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GROWTH AND PROSPERITY OVERVIEW AND SCRUTINY PANEL

DATE: MONDAY 10 JANUARY 2011
TIME: 2PM
PLACE: COUNCIL HOUSE, NEXT TO THE CIVIC CENTRE

Committee Members–
Councillor Nicholson, Chair
Councillor Nelder, Vice Chair
Councillors Berrow, K Foster, Martin Leaves, Roberts, Mrs Stephens, Wheeler and Wright

Substitutes–:
Any Member other than a Member of the Cabinet may act as a substitute member provided that they do not have a personal and prejudicial interest in the matter under review.

Members are invited to attend the above meeting to consider the items of business overleaf.

Members and Officers are requested to sign the attendance list at the meeting.

Please note that, unless the Chair agrees, mobile phones should be switched off and speech, video and photographic equipment should not be used during meetings.

BARRY KEEL
CHIEF EXECUTIVE

GROWTH AND PROSPERITY OVERVIEW AND SCRUTINY PANEL

PART 1 (PUBLIC PANEL)

1. APOLOGIES

To receive apologies for non-attendance by panel members.

2. DECLARATIONS OF INTEREST

Members will be asked to make any declarations of interest in respect of items on this agenda.

3. MINUTES **(Pages 1 - 8)**

To confirm the minutes of the last meeting held on 8 November 2010.

4. CHAIR'S URGENT BUSINESS

To receive reports on business which, in the opinion of the Chair, should be brought forward for urgent consideration.

5. TRACKING RESOLUTIONS AND FEEDBACK FROM THE OVERVIEW AND SCRUTINY MANAGEMENT BOARD. **(Pages 9 - 12)**

The Panel will monitor the progress of previous resolutions and receive any relevant feedback from the Overview and Scrutiny Management Board.

6. WRITTEN UPDATE ON GOVERNMENT POLICY CHANGES **(Pages 13 - 14)**

The Panel will be provided with an update on Government Policy changes.

7. LOCAL DEVELOPMENT FRAMEWORK ANNUAL MONITORING REPORT **(Pages 15 - 112)**

The Panel will be provided with an update on the Local Development Framework Annual Monitoring Report.

8. LOCAL INVESTMENT PLAN

The Panel will be provided with a verbal update on the Local Investment Plan.

9. LOCAL ECONOMIC STRATEGY **(Pages 113 - 124)**

The Panel will be provided with an update on the Local Economic Strategy.

10. LOCAL TRANSPORT PLAN 3 UPDATE

The Panel will be provided with a verbal update on the Local Transport Plan 3.

11. HOUSING STRATEGY ISSUES AND OPTIONS PAPER (Pages 125 - 130)

The Panel will be provided with an update on the Housing Strategy.

12. QUARTERLY SCRUTINY REPORT (Pages 131 - 138)

The Panel will be provided with its quarterly scrutiny report.

13. WORK PROGRAMME (Pages 139 - 142)

To review the Panels work programme 2010/2011.

14. EXEMPT BUSINESS

To consider passing a resolution under Section 100A (4) of the Local Government Act 1972 to exclude the press and public from the meeting for the following item(s) of business on the grounds that it (they) involve(s) the likely disclosure of exempt information as defined in paragraph(s) of Part 1 of Schedule 12A of the Act, as amended by the Freedom of Information Act 2000.

PART II (PRIVATE PANEL)

MEMBERS OF THE PUBLIC TO NOTE
that under the law, the panel is entitles to consider certain items in private. Members of the public will be asked to leave the meeting when such items are discussed.

Nil.

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Growth and Prosperity Overview and Scrutiny Panel

Monday 8 November 2010

PRESENT:

Councillor Nicholson, in the Chair.
Councillor Mrs Nelder, Vice Chair.
Councillors Berrow, K Foster, Mrs Nicholson (substitute), Roberts, Mrs Stephens, Wheeler and Wright.

