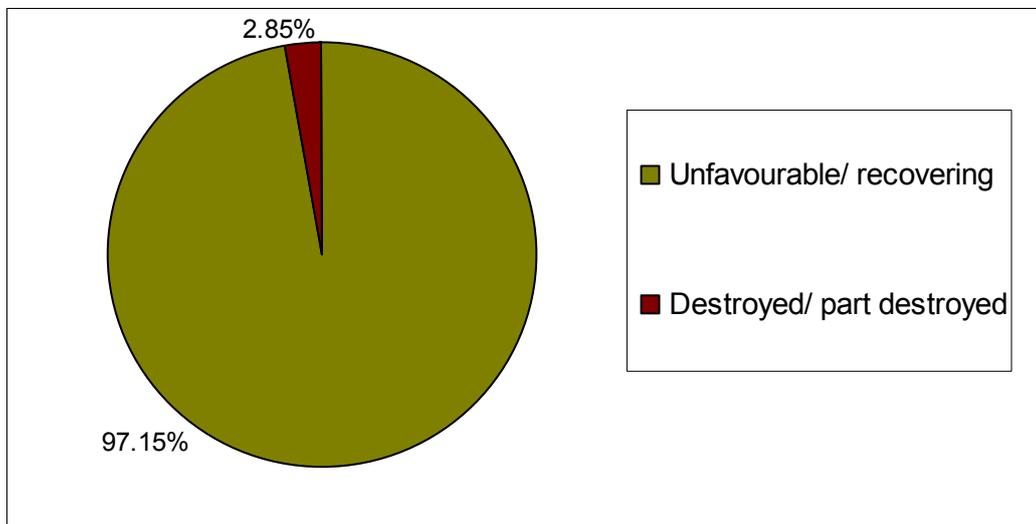
for the whole Langstone Harbour SSSI. 75.30% of the area is in unfavourable and declining condition. That gives a total of 24.70% of the area meeting the PSA target which is noticeable improvement comparing to the overall condition of Langstone Harbour SSSI but still is considerably below the national target of 95%.

5.3.8 As in previous Annual Monitoring Reports the data reported showed only the overall condition of Langstone Harbour SSSI, it is difficult to make comparison and assess the changes in condition for those units of the SSSI located in Portsmouth District. Additionally not all of the units of Langstone Harbour SSSI that are located in Portsmouth District have been last assessed during the monitoring period therefore the data available can not be considered to be fully up to date.

5.3.9 The reason for the unfavourable condition is coastal squeeze due to the presence of coastal defences.

**Percentage of Portsdown Hill SSSI in a favourable condition**

5.3.10 The overall condition of Portsdown Hill SSSI has slightly improved compared to the previous monitoring period. 9.18% of Portsdown Hill SSSI is in a favourable condition, 88.23% is considered to be in an unfavourable but recovering condition and 2.59% is destroyed or part destroyed. In total of 97.41% of Portsdown Hill SSSI is meeting PSA target and that slightly exceeds the national target of 95%. The improvement in the condition of Portsdown Hill SSSI can be characterized by the change of 2.83% of the SSSI's area that was in unfavourable and declining condition to unfavourable but recovering condition.



**Figure 3: Condition of Portsdown Hill SSSIs area in Portsmouth District**

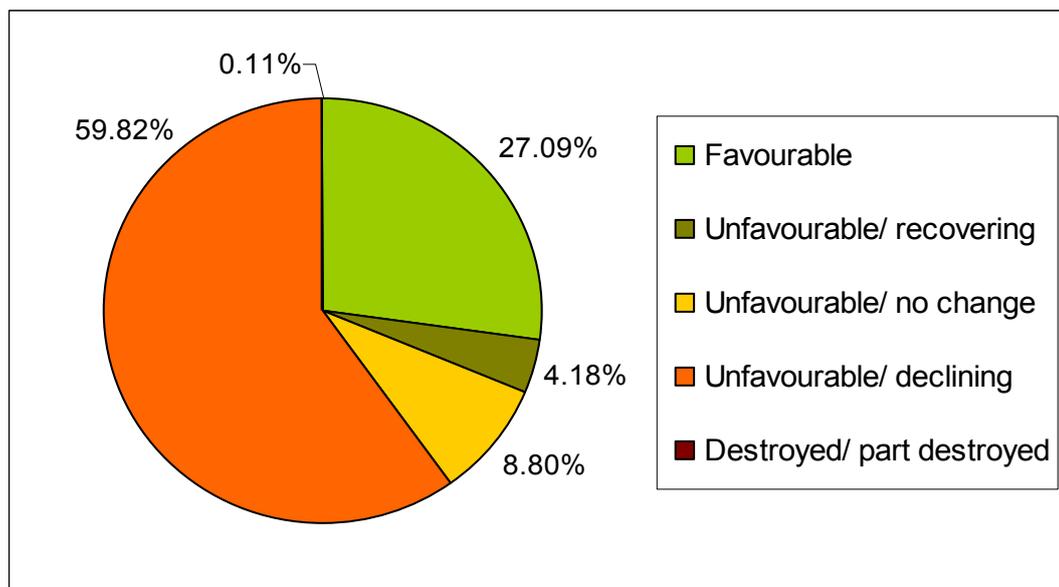
Source: Natural England, 2009

5.3.11 90.82% of Portsdown Hill SSSI is in Portsmouth District. The condition of this area is similar to the overall condition of SSSI. 97.15% of this area is in unfavourable but recovering condition, but remaining 2.85% of the area is considered destroyed or part destroyed. That gives a total of 97.15% of the area meeting PSA target which slightly exceeds the national target of 95%. Moreover almost all units of Portsdown Hill SSSI have been last assessed during the monitoring period therefore this data can be considered to be up to date.

5.3.12 All the units in unfavourable but recovering condition are generally improving in quality and progress towards set targets is good.

**Percentage of Portsmouth SSSIs in a favourable condition**

5.3.13 Overall only about half (49.7%) of total area of all three SSSIs is in Portsmouth District. 27.09% of this territory is in favourable condition and 4.18% is in unfavourable but recovering condition. That gives a total of 31.28% of Portsmouth SSSIs meeting the PSA target which is approximately 3 times below the national target of 95%.



**Figure 4: Overall condition of Portsmouth SSSIs in Portsmouth District**

Source: Natural England, 2009

5.3.14 The main reason for the unfavourable and declining condition is coastal squeeze due to the presence of coastal defences. Taking into account that much of the coastline around Portsea Island has been artificially altered through the provision of coastal defences and reclamation by dumping waste material to provide land for development, further decline in condition might occur. Moreover major improvements of the unfavourable condition cannot be achieved by 2010 as there is no simple solution that can be directly applied to affected areas therefore the national target is unlikely to be met for the area of SSSIs located in Portsmouth district.

**Change in areas of biodiversity importance**

5.3.15 There are 13 Sites of Importance of Nature Conservation (SINC's) in Portsmouth which cover an area of 128.58 ha (Monitoring Change in Priority Habitats, Priority Species and Designated Areas 2008/09). As there have been minor amendments to SINC areas in 2008/09 due to the improvements of the accuracy of SINC boundaries, a loss of 0.65 ha of SINC areas can be reported. However these changes do not reflect 'real' amendments/changes to areas of qualifying interest and are not caused by inefficient application of local policies.

5.3.16 There have been no changes to SSSI areas in Portsmouth and the total area of three SSSIs located in the Portsmouth district is 1,787 ha.

**Number of approved applications where Natural England has objected**

5.3.17 During the monitoring period 2008/09, no applications were approved where Natural England objected.

### **Open Space**

- 5.3.18 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.
- 5.3.19 During 2008/09 contributions towards open space were £528 per person from new residential development. It is intended to increase it to £533 for 2009/10 based on inflation. During the monitoring period, a total sum of £296,951.09 was secured through applications for one dwelling or more, a decrease of £203,431.69 comparing to the previous monitoring period 2007/08.
- 5.3.20 The contributions have been used to improve open spaces and outdoor activity areas around the city. The completed schemes include:
- Contribution to floodlit ball games facility and grass pitch improvements in Bransbury Park;
  - Maintenance of new All-Weather Pitch in Bransbury Park;
  - Floodlit ball court and youth shelter maintenance in Kingston Park;
  - All weather tennis courts/ball court provision in Cosham Park;
  - Contributions resurfacing of cycle track in Mountbatten Centre;
  - Grove Club ball court fencing, Community Centre car park and fencing, Chalk Pit motorcycle fencing in Paulsgrove and other schemes (13 in total).
- 5.3.21 Committed schemes in progress include:
- Upgrading of changing facilities in Farlington Playing Fields;
  - Contribution to new water-based play facility at Canoe Lake as part of Pathfinder project;
  - Replacement planting citywide (Sustainable Planting);
  - Contribution to new Pathfinder play provision in Victoria Park;
  - Promenade infrastructure improvements in Southsea Seafront and other schemes (14 in total).
- 5.3.22 Moreover there are 4 committed schemes yet to be started and 9 potential schemes that have not been prioritised.

**Summary:**

- The overall condition of Portsmouth Harbour and Langstone Harbour SSSIs has not changed comparing to the previous monitoring period when it was reported that both SSSIs have suffered a significant decline in condition. The main reason for the unfavourable and declining condition is coastal squeeze due to the presence of coastal defences which are needed to protect the city from flooding.
- The overall condition of Portsdown Hill SSSI has slightly improved compared to the previous monitoring period - 88.23% of the site is said to be in an unfavourable, but recovering condition.
- Only 31.28% of all three SSSIs area that is located in Portsmouth district is meeting the PSA target and as there is no simple solution that can be directly applied to the affected areas, the national target is unlikely to be met in due time.
- There have not been any major changes to SINC or SSSI areas in Portsmouth.
- There were no approved applications where Natural England objected.
- No open space has been lost to development.
- The results of monitoring show that the application of policy DC46 (negotiating financial contributions towards open space) is working satisfactorily and the contributions collected so far have been used to improve a number of open spaces across the city.

## Objective 4 – Transport

**Objective:** To reduce adverse traffic impacts

### Indicators:

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

### Accessibility

5.4.1 The table below shows the percentage of residential developments completed during the monitoring period that lie within 10 and 20 minutes walk of key services. Almost all new residential development falls within a 10 minutes walk of a primary school and over 90% of new residential development falls within a 10 minutes walk of a GP surgery/health centre which is a slightly higher percentage comparing to the previous monitoring period.

**Table 2: Accessibility of new residential development**

Service	Percentage of new residential development within:	
	10 minutes walk	20 minutes walk
GP/Health centre	93.8%	98.2%
Hospital	9.3%	16.4%
Primary School	99.8%	100%
Secondary School	37.1%	95.2%
Employment	67.1%	98.3%
Major retail centre	28.4%	81.8%

5.4.2 Over 90% of new residential development falls within a 20 minutes walk of a GP/health centre, primary school, secondary school and employment. Over 80% of development falls within 20 minutes walk of a major retail centre which is considerably higher percentage rate than that of a 10 minutes walk distance. This shows that over 50% of all new residential development lie within 10 to 20 minutes walk of a major retail centre.

5.4.3 For non-residential developments during the period of 2008/2009, there were a total of 27 non-residential developments (29% of all non-residential developments) within the city's high accessibility zones, comparing to 66 outside the areas of highest accessibility. Although the number of non-

residential developments is more than 3 times higher than in 2006/2007, the percentage of developments in the high accessibility zones has remained the same (unfortunately there is no data for the monitoring year 2007/2008). Included within these non-residential developments in high accessibility area were mainly retail uses (dominated by A1, A2 and A3 uses).