Apologies for absence: Councillor Martin Leaves

Also in attendance: Gill Peele - Business Manager for Development and Regeneration, Jonathan Fry - Policy and Performance Officer, Phil Heseltine - Head of Transport Strategy, Sunita Mills - Transport Strategy & Spatial Development Controller and Councillor Wigens - Cabinet Member for Transport, Matt Garrett - Housing Options Manager, Stuart Palmer - Assistant Director for Strategic Housing and Clive Turner – Chief Executive for Plymouth Community Homes.

The meeting started at 2.00 pm and finished at 5.10 pm.

Note: At a future meeting, the committee will consider the accuracy of these draft minutes, so they may be subject to change. Please check the minutes of that meeting to confirm whether these minutes have been amended.

51. DECLARATIONS OF INTEREST

There were no declarations of interest made by Councillors in accordance with the code of conduct.

52. MINUTES

Agreed that the minutes of the meeting held on 18 October 2010 were confirmed as a correct record.

53. CHAIR'S URGENT BUSINESS

There were no items of Chair’s Urgent Business.

54. TRACKING RESOLUTIONS AND FEEDBACK FROM THE OVERVIEW AND SCRUTINY MANAGEMENT BOARD

The Chair updated the Panel on their tracking resolutions and feedback from the Overview and Scrutiny Management Board.

With regards to tracking resolutions, the Panel was informed that –

(a) with regards to minute 36, 13 September 2010, the clarification of the scope of sustainability and climate change which was to provided by the Director for Development and Regeneration would be submitted to the next Panel meeting on 10 January 2011;

(b) with regards to minute 48 (xvii), the Assistant Director for Economic Development would update Members at the 10 January 2010 meeting on the prime tourism assets which were currently under utilized.

With regards to feedback from the Overview and Scrutiny Management Board the Panel was informed that the Review of Community Events and Road Closure Policy Task and Finish Group report and its recommendations were to be commended to the Cabinet Member for Transport.

55. **WRITTEN AND VERBAL UPDATE ON GOVERNMENT POLICY CHANGES**

The Panel was provided with a written briefing report on Government Policy Changes.

Agreed that, as a result of this update, the following information be provided to the Panel:

1. changes to planning requirements to be submitted to the next meeting;

2. changes to the Sustainable Buildings Criteria to be emailed to Members of the Panel before the next meeting;

3. information on the Capitalisation Programme which would provide funding for 600 schools across the country to be submitted to the next meeting;

4. information on the Supporting People Grant to be submitted to the next meeting;

5. planning related announcements on transport to be submitted to the next meeting.

It was highlighted that the information provided to the Panel in the future, under this item, would specify how it would have a local impact on Plymouth.

56. **THE PLYMOUTH REPORT**

Jonathan Fry, Policy and Performance Officer, provided the Panel with an update on the Plymouth Report.

The Panel was informed that –

(a) the report captured information from a variety of different sources which worked together to collate critical information for the city;

(b) the report identified that local residents wanted to be kept informed of public expenditure;

(c) the growth agenda was identified as a strength in the city however there was a low number of people who were self employed or doing technical jobs;

(d) there was an imbalance of health and wealth in the western part of the city;

(e) all partners were facing financial pressure due to the current economic climate;

(f) the Plymouth Report became the basis for setting four new priorities for the city which would supersede the 14 Corporate Improvement Priorities;

(g) since the publication of the report the Council had worked with key partners to identify a range of measures the partnership needed to focus on in order to aid delivery.

In response to questions raised it was reported that –

(h) the Council and its partners needed to work together more effectively to ensure work was not duplicated;

(i) the Plymouth Report collated one set of data which could be interpreted in a consistent way.

The Chair thanked Jonathan Fry, Policy and Performance Officer, for his report and attendance at the meeting.

57. **LOCAL TRANSPORT PLAN 3**

Phil Heseltine - Head of Transport Strategy, Sunita Mills - Transport Strategy & Spatial Development Controller and Councillor Wigens - Cabinet Member for Transport, provided the Panel with an update on the Local Transport Plan 3.

The Panel was informed that –

(a) the plan would highlight the infrastructure required to aid the transport network over the next 15 years;

(b) the LTP3 would aid the authority to prioritise investment;

(c) a fixed amount of Regional Growth funding was anticipated to be 28% less than the baseline figure expected;

(d) congestion difficulties had been experienced on the traffic network; congestion also increased carbon emissions in the city;

(e) an objective of the LTP3 was to support growth in the city;

(f) officers would liaise with local businesses as part of the consultation process;

(g) a bike ability scheme had been running for 10/11 year olds in Plymouth; the government had funded this programme which would continue over the next four years to enable 85% to 90% of primary school children to participate;

(h) a road show for the LTP3 started on 8 November 2010;

(i) a presentation would be provided to all members on 24 November at 11am.

In response to questions raised it was reported that –

(j) the number of cars on the road network had increased approximately by 1% per annum however there was a limit of capacity on the road and the number of cars was beginning to level off;

(k) council officers had access to the DVLA database to enable them to provide fixed penalty notices to residents filmed by the camera car in breach of a traffic regulation order.

The Chair thanked the officers and Councillor Wigens for their attendance.

58. **EQUALITY OF OPPORTUNITY, PLANNING AND PROGRESS**

Phil Heseltine - Head of Transport Strategy, Sunita Mills - Transport Strategy & Spatial Development Controller and Councillor Wigens - Cabinet Member for Transport, provided the Panel with an update on Equality of Opportunity, Planning and Progress. Under this item CIP 11 (Corporate Improvement Priority), Improving Access Across the City, was also discussed.

The Panel was informed that –

(a) the LTP3 linked closely with CIP 11; the 12 week consultation exercise for LTP3 had begun and it was hoped that members of the public would engage with this process;

(b) the LTP3 aimed to provide improvements for park and ride services, invested sums in car parks across the city and would focus on the traffic network as a whole;

(c) capacity for higher levels of traffic would be increased, where possible, at major junctions in the city;

(d) water assets would also be analysed;

(e) residents would be encouraged to cycle to reduce the carbon footprint in the city;

(f) children would be encouraged to walk to school; this would help to reduce the carbon footprint, reduce traffic on the road and would also aid in keeping children healthy;

(g) a camera car had been travelling across Plymouth to target residents that consistently parked on keep clear areas; this would be continued as part of the LTP3;

(h) officers were working hard to promote the use of the road and rail connection in Plymouth;

(i) Gdynia Way was to re-open on Monday 15 November 2010 allowing better access around Prince Rock Primary School; the final phase of this section of the development was the link road on the Embankment which was currently going through a compulsory purchase order;

(j) current works across the city included the resurfacing of sections of Tavistock road, the implementation of a cycle lane in Derriford, road widening of the Crownhill flyover, improved pedestrian crossing at Beacon Park Road and adjustments to lanes in Mayflower Street;

(k) the Eastern Corridor development was a priority, further plans were being designed for Cattedown;

In response to questions raised it was reported that –

(l) Councillor Wigens was unaware that the pedestrian crossing in Beacon Park , requested by residents, had been installed in the wrong place however this would be investigated;

(m) Woolwell roundabout contributed to one of the worst bottleneck lanes in Plymouth as three lanes had to merge into one however it was expected that plans to alleviate this would be considered in the future;

(n) the electronic bus timetable system situated in several bus stops across the city worked by locating buses through a Global Positioning System (GPS) and was updated every 30 seconds;

(o) the number of bus services across Plymouth had decreased due to lack of money however this was a nationwide issue; the council tried to support services until commercially unviable however some services didn’t have the patronage required to ensure the service remained;

(p) bus companies were not always willing to highlight that a particular service was in danger of being withdrawn;

(q) road works on Elliott Road bridge were due for completion; once it had been graded it would be suitable for traffic;

(r) officers would continue to observe Gdynia way for safety, specifically with regards to children throwing debris into the road;

(s) it would be beneficial for the city to implement a bicycle borrowing scheme however this would be very difficult and expensive to implement;

(t) anyone with an operator's licence was available to apply to the traffic commission for a bus route.