#### **Progress towards transport proposals**

5.4.4 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**

<b>Policy number</b>	<b>Proposal</b>	<b>Progress</b>
SP4	New junction with the M275 at Tipner	Major scheme business case is being developed. Slip Road Orders are being prepared.
SP4	LRT between Portsmouth, Gosport and Fareham	<i>No change since 2007/08 monitoring report.</i> Transport for South Hampshire is 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	Awaiting redevelopment of Tipner (see M275 at Tipner).
SP4	Car parks (Park & Ride) at Tipner and Farlington with weekend and holiday overflow at the IBM site.	Pilot Park and Ride at IBM site is operating at weekends and on PFC match days.
SP4	Port Solent – Tipner public transport, pedestrian and cycle link	<i>No change since 2007/08 monitoring report.</i> 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	<i>No change since 2007/08 monitoring report.</i> Land continues to be safeguarded for these two stations.
SP4	Dualling of Hope Street and realignment of Marketway.	City Centre scheme is delayed and is currently under review.
SP4	Improved access to HM Dockyard (Trafalgar Gate)	Funding in place for Trafalgar Gate Link Road. Expected to be on site in February 2010.
SP4	Interchange improvements at City Centre South, the Hard and Cosham.	Minor improvements at The Hard. Recent upgrading of Cosham. Supplementary Planning Documents is being developed for further developments at The Hard and Station Square (City Centre South).

SP4	Extended cycle ways, including Portsbridge to Broadmarsh	<p><i>No change since 2007/08 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 will be completed by funding through the LTP capital programme, contributions by developers and through minor improvements implemented in conjunction with the highways PFI. Funding is also available through the Safer Routes to Schools and Road Safety Schemes.</p>
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#### **Contributions towards transport enhancements and travel plans**

- 5.4.5 Policy DC27 in the Portsmouth City Local Plan requires development to be accompanied by the appropriate provision or financial contributions towards public transport, cycling or pedestrian facilities. In 2008/09 the contributions towards sustainable transport per person were £326 in a low accessibility zone. It is intended to increase the amount of contributions to £329 per person in 2009/10 in accordance with guidance contained within the SPD to increase contributions in line with inflation.
- 5.4.6 During the monitoring period 2008/09, a total of £160,540.07 was secured through contributions from development, a decrease of £24,350.77 comparing to the previous monitoring period 2007/08.
- 5.4.7 Travel plans are required from major development proposals (over 500 m<sup>2</sup>). Over the monitoring year, three travel plans were approved in accordance with the relevant planning condition applied to enforce policy DC29. These were development of 165 residential units with associated car and cycle parking instead of Former Alders Warehouse, construction of Lidl UK GmbH's store with associated parking in Hilsea, redevelopment of a site to form a 19-25 storey hotel with ancillary restaurants, gymnasium and conference facilities and external coffee bar in Surrey Street. This shows a decrease in number of approved travel plans comparing to the previous monitoring period when five travel plans were approved.

#### **Cycling in the city**

- 5.4.8 Due to unresolved technical problems with the counters, data on the number of cycling trips in the city is unavailable for this monitoring period.

**Summary:**

- All new residential development took place in accessible locations within easy reach of multiple key services and facilities.
- Some progress has been made towards implementing existing transport proposals – funding has been received for Trafalgar Gate Link Road; improvements have been also made to Cosham interchange and at the Hard. However several of the transport proposals have not seen any change since the last monitoring period or even longer.
- There has been a slight decrease in total amount of contributions secured from development as well as a decrease in number of approved travel plans.
- The data on cycling trips in the city is unavailable for the monitoring period 2008/09. The city council will be looking into solving the existing technical problems in the near future.

## Objective 5 - Retail, town centres and the economy

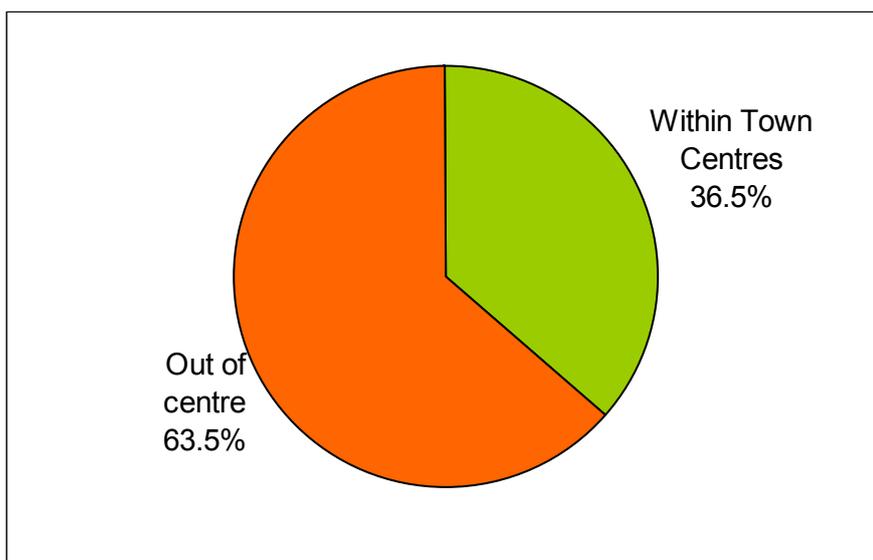
**Objective:** To strengthen and diversify the City's economy and to increase local employment opportunities.

### Indicators:

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

### **Total amount of floorspace for town centre uses**

- 5.5.1 For the purposes of the AMR town centre uses are defined as A1 Shops, A2 Financial & Professional Services, B1 (a) Offices and D2 Assembly and Leisure. During 2008/09 11,414 m<sup>2</sup> (gross) floorspace of town centre uses was completed in Portsmouth which is an increase of 8.42% compared to the previous monitoring period.
- 5.5.2 The graph overleaf shows that 36.5% (4,165 m<sup>2</sup>) of gross floorspace of town centre uses occurred in town centres. This demonstrates a considerable decrease in percentage of completions of town centre uses within town centres comparing to the previous monitoring period when it was 64%.



**Figure 5: Percentage of gross completed town centre uses within town centres and in out of centre locations**

**Table 4: Percentage of gross completed town centre floorspace within town centres and in out of centre locations**

Town centre use	Within Town Centres	Out of centre
A1 Shops	33.2%	66.8%
A2 Financial & Professional Services	91.8%	8.2%
B1 (a) Office	0	100%
D2 Assembly and Leisure	0	100%

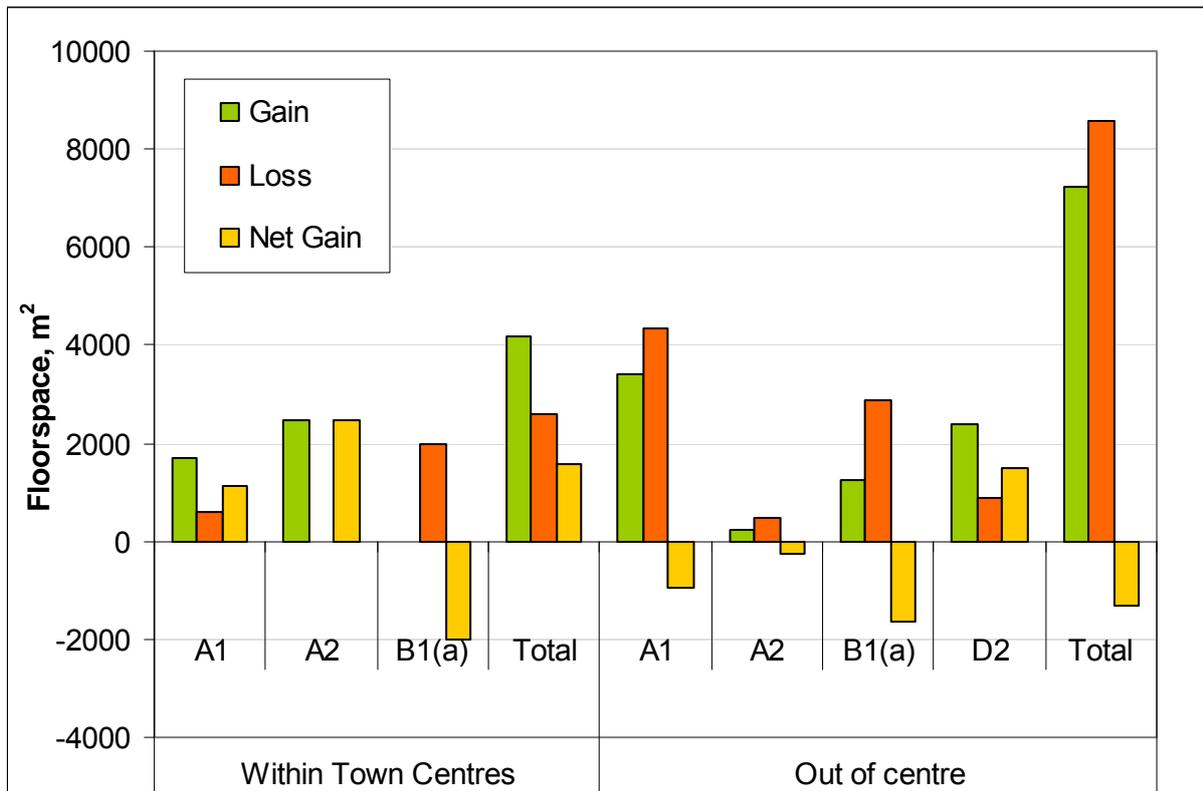
5.5.3 Table 4 shows the percentage of gross completed town centre floorspace by type in town centres as well as in out of centre locations. Overall the breakdown by type shows that:

- Only 33.2% of new shops were located in town centres, with 66.8% being located in out of centre locations.
- Over 90% of new financial and professional services occurred within town centres;
- 100% of new office and new leisure uses occurred in out of centre locations.

5.5.4 The percentage figures of gross completions seem to indicate that town centre policies are not being rigorously applied. However, the detail behind the figures does not show a particularly concerning picture: 93% of the D2 out of centre figure is taken up by the completion of the Mountbatten Centre, a major redevelopment scheme on the site of an existing sports centre, which serves the whole city. The vast majority of the out of centre B1 office gains figure is made up of two completions, one on an industrial estate and one immediately adjoining a district centre. A number of the out of centre A1 gains were extensions to existing supermarkets, although one additional new supermarket was also completed in an area poorly served in terms of convenience retail.

5.5.5 There has been a positive net gain of floorspace for town centre uses within town centres (1,590 m<sup>2</sup>) compared to a negative net gain of floorspace for town

centre uses in out of centre locations (-1313 m<sup>2</sup>). The graph below shows gains, losses and net gains by type of town centre uses in both locations.



**Figure 6: Gains and losses of floorspace for town centre uses within town centres and in out of centre locations – by type and total**

5.5.6 Overall there has been an increase of A1 and A2 uses within town centres compared to a decrease of the same type of town centre uses in out of centre locations. However there have been no gains or losses of D2 uses within town centres comparing to an increase of D2 uses in out of centre locations. Additionally there has been a decrease in B1 (a) uses within town centres as well as out of centre locations.

5.5.7 All A2 and D2 floorspace losses occurred in out of centre locations, almost 90% of A1 and over 60% of B1 (a) floorspace losses also occurred in out of centre locations. Overall that has created a relative balance between gains and losses of town centre uses resulting only in net gain of leisure floorspace in out of centre locations and net gains of shop and financial and professional service floorspace within town centres.

5.5.8 The monitoring data indicates that policies resisting out of town development need to be applied more strictly in future years especially regarding office and leisure uses.