The Chair thanked the officers and Councillor Wigens for their attendance.

59. **POST IMPLEMENTATION REVIEW OF DEVON HOME CHOICE**

Matt Garrett, Housing Options Manager, and Stuart Palmer, Assistant Director for Strategic Housing, provided the Panel with an update on the Post Implementation Review of Devon Home Choice.

The Panel was informed that –

(a) Devon Home Choice was launched in 2010 and was responsible for allocating social rented properties; it consisted of a partnership of 10 local authorities and Housing Associations across Devon;

(b) there were five different bands of priority which identified housing need;

(c) all properties were advertised online; hard copy information was also available in libraries and the civic centre;

(d) a bidding process was used to allocate properties; the winning bid was decided by the highest band and time spent on the band;

(e) the auto-bid system would bid for individuals who were unable to bit due to personal circumstances to ensure they were not disadvantaged;

In response to questions raised it was reported that –

(f) officers would contact people on the system who had not made a bid to ensure they were able to access the bidding system and also clarify if a property was still required;

(g) properties were no longer advertised in the Evening Herald as it was considered to be too expensive;

(h) officers recognised that a proportion of individuals in bands A and B needed more support in accessing the bidding system;

(i) an individual could have greater priority in the bidding system if they were under-occupying a property.

The Chair thanked the Housing Options Manager and Assistant Director for Strategic Housing for their attendance.

60. **PLYMOUTH COMMUNITY HOMES PRESENTATION**

Clive Turner, Chief Executive of Plymouth Community Homes, provided the Panel with an update on Plymouth Community Homes.

The Panel was informed that –

(a) Plymouth Community Homes (PCH) was a ‘not for profit’ landlord which had received £250m of capital investment;

(b) PCH were working on a major re-generation potential in North Prospect;

(c) 50 promises in the PCH agreement had been completed;

(d) there was continued improvement works to homes;

(e) PCH were involved in locality working in Plymouth;

(f) the Annual Report had been published;

(g) Barratts had been appointed for phase 1 of the North Prospect development;

(h) in the North Prospect development, 47% of households to be developed had moved, 27% of households had agreed to move and 26% still had to reach an agreement;

(i) a planning application for the North Prospect development was due to be submitted to the Council in November;

(j) work was planned to start in February 2011 in North Prospect;

(k) interim work had started in Wordsworth Avenue,

(l) PCH had faced challenges involving contractors, the depot location, funding and the Tenant Services Authority;

(m) PCH was due to separate its use of ICT with Plymouth City Council imminently.

In response to questions raised it was reported that –

(n) PCH were working with a number of localities such as Whitleigh and Devonport;

(o) PCH had a promise to its tenants to ensure rent was affordable;

(p) it was confirmed that Police were aware of who had been stealing boilers in Wordsworth Avenue;

(q) PCHs business plan had not yet changed as a result of the potential rise in rents;

(r) the Council was unable to affect PCH rent policy;

(s) the first two PCH promises were not achieved due to the work of the previous developer;

(t) a further presentation was due to be submitted to the Council in March 2011;

(u) the same rent charges would be applied to individuals that had moved out of housing in North Prospect due to refurbishment;

(v) as a result of the change in policy for allocation of housing need to single 35 year olds, it was considered that PCH did not have many single 35 year olds to accommodate however one bedroom flats were available;

(w) it was expected that the housing policy would be analysed in December 2010 in order for a draft policy to be ready by April 2011;

The Vice Chair thanked Clive Turner, Chief Executive of Plymouth Community Homes, for his presentation.

Agreed that a list of Plymouth Community Homes involvement in locality working would be provided to Councillor Wildy and that a timetable for the draft housing strategy would be provided to all Members once available.

61. **WORK PROGRAMME**

The Panel noted their work programme for 2010/2011.

62. **EXEMPT BUSINESS**

There were no items of exempt business.

TRACKING RESOLUTIONS
Growth and Prosperity Overview and Scrutiny Panel

Date / Minute number	Resolution	Explanation / Minute	Officer	Progress	Target date
Minute 36, 13 September 2010	Agreed that the scope of sustainability and climate change be clarified by the Director for Development & Regeneration.	Work Programme	Anthony Payne	The Business Manager for Development and Regeneration informed the Panel at their 18 October 2010 meeting that a response to this question would be provided at 8 November 2010 meeting. At 8 November meeting the Business Manager for Development and Regeneration informed the Panel that a response to this question would be provided at 10 January 2011 meeting.	8 Nov 2010 10 Jan 2011
Minute 48 (xvii)	Agreed the Assistant Director for Economic Development would update members on the prime tourism assets which were currently under utilized.	Tourism/Visitor Strategy and Place Management	David Draffan	At 8 November meeting the Business Manager for Development and Regeneration informed the Panel that this update would be provided at 10 January 2011 meeting.	10 Jan 2011
8 November 2010 Minute 60	Agreed that a list of Plymouth Community Homes involvement in locality working would be provided to Councillor Wildy and that a timetable for the draft housing strategy would be provided to all Members once available.	Plymouth Community Homes Update			

Minute 55 8 November 2011 2010	<u>Agreed</u> that, as a result of this update, the following information be provided to the Panel: 1. changes to planning requirements to be submitted to the next meeting; 2. changes to the Sustainable Buildings Criteria to be emailed to Members of the Panel before the next meeting; 3. information on the Capitalisation Programme which would provide funding for 600 schools across the country to be submitted to the next meeting; 4. information on the Supporting People Grant to be submitted to the next meeting; 5. planning related announcements on transport to be submitted to the next meeting; It was highlighted that the information provided to the Panel in the future, under this item, would specify how it would have a local impact on Plymouth.	Update on Government Policy Changes	Gill Peele		10 Jan 2011

Overview and Scrutiny Management Board

Date/min number	Resolution / Recommendation	Explanation / Minute	Response	Explanation
Minute 43, Community Events and Road Closure Policy Task and Finish Group Update	<u>Recommended</u> that the list of recommendations as set out in the final task and finish group report be submitted to the Overview and Scrutiny Management Board.	The Community Events and Road Closure Policy Task and Finish Group report has been completed and therefore sent to the 27.10.10 Overview and Scrutiny Management Board.	At 27.10.10 Overview and Scrutiny Management Board meeting the Review of Community Events and Road Closure Policy Task and Finish Group report and its recommendations were to be commended to the Cabinet Member for Transport.	This update was reported to the Panel at 8 November 2010 meeting; this item would therefore be greyed out as complete.
Overview and Scrutiny Management Board – minute 68a.	<u>Agreed</u> that all Members of the Board be emailed the recommendations from the Highways Maintenance Task and Finish Group report and that authority be delegated to the Lead Officer in consultation with the Chair of the Overview and Scrutiny Management Board to review the report.			

Grey = Completed (once completed resolutions have been noted by the panel they will be removed from this document)

Red = Urgent – item not considered at last meeting or requires an urgent response

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Agenda Item 6

GROWTH & PROSPERITY OVERVIEW SCRUTINY PANEL

Briefing Note: Government Policy Changes

January 2011

Decentralisation & Localism Bill
The Local and Neighbourhood Planning System

NOTE: This Briefing Note has been written in advance of the publication of the Localism Bill and is based on the RTPI's best understanding of what the new system to be contained in the Bill will look like – but this may be wrong! On this basis, the new local planning system will be as follows:

• There will be statutory local plans and Neighbourhood Plans.