**Percentage of A1 uses in the City Centre**

5.5.9 During the monitoring period, there was a loss of 300 m<sup>2</sup> of A1 use within the city centre when a change of use to restaurant/café (A3) was permitted.

5.5.10 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. As part of the work which is currently taking

place on the core strategy, the frontages of all units in the city, town and district centres have been reviewed. It is this data which has been used in the AMR and so the frontage monitoring results in this AMR are not strictly comparable to the data of previous monitoring periods. However 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.

**Table 5: Percentage of A1 frontage**

	Percentage of A1 frontage			
	2005/06	2006/07	2007/08	2008/09
<b>City Centre Principal Retail Area</b>	72%	73.04%	73.46%	74.14%

Source: PCC monitoring systems

5.5.11 Overall the percentage of A1 frontage in the city centre demonstrates that there is a great possibility to reach the policy target in near future.

**Percentage of vacant units in centres**

5.5.12 Table 7 below shows the percentage of vacant frontages in the town centres in Portsmouth. However as the frontages of all units in the city centre and district centres have been reviewed and it is this data which has been used in the AMR, the vacancy results reported in this AMR are not strictly comparable to the previous AMRs.

5.5.13 The level of vacant frontage is generally low across the city, with the exception of the city centre and Fratton. The highest percentage of vacant units has been monitored in the city centre where it exceeds 15%. The lowest percentage of vacant units has been monitored in Albert Road Specialist Commercial Area where it is just under 3%. Many of the recent vacancies in the city are caused by the current economic climate which has resulted in a closure of several large retail units (e.g. Woolworth's) and delays in retail development. The low percentage of vacancy units in Albert Road can be explained by the different character of its retail offer (no multiple comparison goods stores, mostly independent shops) and by a high density of local residential population.

**Table 6: Percentage of vacancies**

	Percentage of frontage occupied by vacant units			
	2005/06	2006/07	2007/08	2008/2009
<b>City Centre Principal Retail Area</b>	8.14%	12.48%	14.7%	15.91%
<b>Albert Road Specialist Commercial Area</b>	7.04%	7.49%	4.46%	2.98%
<b>Cosham</b>	6.33%	4.74%	6.94%	8.10%
<b>Fratton</b>	13.6%	4.92%	9.65%	12.26%
<b>North End</b>	5.82%	3.60%	9.49%	6.15%

Source: PCC monitoring systems

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

5.5.14 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.

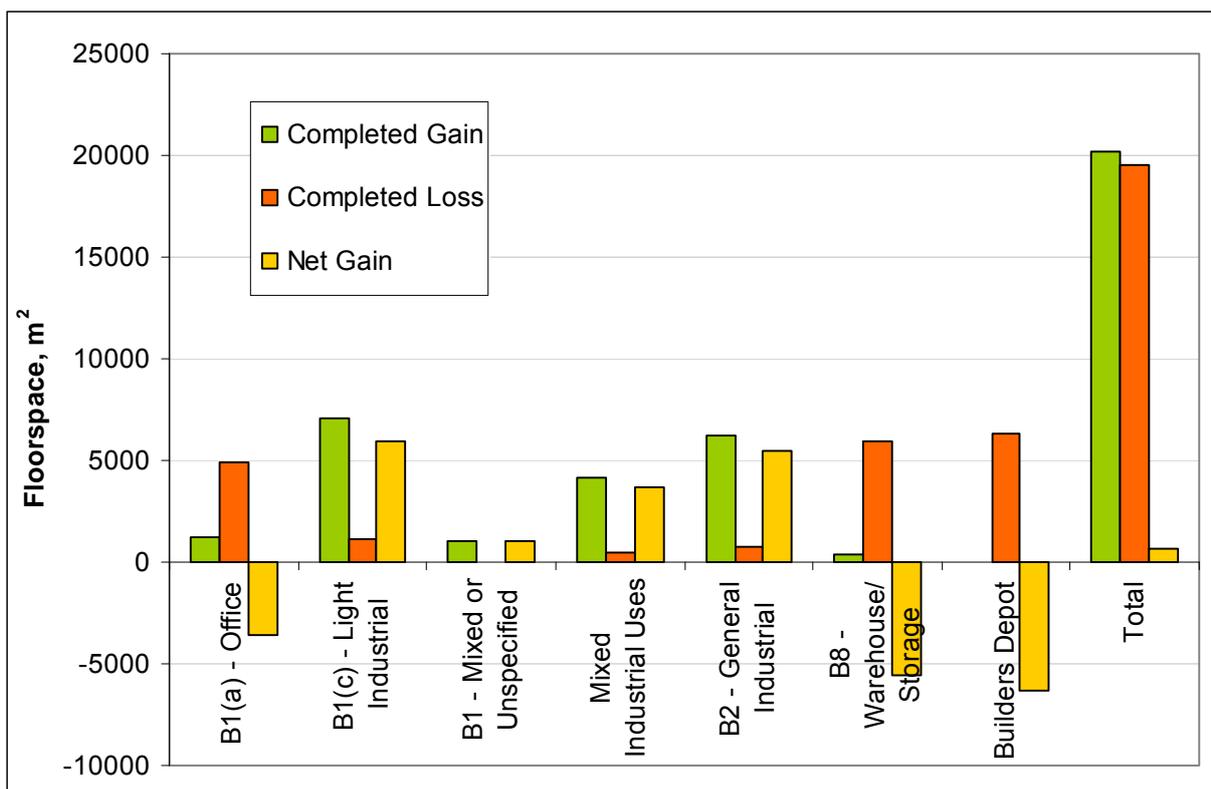
5.5.15 Table 8 below shows the percentage frontage occupied by A3, A4 and A5 in the western end of the Albert Road Specialist Commercial Area. The city council re-surveyed the Albert Road specialist area to which the limit on A3, A4 and A5 applies and while minor changes were made, the level of A3, A4 and A5 uses was found to remain slightly above the 35% threshold.

**Table 7: Percentage of A3/A4/A5 uses**

	Percentage of frontage occupied by A3/A4/A5 uses			
	2005/06	2006/07	2007/08	2008/09
<b>Albert Road Specialist Commercial Area (western end)</b>	35.27%	35.26%	35.27%	35.04%

**Total amount of additional employment floorspace by type**

5.5.16 Figure 6 overleaf depicts the total floorspace gains and losses for employment uses in Portsmouth during 2008/2009. This illustrates that there has been a net loss of 6331 m<sup>2</sup> of employment floorspace in Builders Depot, 5525 m<sup>2</sup> in B8 Warehouse/storage uses and 3617 m<sup>2</sup> in B1 (a) Office uses. However there has also been a considerable net gain of employment floorspace for several types of uses, the highest net gain being 5989 m<sup>2</sup> for B1 (c) Light Industrial uses and 5457 m<sup>2</sup> for B2 General Industrial uses. This shows a significant improvement comparing to the previous monitoring period when there was a net loss of employment floorspace for B2 General Industrial uses and B1 (c) Light Industrial uses. Overall there has been a net gain of 695 m<sup>2</sup> employment floorspace during the monitoring period 2008/2009 which is an improvement comparing to the previous monitoring period when a net loss of 4035 m<sup>2</sup> employment floorspace occurred.



**Figure 7: Employment floorspace gains and losses by type**

### **Employment land available**

5.5.17 There is 40.82 hectares of employment land allocated in Portsmouth City Local Plan 2001-2011 for a mix of B1/B2/B8 uses. Additionally on 31<sup>st</sup> March 2009 there were 17 outstanding planning permissions that comprised a total of approximately 46 ha of employment land for a mix of B1/B2/B8 uses. However the land area in hectares for the outstanding planning permissions can not be considered an accurate number therefore employment floorspace was decided to be used instead. In total 53,121 m<sup>2</sup> of employment floorspace is outstanding from which 16,504 m<sup>2</sup> are B1 use, 12,347 m<sup>2</sup> – B2 use and 24,270 m<sup>2</sup> – B8 use. All permitted employment uses during 2008/09 have been permitted outside allocated employment sites. However, 19 applications were permitted within policy DC30, which protect industrial areas and other existing employment sites for employment uses.

### **Total amount of employment floorspace coming forward on previously developed land**

5.5.18 All employment floorspace (gross) was completed on previously developed land during the monitoring period 2008/2009. There has been a distinct trend of 100% of employment floorspace being completed on previously developed land over last 5 monitoring years (since 2004/2005).

### **Number of primary employment sites / premises lost**

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

5.5.20 During the monitoring period a total of 251 m<sup>2</sup> (comparing to 4647 m<sup>2</sup> in 2007/08 and 1202 m<sup>2</sup> in 2006/07) of land designated as employment land under policy DC30 has been lost to other uses than B1, B2 or B8. This loss is made up of two permissions: one for change of B1 (a) office use of part ground floor to form ladies fitness club (D2) and other for installation of showroom/trade counter in a B8 unit. 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.

### **Total number of jobs**

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

**Table 8: Total number of jobs**

Year	Total number of jobs <sup>1</sup>	Number of gained or lost jobs comparing to the previous year	Total number of employee jobs <sup>2</sup>	Number of gained or lost jobs comparing to the previous year
1995	-	-	78,622	-
1996	-	-	88,257	+9,635
1997	-	-	98,322	+10,065
1998	-	-	99,300	+978
1999	-	-	96,700	-2,600
2000	120,000	-	100,300	+3,600
2001	122,000	+2,000	100,800	+500
2002	126,000	+4,000	102,800	+2,000
2003	120,000	-6,000	98,400	-4,400
2004	125,000	+5,000	102,700	+4,300
2005	124,000	-1,000	102,900	+200
2006	118,000	-6,000	96,800	-6,100
2007	119,000	+1,000	97,500	+700
<b>Total number of lost jobs between 2000 and 2007<sup>1</sup>:</b>				<b>1000</b>
<b>Total number of gained employee jobs between 1996 and 2007<sup>2</sup>:</b>				<b>9,243</b>

5.5.22 The highest total number of jobs between 2000 and 2007 has been in 2002 and 2004. After 2004 it has been slightly decreasing but data for 2007 show an increase of 1000 jobs. However in total there has been a loss of 1000 jobs between 2000 and 2007.

5.5.23 Total number of employee jobs which exclude self-employed, government supported trainees and HM Forces show similar trends comparing to the changes in total number of jobs. The highest number of total employee jobs was also monitored in 2002 and 2004/2005 which was followed by a significant decrease in 2006 and a slight increase in 2007. As the data for employee jobs is available for a much longer period than the total number of jobs, it is possible to assess progress towards the policy. Taking into account that this number does not demonstrate total number of jobs, the overall increase of 9,243 employee jobs between 1996 and 2007 indicates good progress towards the policy target.

5.5.24 The most recent data for 2008 was not available when preparing the Annual Monitoring Report. Decrease in number of jobs (both total and employee) can be expected in 2008 and 2009 due to the economic climate.