• Designated bodies such as Town and Parish Councils and neighbourhood forums will be allowed to prepare Neighbourhood Plans.

• Where there are no parish or town councils, the local authority will adjudicate on the boundary of the plan that a neighbourhood forum wants to prepare.

• It is recognised that not all areas will want to do a Neighbourhood Plan and, therefore, there will not be a statutory duty to prepare one – but there will be a right to do so (a 'right to plan').

• A local plan authority will have a duty to provide support to neighbourhoods undertaking planning.

• It is assumed that those preparing a plan – or the local planning authority - will be required to consult on it but this is not yet certain.

• Neighbourhood Plans will undergo an independent examination. This will be more of a paper exercise checking whether the Neighbourhood Plan is in conformity, or aligns, with:
o The strategic content of the local plan
o The National Planning Framework or other national guidance;
o The presumption in favour of sustainable development;
o European Directives;
o National and international designations (e.g Ramsar sites);
o Neighbouring neighbourhood plans.
• Subject to passing the independent examination, the plan will be put to a local referendum and will be 'approved' if more than 50 per cent of those voting do vote for it.

• If the referendum is positive, then the local authority will have to adopt the Neighbourhood Plan.

• The local plan will take on a strategic role and will contain e.g. housing numbers, strategic infrastructure etc. The Neighbourhood Plan will have to accommodate these strategic proposals – and can accommodate more if they want to (but not less e.g. housing than is specified in the local plan).

• The Neighbourhood Plan may designate areas where ‘Neighbourhood Development Orders’ will apply – areas where certain types of development will no longer require planning permission or where different planning rules will apply.

• Neighbourhoods will also, apparently, be enabled to grant outline permission for complex schemes – possible only where sites are allocated in sufficient detail in a Neighbourhood Plan. Further details on this are awaited.

Localism Bill

http://www.communities.gov.uk/localgovernment/decentralisation/localismbill/

Members of the Panel may also wish to review the information on the following internet links;

Sustainable Communities Act Changes

http://www.communities.gov.uk/publications/localgovernment/scainvitation2010

DCLG Barrier Busting Teams

http://www.communities.gov.uk/communities/bigsociety/barrierbusting/

Right to Build

http://www.communities.gov.uk/news/corporate/1795399

Right to Run Services

http://www.communities.gov.uk/news/corporate/1794152

Neighbourhood Planning Vanguard Scheme

http://www.communities.gov.uk/planningandbuilding/planningsystem/neighbourhoodplanningvanguards/

Updated DCLG Structural Reform Plan

http://www.communities.gov.uk/publications/corporate/structuralreformplan

Agenda Item 7

CITY OF PLYMOUTH

Subject: Local Development Framework
2010 Annual Monitoring Report

Committee: Growth and Prosperity Overview and Scrutiny Panel

Date: 10th January 2011

Author: Fiona Northcott, Spatial Planning Coordinator

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1. BACKGROUND

1.1. The Local Development Framework (LDF) Annual Monitoring Report (AMR) is a statutory document which has to be submitted to Government by the end of December. It is seen as the main mechanism for assessing both progress in preparing LDF Documents, as well as the performance of the Strategy - providing the catalyst for any review or update. It should be noted that, although these provisions will be subject to change as the Localism Bill 2010 proceeds through Parliament, the principle of public reporting on an annual basis of LDF performance will still continue.

1.2. This Annual Monitoring Report is a position statement as at 31 March 2010 and covers the monitoring year 2009/10 (i.e. it is required to report on development activity between April 2009 through to March 2010.)