<sup>1</sup> Including self-employed, government supported trainees and HM Forces

<sup>2</sup> Excluding self-employed, government supported trainees and HM Forces

**Summary:**

- The town centres have experienced net gains in retail (A1 and A2) uses, decrease in office uses and no change in leisure uses. Overall there has been a net gain of town centre uses within town centres and a net loss of town centre uses in out of centre locations.
- Only 33.2% of new shops were completed in town centres indicating that policies controlling out of centre developments may need to be applied more strictly in order to direct more town centre uses to the town centres especially retail and leisure developments.
- There has been a net loss of office uses within town centres and in out of centre locations. However most of the 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 frontages of all units in the city centre and district centres have been reviewed. It is this data which has been used in the AMR so the frontage monitoring results in this AMR are more accurate and represents the most up-to-date information. However the percentage of shopping uses in the City Centre Principal Retail Area still remains slightly below the level specified in the policy.
- Vacancy levels in the town centres have also been reviewed and the updated information demonstrates that the highest levels of vacant units can be monitored in the city centre and Fratton. Despite the unfavourable economic climate some action must be taken to reduce the amount of vacancies in these town centres.
- The reviewed data also demonstrates that the percentage of food and drink uses in Albert Road West remains at the limit stipulated by the policy.
- Only small amount of land designated as employment land under DC30 has been lost to other than primarily industrial or business uses. This indicates that the policy is being applied to restrict the change of use or redevelopment of land protected for employment uses.
- In recent years there has been a loss of jobs in Portsmouth but overall the city has been on track for meeting the policy target of creation of new jobs set for the period between 1996 and 2011.

## Objective 6 - Housing

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

### Indicators:

●	<i>Plan period and housing targets</i>	<b>Core output H1</b>
●	<i>Net additional dwellings – in previous years</i>	<b>Core output H2(a)</b>
●	<i>Net additional dwellings for the reporting year</i>	<b>Core output H2(b)</b>
●	<i>Likely future levels of housing delivery for at least the next 15 years or up to the end of the plan period</i>	<b>Core output H2(c)</b>
●	<i>Managed delivery target</i>	<b>Core output H2(d)</b>
●	<i>Number of new and converted homes built on previously developed land</i>	<b>Core output H3</b>
●	<i>Net additional pitches (Gypsy and Traveller)</i>	<b>Core output H4</b>
●	<i>Gross affordable housing completions</i>	<b>Core output H5</b>
●	<i>Housing Quality – Building for Life Assessments</i>	<b>Core output H6</b>
●	<i>Density of new residential development</i>	<b>Local output</b>
●	<i>Number of dwellings on allocated housing sites / windfall</i>	<b>Local output</b>

5.6.1 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. The following indicators show how Portsmouth is currently performing on housing delivery.

#### **Plan period and housing targets**

5.6.2 Portsmouth's housing target as set out in the 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**

5.6.3 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 9: Net additional dwellings for the previous 5 years**

	2003/04	2004/05	2005/06	2006/07	2007/08
<b>Net additional dwellings</b>	577	737	634	526	712

**Net additional dwellings for the reporting year**

5.6.4 A total of **1309** net additional dwellings were completed in Portsmouth during the current monitoring period of 2008/09. This exceeds the annual target of 735 units by 78% (574 units). Moreover the number of units delivered this year greatly exceeds that of the previous monitoring period by 597 dwellings.

**Net additional dwellings - in future years**

5.6.5 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 703.8 dwellings and this is detailed in table 11 below. As this report is being compiled halfway through the monitoring year of 2009/10 the *anticipated* net completions for this year are included.

**Table 10: Remaining housing requirements for the South East Plan period to 2026 and annualised target**

<b>SE Plan target 2006-2026</b>	<b>14,700</b>
Less 2006/07 completions	526
Less 2007/08 completions	712
Less 2008/09 completions	1,309
Less 2009/10 <i>anticipated</i> completions	892
<b>SE Plan target 2009-2026</b>	<b>11,261</b>
<b>Average annual target for remaining 16 years of SE Plan period to 2026</b>	<b>703.8</b>

5.6.6 Since the monitoring period a Strategic Housing Land Availability Assessment (SHLAA) for Portsmouth has been produced. The draft SHLAA covers the period 1<sup>st</sup> April 2008 to 31<sup>st</sup> March 2026 and shows likely future levels of housing delivery together with the phasing of sites.

**Table 11: Likely future levels of housing delivery from 1<sup>st</sup> April 2010**

Phase	Time Period	RSS requirement	Net delivery of dwellings	Difference to RSS requirement	Running difference to RSS requirement
0-5 years	2010/11 - 2014/15	3,519 (703.8 p.a.)	3,495	-24	-24
6-10 years	2015/16 - 2019/20	3,519	5,156	+1637	+1613
11-15 years	2021/22 - 2024/25	3,519	3,032	-487	+1126
15+ years	2025/26	704	185	-519	+607
<b>Totals</b>		<b>11,261</b>	<b>11,868</b>		

5.6.7 As illustrated in table 11 above, Portsmouth is able to demonstrate a 5 year supply of land suitable for housing development from the base date of 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2015. A 6-10 year supply of housing land can also be demonstrated. Over the remainder of the South East plan period to 2026, the authority can meet its requirement (less the anticipated completions from

2009/10) of 11,261 dwellings.

- 5.6.8 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 2.

**Managed delivery target**

- 5.6.9 The graph overleaf details Portsmouth City Council's managed delivery of housing in the form of a trajectory over the remainder of the South East Plan period to 2026. The housing trajectory takes information from the 2009 Housing Schedule, which details the likely phasing of large sites with planning permission, and the anticipated phasing of sites from the 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 South East Plan target of 14,700 can be met and possibly exceeded. The housing trajectory overleaf demonstrates that a total of 15,307 net additional dwellings could be provided between 2006 and 2026 which is 104% of the South East Plan target.

**Number of new and converted homes built on previously developed land**

- 5.6.10 During 2008/09 100% 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. As a result there has been a distinct trend of 100% of housing being built on previously developed land over last 5 monitoring years (since 2004/2005).

**Net additional pitches (Gypsy and Traveller)**

- 5.6.11 During the monitoring period from 2008-09, no new Gypsy and Traveller transit or permanent pitches were provided in Portsmouth's local authority area.

**Gross affordable housing completions**

- 5.6.12 Between 1st April 2008 and 31st March 2009 a total of 492 gross social rented and intermediate housing units were completed (the schemes where these affordable dwellings were delivered are detailed at Appendix 4). This amounts to 34.8% of the gross number of dwellings completed during the whole monitoring period. This is a 151% (296 units) increase in the number of affordable units delivered during 2007/08 when only 196 affordable units were built.
- 5.6.13 As it was expected there is an increase in the number of affordable housing completions given that the threshold for development sites to provide affordable housing has decreased. This year the increase in the number of affordable homes completed is related to the fact that some of the permissions were gained in 2006 when the new policy had started.
- 5.6.14 The council's target for affordable homes delivered through the planning system is 500 over the three year period from 2007-2009 (Portsmouth Housing Strategy 2005-2010), which equates to 166 per year. Monitoring has indicated

that this target was exceeded in 2007/08 as 196 affordable units were completed and also in 2008/2009 as 492 affordable units were completed.

**Housing Quality – Building for Life Assessments**

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

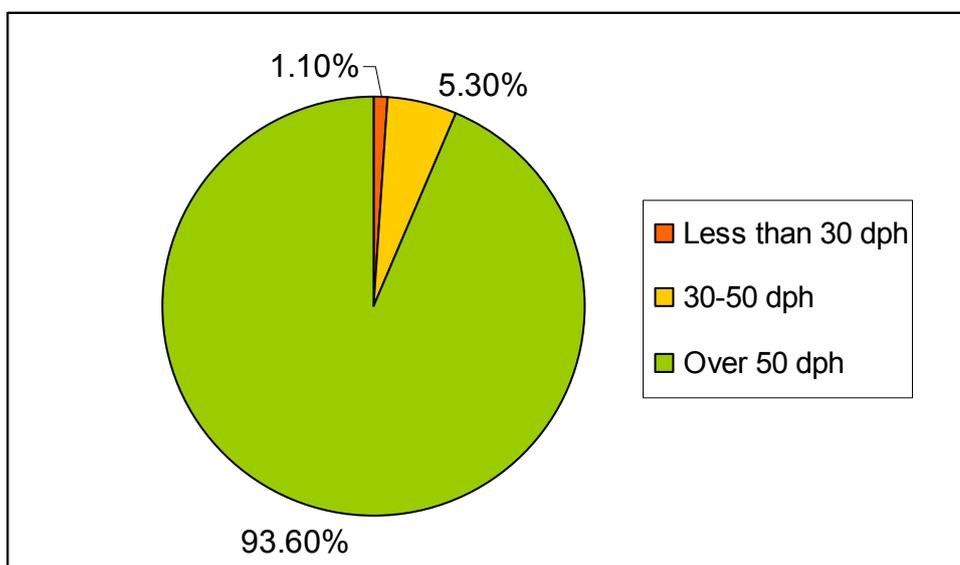
**Table 12: Building for Life assessment results**

Address	Score	Assessment
Admiralty Quarter	17.5	Very good
Former John Pounds centre (Site 2)	15	Good
Priory View, Victoria Road North/Northumberland Road	14.5	Good
Mulvany Court, Cumberland Road	14	Good
Collins Place, Victoria Road North	14	Good
Pink Court, Fratton Road/Sandringham Road	14	Good
Deleval House (Site 1), Queen Street	13	Average
1A Fatcher School, Drayton Lane	12	Average
The Arts Centre, Reginald Road	10	Average
36 Granada Road	8.5	Poor

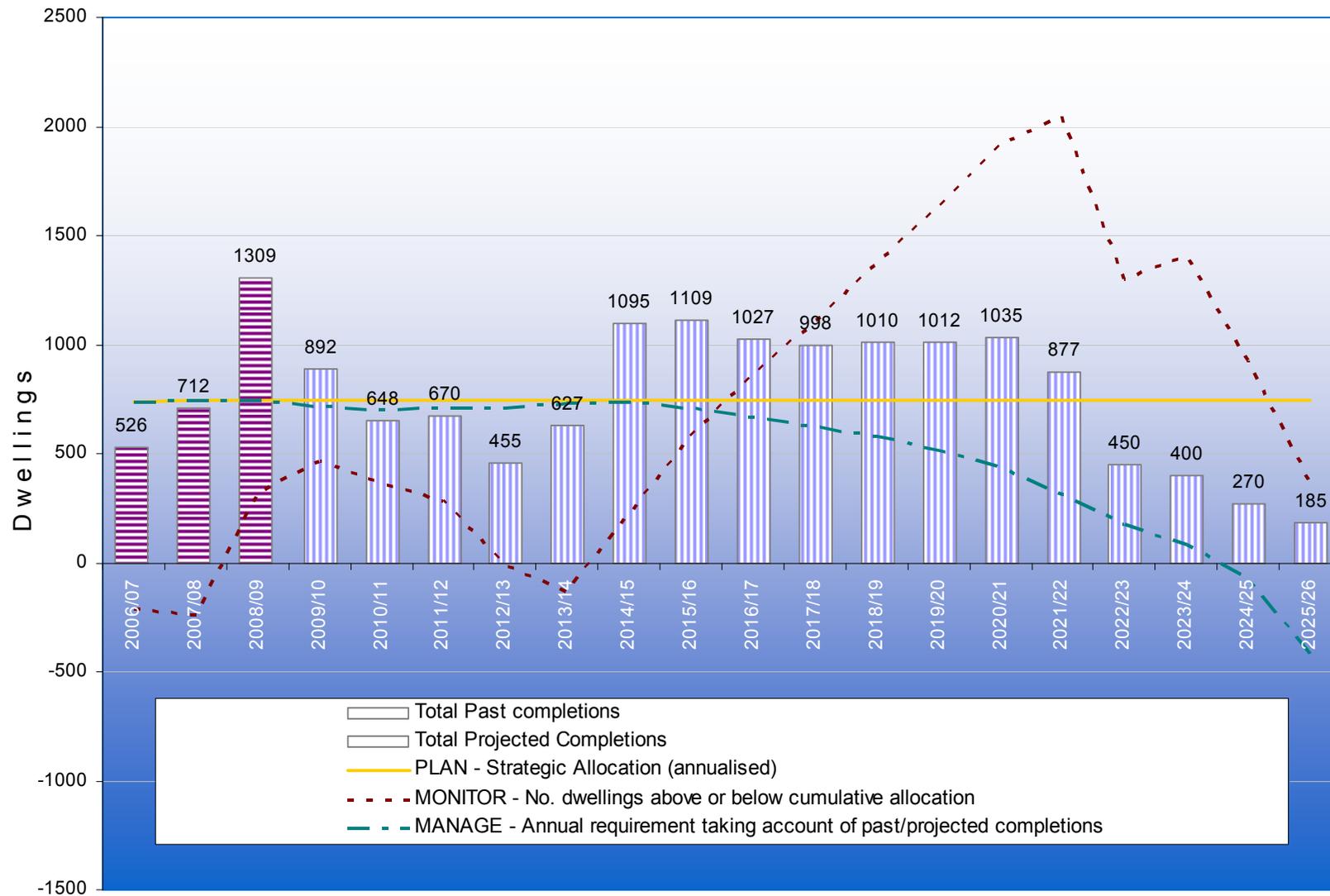
5.6.16 One of the new build completions has been rated as ‘very good’ and five have been rated as ‘good’ demonstrating high level of quality in new housing development. Only one of the completions scored a low result and was described as ‘poor’. Overall the majority of new build completions (80%) scored a result between 10 and 15 points out of 20 which is ‘average’ or ‘good’.

**Density of new residential development**

5.6.17 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 2008/09 monitoring period.



**Figure 8: Density of residential development completed in 2008/09**



**Figure 9: Portsmouth's 2009 Housing Trajectory**

5.6.18 93.6% of residential development in Portsmouth has taken place at high densities of over 50 dwellings per hectare in 2008/09 which represents an overall trend of high density residential development during last 4 monitoring periods (since 2005/2006). There has been a minor increase in the percentage of low density residential development (below 30 dwellings per hectare) comparing to the previous monitoring period (it was 0.6% in 2007/08) which relates only to small number of residential dwellings and therefore can not be considered as an overall trend.

**Number of dwellings on allocated housing sites/ windfall sites.**

5.6.19 During the monitoring period, there was a net gain of 348 dwellings on allocated housing sites and 961 dwellings on windfall sites which had not previously been allocated. Therefore 26.6% of the housing delivered in the monitoring period came forward on allocated housing sites and 73.4% - on windfall sites.

5.6.20 It is expected that there will be an increase of the number of dwellings coming forward on identified housing sites during the next monitoring period as the Strategic Housing Land Availability Assessment (SHLAA) was published in September 2009 and sites specified in the SHLAA will not be treated as windfall sites, in line with paragraph 59 of PPS 3 .

**Summary:**

- The target of providing 735 dwellings for 2008/09 has been met and exceeded by 574 units. Moreover estimated future supply of housing indicates 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 (from 1<sup>st</sup> April 2010 till 31<sup>st</sup> March 2015) supply is 3,519 dwellings and it is estimated that a total of 3,495 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 and the number of completed affordable units has increased greatly comparing to the previous monitoring period.
- Densities of new residential development within the city are high at more than 50 dwellings per hectare.
- 26.6% of the housing delivered in the monitoring period came forward on allocated housing sites. It is expected that the percentage will be considerably higher in the next monitoring periods.

## Objective 7 - Pollution & Amenity

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

### Indicators:

- |   |   |                     |
|---|---|---------------------|
| ● | <i>Amount of renewable energy generation by installed capacity and type</i>   | <b>Core output</b>  |
| ● | <i>Progress towards air quality objectives</i>  | <b>Local output</b> |
| ● | <i>Number of planning permissions granted contrary to advice from Environment Agency on flooding or water quality grounds</i> | <b>Core output</b>  |
| ● | <i>Percentage CO<sub>2</sub> reduction from local authority operations (NI 185)</i>   | <b>Local output</b> |

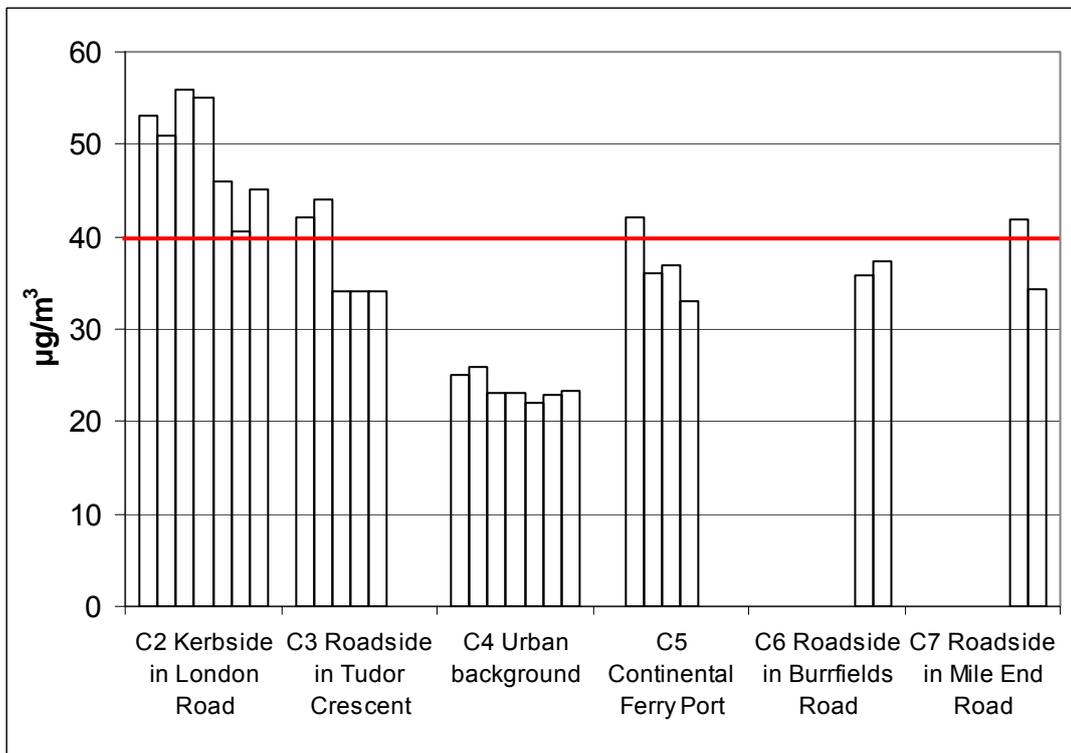
### Renewable energy

- 5.7.1 Use of renewable energy sources is one of the aims incorporated in national and regional policies. The Government's targets for renewable energy are that 10% of UK electricity needs should be met by renewable sources by the end of 2010. The UK will also contribute to a binding EU target of 20% of energy consumption to come from renewable sources by 2020. On regional level South East Plan sets out minimum regional targets for electricity generation from renewable sources (NRM 13) - 2010: 620MW of renewable energy installed (5.5% of generation capacity); 2016: 895MW (8%); 2020: 1,130MW (10%); 2026: 1,750MW (16%). These targets are further distributed on sub-regional level providing indicative sub-regional targets for land-based renewable energy (NRM 14). Portsmouth belongs to the Hampshire and Isle of Wight sub-region therefore it must contribute to achieving the following targets:
- 2010 Renewable Energy Target of 115MW;
  - 2016 Renewable Energy Target of 122MW.
- 5.7.2 The local level policy DC23 of Portsmouth City Local Plan 2001-2011 supports the contributions towards the development and use of renewable and alternative sources of energy although there are no local targets incorporated into the plan.
- 5.7.3 So far it has been difficult to obtain data for monitoring the contributions towards policy targets. The latest data available can be found in Regional Monitoring Report 2008 showing 2.627MW of renewable energy capacity installed in Portsmouth during 2008 (excluding offshore wind). That means that there has been a positive increase of 2.627MW comparing to the previous year (2007). However available data is incomplete and does not fully correspond to the definition of the core output indicator preventing efficient monitoring of the progress.

### **Progress towards air quality objectives**

5.7.4 During the previous 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.

5.7.5 The figure below illustrates the nitrogen dioxide concentration records between 2002 and 2008 in each continuous monitoring station. 2008 was the second monitoring year when data was collected in Burrfields Road station (C6) and Mile End Road station (C7). The last data for Tudor Crescent station (C3) and Continental Ferry Port station (C5) were obtained for year the 2006. Overall nitrogen dioxide will be monitored continuously only at four locations (C2, C4, C6, C7).



**Figure 10: Nitrogen dioxide concentration records between 2002 and 2008 in each continuous monitoring station**

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

5.7.6 The National Air Quality Objective for nitrogen dioxide is annual mean of 40  $\mu\text{g}/\text{m}^3$  and in 2008 it has only been exceeded at London Road continuous monitoring station (C2). The 2008 measured annual mean concentrations increased at Site C2, C4 and C6 compared to those of the 2007. However the annual mean of nitrogen dioxide dropped below the annual mean target at Mile End Road from 41.91  $\mu\text{g}/\text{m}^3$  to 34.37  $\mu\text{g}/\text{m}^3$ . This significant decrease in

nitrogen dioxide levels could be attributed, according to our traffic engineers to the drop in road traffic flows across the City in 2008.

- 5.7.7 PM10 (particles measuring 10 micrometers or less) concentrations are also monitored continuously at four locations (C2, C4, C6 and C7) in Portsmouth City. The 2007 and 2008 PM10 annual mean concentrations measured at all monitored locations across the City did not exceed the PM10 annual National Air Quality Objective of  $40 \mu\text{g}/\text{m}^3$ . The 2008 measured annual mean concentrations decreased at Site C2, C6 and C7 compared to those of the 2007 by  $5.23 \mu\text{g}/\text{m}^3$  on average. This significant decrease in PM10 levels could be attributed to the same reason as decrease in nitrogen dioxide at Mile End Road station (drop in road traffic flows across the City in 2008).
- 5.7.8 The significant decrease in nitrogen dioxide levels at Mile End Road station and in PM10 levels at three (out of four) sites in Portsmouth, suggest that there is an increased awareness of air quality issues in planning applications and that the SPD on the Air Quality and Air Pollution is effective.

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

- 5.7.9 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.
- 5.7.10 For the year 2008/2009 the Environment Agency objected to eight planning applications on the grounds of flood risk. Three of the objections were on the grounds that the site is at risk of being inundated with flood water; two of the objections were on the grounds that an inadequate Flood Risk Assessment (FRA) had been submitted; another two of the objections were on the grounds that the Sequential Test had not been adequately demonstrated and one objection was on the grounds that not enough information to assess the risk properly has been provided.
- 5.7.11 Six of the applications were consequently refused. Two appeals on refusals were received but both were dismissed. One of the applications remains undetermined and one was granted conditional permission. The conditional permission included a set of conditions that overcame the original objections of the Environment Agency and received affirmative comment that the building is likely to remain unaffected by internal flooding over the proposed lifetime of the development. Overall no planning permissions were granted contrary to advice from Environment Agency on flooding grounds.
- 5.7.12 During the monitoring period the Environment Agency objected to only one application on the grounds of water quality. This application still remains undetermined.

**Percentage CO<sub>2</sub> reduction from local authority operations**

- 5.7.13 The aim of this indicator is to measure the progress of local authorities in reducing CO<sub>2</sub> emissions from the relevant buildings and transport used to deliver their functions and to encourage them to demonstrate leadership on tackling climate change. Measurement against this indicator requires each local authority to calculate its CO<sub>2</sub> emissions from analysis of the energy and fuel

use in their relevant buildings and transport, including where these services have been outsourced.