1.3. While it is helpful to review progress on an annual basis, many of the development indicators need to be considered within a longer timescale (e.g. 5+ years), before coming to conclusions. For example, when a major development takes place in one year, it often takes one or two years for the market to assimilate its full potential, which in turn means correspondingly lower development rates in the following year. Therefore, where appropriate, this AMR caveats its conclusions within these broader considerations

2. CONTEXT

2.1. The approach to scrutinising the LDF was considered at the meeting of the Overview and Scrutiny Panel (OSP) on 20th August 2007. It was agreed that the most effective approach would be for the OSP to consider the findings of the AMR each January. The Panel could then advise on any implications it feels should be addressed:

- Through the Local Development Scheme (LDS) - thereby informing the prioritisation of work in relation to planning policy development and delivery.
- In relation to planning policy matters - where the monitoring of performance against the LDF's objectives may indicate the need for some adjustments.

2.2. Within this context, the Panel needs to consider the following key messages that come from the 2010 AMR.

3. KEY MESSAGES IN RELATION TO THE LOCAL DEVELOPMENT SCHEME

3.1. Plymouth remains the most successful authority in the country in preparing its LDF. As at January 2010 the Council was over two thirds of the way through completing its very ambitious LDF programme, having:

- Adopted 10 of its original programme of 14 Statutory LDF documents
- Adopted 3 Supplementary Planning Documents: the Planning Obligations and Affordable Housing (SPD) (whose first review has also been adopted), the Design SPD and the Development Guidelines SPD
- Adopted the Review of Statement of Community Involvement
- Progressed the Derriford/Seaton AAP to Pre-submission Consultation in February 2011 (with a view to Adoption in January 2012)
- Progressed the Sustainable Neighbourhoods DPD to Issues and Preferred Options Consultation in February 2011 (with a view to Adoption in March 2013)
- Progressed the Plymouth Urban Fringe DPD to Issues and preferred Options Consultation in February 2011 (with a view to Adoption in March 2013)

3.2. This progress has not only provided us with national publicity about Plymouth and its aspirations, but also given the city a significant competitive advantage by bringing certainty to the development process and thus facilitating investment. Already a number of major investments have been completed, or are underway, bringing about a step change in the quality, pace and intensity of development.

3.3. In looking to the 2011 LDF work programme, there are a number of matters that will impact on the timetable. These are:

- The national legislative and regulatory framework for preparing Statutory Development Plans is in the process of being changed through the coalition government's Localism Bill, with consultation on the draft bill commencing in December 2010. This is expected to lead to a radical change in the way that parts of the planning system operate and the way in which Development Plan guidance is provided. The Council will, in due course, be responding to this new initiative and the implications it has for producing Plymouth's remaining LDF documents.
- With the strategic framework of the Core Strategy in place and rapid progress being made on the supporting delivery mechanisms of the AAPs and DPDs, the focus for resources continues towards pro-actively assisting delivery and implementation.

4. KEY MESSAGES IN RELATION TO MONITORING CORE STRATEGY TARGETS

4.1. The Core Strategy was prepared with monitoring in mind. Each Section of the Core Strategy contains a set of Strategic Objectives, amplified by key targets. The AMR follows this approach of reporting on each topic area in terms of whether its key indicators are 'On Track' or 'Below Target'.

4.2. Whilst economic circumstances have inevitably impacted on the delivery of the LDF vision and its strategic objectives, it is important to note that there is no evidence to suggest that the Plymouth Vision needs to be changed, simply that it is likely to take a few more years (some 3 to 5 years) to achieve it

4.3 Out of the 40 Targets of the LDF Core Strategy

Targets met or on track to being met	34	85.0%
Below target/ improving performance	3	7.5%

Target not fully met	2	5.0%
Target superseded	1	2.5%

4.4 The 2 targets not to have been fully met are

- CS Target 9.2 relating to the delivery of the Peninsula Dental School by 2008. Development on the Devonport site just missed this target with a completion date of 16 March 2009. Reserved Matters were approved for development on the Derriford site in November 2009, development is currently underway and completion is expected in Summer 2011
- CS Target 9.1 is the target met only in part. The part not met relates to the educational project for the amalgamation of Mount Wise and Marlborough primary schools in Devonport on a new site. This project is no longer in the Council's Capital Programme and changes in demographics mean that the amalgamation of these schools is no longer achievable.