5.7.14 As this indicator is a year on year measured reduction of CO<sub>2</sub> emissions, the data produced for the first monitoring period 2008/09 will be used as a baseline for the next monitoring periods. The table overleaf shows the overall CO<sub>2</sub> emissions from Portsmouth City Council operations.

**Table 13: CO<sub>2</sub> emissions from Portsmouth City Council operations**

<b>Building and street lighting emissions (kg):</b>	39,353,440
<b>Transport emissions (kg):</b>	2,280,000
<b>Total (kg):</b>	41,633,440

5.7.15 However the numbers shown in the table above can not be considered completely accurate due to the various difficulties in data collection process which hopefully will be solved in near future (PCC predicts that accurate data for buildings and street lighting emissions will be received already next year, but improving of the data collection process for transport emissions might take up to 2 years). Together with the increase in data accuracy, there might also be an increase in the amount of CO<sub>2</sub> emissions therefore this indicator might show underperformance during next few years.

5.7.16 Moreover Portsmouth City Council is committed to reducing its carbon emissions by 30% from operational buildings, transport and waste by 2014 against 2007/08 baseline (Carbon Reduction Plan). The estimated annual carbon reductions are depicted in the table below:

**Table 14: Portsmouth City Council carbon reduction targets till 2014**

	<b>2008/09 and 2009/10 savings</b>	<b>2010/11 savings</b>	<b>2011/12 savings</b>	<b>2012/13 savings</b>	<b>2013/14 savings</b>
<b>Tonnes CO<sub>2</sub></b>	6.25k	4.87k	4.65k	4.31k	4.19k

5.7.17 It will be possible to assess the progress towards meeting the targets after the next monitoring period as the table above shows a cumulative total of savings from 2008/09 – 2009/10.

**Summary:**

- 2.627MW of renewable energy capacity was installed in Portsmouth during 2008 (excluding offshore wind).
- Urban background air quality data show minor increase in nitrogen dioxide and PM10 annual mean concentrations however both concentrations are well below National Air Quality Objectives suggesting satisfactory progress towards air quality objectives.
- Significant increase of nitrogen dioxide concentration has been monitored in one location in the city however considerable decreases in PM10 and nitrogen dioxide levels have occurred in several locations.
- No applications were approved against the Environment Agency's advice on flood risk or water quality grounds.
- A new indicator on CO<sub>2</sub> emissions has been introduced and current data will be used as a baseline for the assessment of the performance in the future.

## Objective 8 - Community

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

### Indicators:

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

### Provision of infrastructure

5.8.1 Policy DC7 in Portsmouth City Local Plan 2001-2011 sets a condition that new development will only be permitted where the city council is satisfied that appropriate and timely provision has been made for the necessary infrastructure to serve the development. During the monitoring period, there have been 8 planning applications where DC7 was referred to in the decision. 6 of the planning applications received conditional permissions but 2 were refused. In case of both refusals it was noted that the development does not make provisions to secure appropriate contributions towards education infrastructure. However, most of the development proposals that received conditional permissions had to secure appropriate drainage for the new development in order to reduce the risk of flooding.

### Community facilities

5.8.2 Table below shows number of gained and lost community facilities (including health and education) during 2008/2009.

**Table 15: Community facilities gains and losses during 2008/09**

<b>Number of community facilities gained during 2008/2009</b>	<b>Number of community facilities lost during 2008/2009</b>
2 Nurseries	1 Nursery
1 Surgery and pharmacy	1 Doctors Surgery
1 Dental surgery	1 Public Hall
1 Chiropractic clinic	1 Indoor Leisure Use
1 Medical/health service use	
2 Places of worship	
1 Training centre	
1 Fitness Club	
1 Gymnastics Centre	
<b>Total: 11 gained</b>	<b>Total: 4 lost</b>
<b>Net gain: 7 community facilities</b>	

5.8.3 In total there has been a net gain of 7 community facilities during 2008/09 which is more than in previous monitoring period when no net gain or loss of community facilities occurred.

**Summary:**

- Monitoring data has demonstrated that policy DC7 works to ensure that both appropriate social and physical infrastructure is secured in order to bring long term benefits to the vicinity and its community.
- There has been a net gain of 7 community facilities (including health and education).

## 6. SOUTHSEA TOWN CENTRE AREA ACTION PLAN

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

### Indicators:

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

#### **Visitor numbers to the town centre**

- 6.1 Due to technical problems with data processing, the data on the number of visitors to the town centre is unavailable for this monitoring period.

#### **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.

**Table 16: Percentage of A1 frontage**

	Percentage of A1 frontage				
<b>Southsea primary frontage</b>	2004/05	2005/06	2006/07	2007/08	2008/09
	83.93%	84.56%	85.36%	85.36%	84.59%

6.3 The table above shows that the percentage of A1 shops has remained well above the 75% threshold during the monitoring period 2008/09. 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 current level of A4/A5 uses in the secondary frontage. Based on applicant claims and following complaints, the city council resurveyed the secondary areas of Southsea Town Centre and reviewed the premises whose use was questioned. As a result the frontage monitoring data has been updated and the most recent data demonstrates that the 8% threshold for A4/A5 uses in the secondary frontage has not been exceeded.

**Table 17: Percentage of A4/A5 frontage**

	Percentage of A4/A5 frontage	
<b>Southsea secondary frontage</b>	2007/08	2008/09
	10.13%	7.71%

**Percentage of vacant units in the centre**

6.6 The table below shows that the percentage of vacancies in the Southsea primary frontage. The frontages of all units in district centres have been reviewed and it is this data which has been used in the AMR, so the vacancy results in this AMR are not strictly comparable to the previous AMRs. Overall the percentage of vacant units in 2008/09 was just over 4% and it is one of the lowest levels in the city.

**Table 18: Percentage of vacant units**

	Percentage of vacant units				
<b>Southsea primary frontage</b>	2004/05	2005/06	2006/07	2007/08	2008/09
	4%	1.58%	0.76%	1.72%	4.08%

**Number of A3 units in the secondary frontage**

6.7 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.

**Table 19: Percentage of A3 frontage**

	<b>Percentage of A3 frontage</b>	
	2007/08	2008/09
<b>Southsea secondary frontage</b>	21.5%	19.65%

- 6.8 The table above shows that just under one fifth of the secondary frontage is in A3 use indicating that policy STC4 is working well. Thirty three of the units in the secondary frontage have an A3 use, with two of them being vacant. Overall the number of A3 units demonstrates an increase in the number of A3 uses comparing to the previous monitoring period, but the percentage of A3 frontage has slightly decreased which can be explained with the reviews done on frontage monitoring data.

#### **Policy STC6 Markets and Events**

- 6.9 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 (the same number as during the previous monitoring year).
- Quarterly continental markets, specialist food markets attracting upwards of 4,000 visitors over each weekend were held in 2008, but not maintained in 2009 since it was not profitable for operators.
- Annual Food Festival held in the third weekend in May 2008 attracting 50,000 visitors over the weekend. In 2009 the festival was held in July and due to dates coinciding with the Race for Life visitor numbers were slightly higher than previous year.
- Fairy lights in November & The Festival of Christmas.

- 6.10 The summary of events and markets written above shows that there has been a slight decrease in number of markets and events held in Palmerston Road precinct – one of the markets has not been maintained in 2009 since it was not profitable. However markets and events that were maintained attracted the same or slightly higher number of visitors indicating that the policy is working satisfactorily.

#### **Policies STC10 Design and STC11 Shopfronts**

- 6.11 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, no applications were refused on design grounds.

#### **Policy STC12 Environmental Improvements**

##### **Contributions towards environmental improvements in the area**

- 6.12 Policy STC12 of the Area Action Plan requires new development proposals in the town centre to make a positive contribution towards the vitality of the area and the quality of the public realm.

- 6.13 In 2008/09 a total sum of £4,876 of contributions towards environmental improvements was secured through residential and non-residential applications, an increase of £3771 comparing to the previous monitoring period.

#### **Policy STC13 Palmerston Road Precinct**

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

- 6.14 The scope of this project has recently changed as a result of further public consultation. The revised programme is currently being discussed and developed. Further action also depends on the success of a bid for additional funding.

#### **Policies STC15 to STC17 Opportunity Sites**

##### **Progress towards the development of opportunity sites**

- 6.15 STC15 - Knight and Lee: John Lewis continues to occupy the store. Due to the economic climate the Portsmouth city centre scheme that included the John Lewis store intended to replace the Southsea store has not yet been implemented.
- 6.16 STC16 - Grosvenor Casino: the casino is still operating from this site.
- 6.17 STC17 - 14 to 18 Osborne Road units: 14-16 form part of a recent application to convert the adjacent Queens hotel to a mixed uses development comprising a health centre/retail unit at ground floor with 30 flats and hotel above. The city council has resolved to grant planning permission for the scheme (September 2009).
- 6.18 At No 18 Osborne Road Planning permission was granted in August 2008 for a change of use to A3 – a restaurant. This permission has been implemented.
- 6.19 Overall policies for two of the opportunity sites have not been implemented, as the occupiers who were expected to leave the sites when the AAP was written, are still operating from these sites. The policy for the third opportunity site has been part implemented, and planning permission has been granted for the remainder of the site, although this strictly falls into the monitoring year 2009/10.

**Summary:**

- The data on visitor numbers to the town centre is unavailable for the monitoring period 2008/09. The city council will be looking into solving the existing technical problems in the near future.
- There remain 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 does not exceed the 8% threshold demonstrating that the policy is working well.
- The vacancy rate within the main retail core area is one of the lowest in the city, 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.
- There has been a slight decrease in number of markets and events held in Palmerston Road precinct. However all the events that were maintained throughout the monitoring period attracted the same or slightly higher number of visitors indicating that the policy is working satisfactorily.
- During the monitoring year 2008/09, there has been progress towards the environmental improvements from new development and the total sum of contributions towards environmental improvements secured through residential and non-residential applications has been considerably higher than in the previous monitoring period.
- The policy for one of the opportunity sites has been partially implemented. No progress has been made on the other two sites as the occupiers are still operating from these sites.
- The implementation of improvements to Palmerston Road Precinct is being delayed and the revised programme for this project is currently being developed.

## **7. FUTURE MONITORING REPORTS**

- 7.1 This section outlines the new indicators that have been included in the annual monitoring report for the first time, sets out problems with data collection or identifies data that has not been collected and identifies how this will be addressed in future reports.
- 7.2 In total 3 new indicators have been included in this year Annual Monitoring Report for the first time:
- Previously developed land that has been vacant and derelict for more than 5 years;
  - Total number of jobs;
  - Percentage of CO<sub>2</sub> reduction from local authority operations.
- 7.3 Where possible, data was also retrieved for the previous monitoring periods in order to provide an assessment of the performance in comparison to the previous years. All the information for these indicators has been taken from reliable sources within the PCC or National Statistics and can be easily updated for the future monitoring reports.
- 7.4 Changes were also made to several other indicators as the accuracy of the data was reassessed:
- Percentage of SSSI's in favourable condition now demonstrates not only the overall assessment of the condition of each SSSI but also shows the condition of only those units of SSSIs that are located in Portsmouth District. However it has also been brought to light that not all of the data is updated every year and assessment of some of the units has last been done in 2001 or 2003. Unfortunately this problem can not be solved by PCC as the data is taken from Natural England data base.
  - Two indicators - Number of jobs created in retail and leisure and Number of jobs created in business and industry – have been replaced by one indicator – Total number of jobs, which is a lot more accurate and can be directly linked with the relevant policy in the Portsmouth City Local Plan 2001-2011.
  - As part of the work which is currently taking place on the core strategy, the frontages of all units in the city centre and district centres have been reviewed. It is this data which has been used in this year AMR and so the frontage monitoring results in this AMR are not strictly comparable to the previous AMRs. However this was a necessary action that will provide a lot more accurate data comparisons in future years.
  - Since 2006 the number of A1 uses permitted in the main town centres (Portsmouth city centre and Southsea town centre) has been compared with the number of permissions in the lower order district centres. This has been reported as a percentage, but no conclusions have been drawn from this in the past few monitoring reports. As retail development is entirely acceptable in district centres, there seems little merit in collecting this data. Policies do not restrict retail development in the district centres in favour of the town and city centre, so the indicator is not considered useful in monitoring the

council's retail policies. Indicators in percentages of A1 frontage, and the overall proportion of in-centre to out-of-centre development, as well as vacancy levels cover this adequately. This indicator has therefore been removed.

- 7.5 There are still unresolved problems with obtaining accurate information on the Amount of renewable energy generation by installed capacity and type as only total amount of installed renewable energy capacity can be obtained from Regional Monitoring Reports. PCC will continue looking into finding ways to acquire more accurate and more up-to-date data for this indicator.
- 7.6 There have been technical problems with data collection and processing for two indicators – the number of cycle trips in the city and the visitor numbers to the Southsea town centre, therefore this information is unavailable for the monitoring period 2008/09. The city council will be looking into solving the existing problems in the near future to ensure the data availability for the next monitoring reports.

## 8. CONCLUSIONS AND RECOMMENDATIONS

### Conclusions

- 8.1 This is the fifth Annual Monitoring Report for Portsmouth and overall it shows that with the LDS in force being very out of date and not in unison with the new regulations, several key milestones have not been met. The 2007 LDS is in urgent need of revision and will be updated in the near future.
- 8.2 The majority of the indicators demonstrate that the council's planning policies are working well or showing only minor underperformance against the targets/objectives. Only very few policies can be referred to as ineffective and action will be needed to ensure they achieve their objectives.

### Progress towards LDS

- 8.3 A number of milestones under the 2007 have not been met. Regulations were changed in 2008 and require a different set of milestones. The LDS is in urgent need of revision to take account of changes to the development plan regulations and the latest position regarding a realistic timetable for plan preparation. The work on the revised LDS is in progress and will be completed in the near future.

### Analysis of City Local Plan Policies

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

Performance				
Number of indicators	22	8	2	9

- 8.5 The majority of the indicators demonstrate good performance which means that the targets and objectives have either been met or data indicates progress towards the targets/objectives. A significant amount of indicators shows that there has been no change or minor underperformance against the targets and objectives. These indicators will need close attention in the following monitoring years. Two indicators demonstrate underperformance against the targets and objectives, one of which will require some action to ensure some improvement in the next monitoring years. The progress of the remaining indicators cannot be determined for various reasons (see the first section of this report for more detailed description).
- 8.6 Overall the AMR has demonstrated that the following policy areas are working particularly well:
- Heritage – no listed buildings have been lost through damage or demolition.
  - Natural environment policies are continuing to protect and improve existing open space and to prevent the loss of any areas of the biodiversity importance.
  - Employment – there has been a greater net gain of employment floorspace compared to the previous monitoring period. In addition all of the employment floorspace has been brought forward on previously developed

land and the council can demonstrate that there is employment land available in the city.

- Housing – the annual target of housing completions has been greatly exceeded and the future housing supply demonstrates that the overall South East Plan target can be met and slightly exceeded. In addition the council can demonstrate a 5 year supply of housing, and exceeds the targets for developing on previously developed land, density levels and affordable housing completions.
- The issue of flood risk is being taken seriously where the council follows advice from the Environment Agency and refuses applications on the grounds of flood risk.
- Community – there has been an increase in the number of community facilities in the city.

8.7 However there are areas where monitoring shows that policies not working effectively (red score) and action is needed to address this:

- Nature Conservation – the percentage of Portsmouth SSSIs meeting the PSA target is approximately 3 times below the national target. The council should aim to restrict any further decline in the SSSIs' condition. The presence of coastal defences contributes to this, but they are needed to protect the city. The city council can, however, ensure that the condition of the SSSIs is considered in the assessment of future plans and development proposals.
- The other indicator highlighted as red is the number of net additional dwellings in previous years (previous 5 year period). This indicator deals with the previous 5 years, so cannot be changed into the future. Performance in the current monitoring period has shown a marked improvement.

8.8 In addition, some indicators showing amber need to be monitored carefully into the future, to ensure they do not fall into the red category, and instead make their way towards green. The city council should consider the following:

- Action to increase the use of renewable energy sources.
- To increase funding for cycle schemes, for example through sustainable transport contributions, as major cycleway schemes are subject to the availability of finance.
- To apply policies restricting development of town centre uses in out of centre locations more strictly, especially retail and leisure developments.

8.9 Some data is unavailable for this monitoring period. The council will need to ensure that these policies can be assessed next year.

### **Analysis of Southsea Town Centre AAP policies**

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

<b>Performance</b>				
<b>Number of indicators</b>	4	2	0	4

- 8.11 Overall the indicators are demonstrating good or satisfactorily performance against the policy targets and objectives. There are no indicators showing major underperformance which allows the council to draw the general conclusion that Southsea Town Centre AAP policies are on track of achieving the targets/objectives.
- 8.12 The attention should be drawn to the percentage of A1 frontage in the town centre which has remained well above the threshold determined by the policy. The good performance of the policy has also been monitored in the secondary frontage where A4/A5 frontage levels have remained below the threshold. In addition the percentage of the vacant units in Southsea is one of the lowest in the city.
- 8.13 However, there has been a slight decrease in number of markets and events held in Palmerston Road precinct as one of the markets has not been maintained in 2009. The council should consider putting forward new ideas for the events in this area that might be more viable. In addition there have been delays in the implementation process of improvements to the Palmerston Road precinct in accordance with the adopted programme as the programme is currently being reviewed.

## APPENDIX 1: List of indicators

Topic	Indicator	Type of indicator	
<b>General background</b>	Population size & composition	Contextual	
	Level of crime	Contextual	
	Unemployment level	Contextual	
	Household income	Contextual	
	House price level	Contextual	
	Average SAP ratings for private housing stock	Contextual	
	Number of dwellings at risk from flooding	Contextual	
	Number and condition of dwellings in Portsmouth	Contextual	
	Changes in Peak Period Traffic Flow	Contextual	
	Volume of traffic	Contextual	
Topic	Indicator	Type of indicator	Performance
<b>Urban renaissance</b>	Progress towards the development of major regeneration sites in the City	Local output	●
	Previously developed land that has been vacant or derelict for more than 5 years (NI 170)	Local output	●
<b>Design and Heritage</b>	Number of listed buildings and total area covered by conservation areas.	Local output	●
	Number of applications refused on design grounds	Local output	●
<b>Natural Environment</b>	<b>Changes in areas of biodiversity importance</b>	<b>Core output – E2</b>	●
	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	●
<b>Transport</b>	Percentage of new residential development within <b>10/20</b> minutes walk of a GP, hospital, school, employment and major retail centre	Local output	●
	Non-residential development in high accessibility zones	Local output	●
	Progress towards transport proposals	Local output	●
	Contributions towards public transport, cycling and walking and preparation of green travel plans	Local output	●
	Number of cycle trips in the city	Local output	●
<b>Retail, town centres and the economy</b>	<b>Total amount of additional employment floorspace by type (gross and net) (e.g. B1, B2, B8)</b>	<b>Core output – BD1</b>	●
	<b>Total amount of employment floorspace (gross) on previously developed land – by type</b>	<b>Core output – BD2</b>	●
	<b>Employment land available – by type (B1 (a) (b) (c), B2, B8)</b> <b>(i) Sites allocated for employment uses in DPDs</b> <b>(ii) Sites for which planning permission has been granted for employment uses, but are not covered by (i)</b>	<b>Core output – BD3</b>	●
	<b>Total amount of floorspace for “town centre uses”</b>	<b>Core output – BD4</b>	●
	Amount of completed town centre uses in town centres and in whole the LA area	Local output	●
	Percentage of A1 frontage in City Centre	Local output	●

	Percentage of vacant frontage in town and district centres (excluding Southsea as reported separately)	Local output	●
	Proportion of A3/A4/A5 frontage in Albert Road Specialist Commercial Area	Local output	●
	Number of primary employment sites/premises lost	Local output	●
	Total number of jobs	Local output	●
<b>Housing</b>	<b>Plan period and housing target</b>	<b>Core output – H1</b>	●
	<b>Net additional dwellings in previous years (previous 5 year period)</b>	<b>Core output – H2 (a)</b>	●
	<b>Net additional dwellings for the reporting year (Duplicate of NI 154)</b>	<b>Core output – H2 (b)</b>	●
	<b>Net additional dwellings in future years (at least a 15 year period).</b>	<b>Core output – H2 (c) (Used for NI 159)</b>	●
	<b>Managed delivery target – housing trajectory graph</b>	<b>Core output – H2 (d)</b>	●
	<b>Number of new and converted homes (gross) built on previously developed land</b>	<b>Core output – H3</b>	●
	<b>Net additional Gypsy and Traveller pitches</b>	<b>Core output – H4</b>	●
	<b>Gross affordable housing completions</b>	<b>Core output – H5 (Duplicate of NI 155)</b>	●
	<b>Housing Quality – Building for Life Assessments</b>	<b>Core output – H6</b>	●
	Density of new residential development	Local output	●

	Number of dwellings on allocated housing sites / windfall	Local output	
<b>Pollution &amp; Amenity</b>	<b>Number of planning permissions granted contrary to Environment Agency advice on flooding or water quality grounds (only refer to unresolved objections)</b>	<b>Core output – E1</b>	
	<b>Amount of renewable energy generation by installed capacity and type</b>	<b>Core output – E3</b>	
	Progress towards air quality objectives	Local output	
	Percentage CO <sub>2</sub> reduction from local authority operations (NI 185)	Local output	
<b>Community</b>	Provision of infrastructure as part of new developments	Local output	
	Number of community facilities including health and education	Local output	
<b>Southsea Town Centre AAP monitoring</b>			
<b>Overall</b>	Visitor numbers to the town centre	Local output	
<b>STC2 to STC5</b>	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	
<b>STC6</b>	Number of markets, festivals and similar events held in the Palmerston Road precinct	Local output	

<b>STC10 and STC11</b>	Number of planning applications refused on design grounds	Local output	
<b>STC12</b>	Contributions towards environmental improvements in the area	Local output	
<b>STC13</b>	Implementation of improvements to the precinct in accordance with the adopted programme	Local output	
<b>STC15 to STC17</b>	Progress towards the development of opportunity sites (Knight and Lee, Grosvenor Casino, 14-18 Osborne Road)	Local output	

## APPENDIX 2: Proposed revised Portsmouth Local Development Scheme

Please note this LDS has not yet formally agreed by the Government Office for the South East

DPD preparation programme by document type and stage						
	Public participation (Regulation 25)	Publication (Regulation 27)	Submission to SoS (Regulation 30)	Examination	Inspectors Report	Adoption
<b>Core Strategy</b>	From November 2006	November / December 2010	February 2011	June 2011	October 2011	January 2012
<b>Site Allocations DPD</b>	From September 2008	November / December 2011	February 2012	June 2012	October 2012	January 2013
<b>Somerstown and North Southsea AAP</b>	From November 2004	February / March 2010	May 2010	September 2010	February 2011	April 2011
<b>Minerals &amp; Waste Core Strategy</b>	From February 2009	December 2010	March 2011	June 2011	September 2011	November 2011
<b>Waste Sites DPD</b>	From February 2009	December 2010	March 2011	October 2011	January 2012	March 2012
<b>Minerals Sites DPD</b>	From February 2009	December 2010	March 2011	October 2011	January 2012	March 2012

## APPENDIX 3: 5 year housing supply (2010/2015)

### IDENTIFIED 5 YEAR HOUSING SUPPLY AT 1<sup>ST</sup> APRIL 2010

#### Elements of supply

Large sites (10+ units) with planning permission	921
Small sites (5-9 units) with planning permission	154
SHLAA sites	1004
Windfall sites (1-4 units)	500
SHLAA Strategic sites	916
Total:	3495

#### Large sites with planning permission

ADDRESS	ANTICIPATED COMPLETIONS 2010-2015
EAST WING ST MARYS HOSPITAL, MILTON ROAD, PORTSMOUTH	29
BRYNWELL BUILDERS YARD, 207-217 COPNOR ROAD, COPNOR, PORTSMOUTH	14
LAND BETWEEN PERONNE ROAD/YORK TERRACE, HILSEA, PORTSMOUTH	63
FMR WIGHTLINK WORKSHOPS, 102 BROAD STREET, PORTSMOUTH	14
ROYAL BEACH HOTEL, ST HELENS PARADE, SOUTHSEA, PORTSMOUTH	82
MEON HOUSE, 78 HIGH STREET, COSHAM, PORTSMOUTH	22
DOYLE COURT, 443 LONDON ROAD, NORTH END, PORTSMOUTH	11
(REAR OF 60-70 FRATTON RD) CORNER OF CORNWALL ROAD/CLAREMONT ROAD, FRATTON, PORTSMOUTH	13
REAR OF FORMER BAPTIST CHURCH & THE LANYARD PH, HEATHFIELD ROAD, PORTSMOUTH	10
PARK MANSIONS, MAGDALA ROAD, COSHAM	18
CHURCH HALL, 151 FAWCETT ROAD, SOUTHSEA	21
176 LONDON ROAD, NORTH END, PORTSMOUTH	14
93 CLARENDON ROAD & 6-8 GRANADA ROAD, SOUTHSEA	13
FORMER MOD MARRIED QUARTERS, HALLIDAY CRESCENT, EASTNEY, SOUTHSEA	134

FORMER TRANSPORT MUSEUM, 48-54 BROAD STREET, OLD PORTSMOUTH	25
111-115 NEW ROAD, BUCKLAND	7
HILSEA MOTOR TRANSPORT DEPOT, MATAPAN ROAD, HILSEA	16
SAVOY BUILDINGS, SOUTH PARADE, SOUTHSEA, PORTSMOUTH	92
FORMER RENAULT GARAGE, 128 MILTON ROAD, PORTSMOUTH	98
HIGHBURY COLLEGE, DOVERCOURT ROAD, COSHAM, PORTSMOUTH	165
SITE AT CLAREMONT ROAD, R/O 44-48 FRATTON ROAD, FRATTON, PORTSMOUTH	14
ALLIANCE HOUSE AND ST MARYS ARMS PH, ST MARYS ROAD, PORTSMOUTH	32
205 GOLDSMITH AVENUE, SOUTHSEA, PORTSMOUTH	14
TOTAL:	921

**Small sites with planning permission**

<b>ADDRESS</b>	<b>ANTICIPATED COMPLETIONS 2010-2015</b>
190 ALBERT ROAD, SOUTHSEA	4
1-3 ALMA TERRACE AND LAND REAR OF 217-223 HIGHLAND ROAD, SOUTHSEA	5
56 & 58 DEVONSHIRE AVENUE, SOUTHSEA	5
GARAGE THE CROWS NEST PORTSDOWN HILL ROAD, PORTSMOUTH	3
30 ST RONANS ROAD, SOUTHSEA	5
5 CLARENCE PARADE, SOUTHSEA	3
108-112 ELM GROVE, SOUTHSEA	6
THE OCEAN HOTEL AND APARTMENTS, 8-10 ST HELENS PARADE, SOUTHSEA	6
35 OSBORNE ROAD, SOUTHSEA	6
LAKE HOUSE 12 ST HELENS PARADE, SOUTHSEA	2
117 HIGHLAND HOUSE LIDIARD GARDENS, SOUTHSEA	7
112 COPNOR ROAD, COPNOR, PORTSMOUTH	7
FLATS 1-4, 7 ST ANDREWS ROAD, SOUTHSEA	4
8-10 CAVENDISH ROAD, SOUTHSEA	8
DURNFORD COURT 52-56 PARKSTONE AVENUE, SOUTHSEA	5
THE TOWN HOUSE PORTLAND ROAD, SOUTHSEA	8

SITE AT CORNER OF INHURST ROAD, 218-222 LONDON ROAD, NORTH END, PORTSMOUTH	9
17-19 ST VINCENT ROAD, SOUTHSEA	9
ALL FLOORS AT SAVOY COURT, SOUTH PARADE, SOUTHSEA	9
193-199 KINGSTON ROAD, NORTH END, PORTSMOUTH	9
380-382 LONDON ROAD, NORTH END, PORTSMOUTH	8
295-297 HIGHLAND ROAD, SOUTHSEA	8
48A-E HIGH STREET, COSHAM, PORTSMOUTH	9
191 EASTNEY ROAD, SOUTHSEA	9
<b>TOTAL:</b>	<b>154</b>

### **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.

### **SHLAA Sites**

<b>REPORT NO</b>	<b>ADDRESS</b>	<b>ESTIMATED GAIN 2010-2015</b>
1	231 LONDON ROAD, HILSEA	14
2	415-425 EASTERN ROAD AND GARAGES TO THE REAR	15
4	COPNOR FIRE STATION, COPNOR ROAD, COPNOR	10
5	COSHAM CINEMA, HIGH STREET, COSHAM	50
6	FORMER COPNOR BOWLING GREEN, TANGIER ROAD, COPNOR	12
7	GARAGES TO THE REAR OF LEDBURY ROAD, PAULSGROVE	8
8	JERVIS ROAD CAR PARK, STAMSHAW	8
9	SITE BETWEEN 21 SECOND AVE & 23 THIRD AVE, COSHAM	8
10	LAND NORTH OF CLARENCE PARADE, SOUTHSEA	50
11	MARGARET HOUSE, WATERWORKS ROAD, DRAYTON	20
12	MONEYFIELDS SPORTS CLUB, COPNOR	40

13	NORTH END CINEMA, LONDON ROAD, NORTH END	54
14	POMPEY CENTRE PHASE IV	31
15	314A FRATTON ROAD, FRATTON	6
17	SOUTHSEA UNITED REFORM CHURCH, VICTORIA ROAD SOUTH, SOUTHSEA	8
18	THE QUEENS HOTEL, OSBORNE ROAD, SOUTHSEA	60
19	WATTS ROAD CAR PARK, LANDPORT	15
20	WHIPPINGHAM CLOSE GARAGES, COSHAM	5
21	1-8 WHITCOMBE GARDENS, COPNOR	16
22	10-19 WHITCOMBE GARDENS, COPNOR	11
25	119 ELM GROVE, SOUTHSEA	4
28	BROADWAY GARAGE, HAVANT ROAD, DRAYTON	20
29	CITY MUSEUM AND RECORDS OFFICE, MUSEUM ROAD, SOUTHSEA	20
31	CORNER OF ALBERT ROAD (SOUTHSEA) AND HENLEY ROAD, SOUTHSEA	6
32	CORNWALL ROAD CAR PARK, FRATTON	7
33	FORMER KWIKSAVE, STUBBINGTON AVENUE, NORTH END	10
34	FORMER SOUTHAMPTON ROAD PETROL STATION, PAULSGROVE	10
37	GARAGES WEST OF EXMOUTH ROAD, SOUTHSEA	10
39	LONDON ROAD BUS DEPOT, HILSEA	25
42	LAND NORTH OF BRADFORD ROAD, FRATTON	15
44	REAR OF 54-192 SOUTHAMPTON ROAD, PAULSGROVE	20
47	SOUTHERN ELECTRIC, LOWER DRAYTON LANE, DRAYTON	121
48	DRAYTON DAIRY, STATION ROAD, DRAYTON	85
49	SOUTHSEA DEBENHAMS, PALMERSTON ROAD, SOUTHSEA	50
50	ST MARY'S HOSPITAL (WEST), MILTON ROAD, PORTSMOUTH	150
52	THE STACEY CENTRE, WALSALL ROAD, COPNOR	10
	TOTAL:	1004

### **SHLAA Strategic Sites**

<b>REPORT NO</b>	<b>ADDRESS</b>	<b>Estimated Gain 2010-2015</b>
3	CITY CENTRE	510

16	SOMERSTOWN	56
43	PORT SOLENT BOATYARDS	50
51	TIPNER	300
	TOTAL:	916

### SHLAA sites

Housing delivery has been assessed as follows:

- Suitability - 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 affected by extreme flood risk (see para 2.8.12 of the SHLAA), those needed for employment, protected open space and those covered by nature designations.
- Availability – the availability of a site was based on whether the site owner was known. If a site was in use then it was not considered available now and was put to a later delivery timeframe 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.

## APPENDIX 4: Affordable housing Completions 2008/09

### Section 106 sites delivering affordable housing

Address	Decision Date	Total number of units permitted on site	Affordable units permitted on site	Percentage of affordable units permitted	Affordable units completed in 2008-09
LAND KNOWN AS FORMER EAST WING OF ST MARYS HOSPITAL, MILTON ROAD	25/07/2007	162	37	23%	27
FORMER EAST SHORE SCHOOL, EASTERN ROAD	04/04/2008	93	28	30%	26
RN MOTOR TRANSPORT DEPARTMENT MATAPAN ROAD/FALKLAND ROAD	12/11/2007	90	27	30%	24
HISTORIC SHIPS' CAR PARK QUEEN STREET & 6-10 ADMIRALTY ROAD	31/10/2005	566	171	30%	74
FORMER JOHN POUNDS CENTRE AND KENT STREET ST JAMES'S STREET *	12/01/2007	122	42	34%	39
15 COMMON STREET (CASEY'S BAR) **	02/03/2007	102	20	20%	20
THE POMPEY CENTRE PHASE 4, LAND AT JUNCTION OF FRATTON WAY/ GOLDSMITH AVENUE	25/10/2006	167	50	30%	50

\* The affordable dwellings on this site were permitted on two applications. The totals shown in the table above combine them both.

\*\* This application is the affordable provision for The Royal Beach Hotel, St Helens Parade applications.

**Registered Social Landlord led sites**

<b>Address</b>	<b>Decision Date</b>	<b>Total number of units permitted on site</b>	<b>Affordable units permitted on site</b>	<b>Percentage affordable</b>
189 VICTORIA ROAD NORTH	28/02/2007	72	72	100%
150-156 FRATTON ROAD	07/12/2006	18	18	100%
LAND TO NORTH OF JUNCTION BETWEEN VICTORIA ROAD NORTH & NORTHUMBERLAND ROAD	28/02/2007	71	71	100%
LAND ADJ CUMBERLAND BUSINESS CENTRE NORTHUMBERLAND/ CUMBERLAND ROAD	08/12/2006	64	64	100%
41 ELM GROVE	18/04/2008	7	7	100%



Write to:

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Portsmouth, PO1 2AU  
Telephone: 023 9268 8633  
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