CS Target 4.3 has been superseded. This target was for the completion of at least 4 Plymouth Design Panel meetings every year to consider major proposals and strategic design related strategies. These meetings had been identified as a proxy for achieving appropriate design review of projects. However recently developed Building for Life Assessments are considered to provide a far more informative assessment of the design quality of significant residential developments and now replace Core Strategy target 4.3.

4.5 The three targets that are not yet on track to being met are:

1. CS Target 6.2 relating to the delivery of office development.
2. CS Target 10.4 relating to the delivery of Lifetime Homes.
3. CS Target 11.5 relating to onsite renewable energy production.

Mechanisms for improving future performance on each of these targets are set out below

1. CS Target 6.2 relating to the delivery of office development.
   In 2009/10 7,567sq m of office space had been completed, up from 4,868 sq m in the previous year. The figures were boosted by the completion of two major developments, an office building of almost 5,000 sq m at Sutton Harbour and a mixed use scheme with a 1,898 sq m office element at Millbay. Furthermore the City Centre and University Area Action Plan aims to create a new office core and contains a proposal for 100,000 sq m of office floorspace. This is expected to come forward in the next 4-5 years which would see this target being met in future.
2. CS Target 10.4 relating to the delivery of Lifetime Homes.
   Whilst this year's performance of 17% is below the policy target of 20%, it shows significant improvement for the 3rd consecutive year. This reflects the success of previous measures put in place including a standard section in the case officer's report on "Equalities and Diversities Issues" where Lifetime Homes requirements are addressed. A partial explanation for the below target performance is the number of dwellings that were the subject of earlier outline applications to which Lifetime Homes conditions had not been applied. This is likely to be less significant in future as all outline applications will have been subject to the Core Strategy policy. The following measures are being undertaken that will ensure further improved performance in 2010/11.

- From 1st September all relevant applications will need to provide a statement as part of the Validation Agreement as to how they meet the Lifetime Homes criteria
- An additional on-site staff training session is planned
- In December 2010, Members attended a training session which included Lifetime Homes as a topic.

3. CS Target 11.5 relating to onsite renewable energy production.
   71% major applications approved between October 2008 and September 2009 had conditions requiring compliance with this policy. This is an improvement on the previous year's performance of 19% thanks largely to the measures implemented last year whereby case officer reports are expected to address this issue to ensure compliance and specialist advice is provided by our Environmental Planning Coordinator.
   - From 1st September all relevant applications will need to provide a statement as part of the Validation Agreement as to how they meet the onsite renewable energy policy
   - A further training session for planning officers on the onsite renewable energy requirement is planned for 2011to raise awareness of the requirements of this policy, and to ensure that the requirements for onsite renewable energy production equipment are considered early in the design and planning approval process.

4.6 However as well as detailing where targets are not yet on track to being met, the AMR also highlights significant trends or changes to past trends

4.7 Housing

- In the last four years 3,575 new homes were built and a further 309 provided through converting or subdividing properties
- 361 homes were demolished, most of which were Council homes to clear the way for regeneration projects
- In 2008/9 555 homes were completed
- 335 affordable homes were delivered
- 96 per cent of new homes finished in the last year were built on brownfield sites. (94% taking account of the new definition which excludes garden land)
- Although the number of homes under construction fell to 458, the 342 new homes which were started during the year showed a slight increase over the previous year

4.8 Employment and Retail space

- 2.39 hectares of employment land were developed, falling from its peak of 9.61 hectares in the previous year.
- The area of sites under construction or with planning permission fell by 31% in the past year
- The vacancy rate in the city's prime shopping frontages was 10%, the same as in 2008. This is better than the national average[1] for December 2009 of 12% and the 13% figure for the South West.

[1] Local Data Company survey February 2010

4.9 Planning

- 107 major planning applications were determined in 2009/10. 323 minor applications and 795 householder and other applications
- Planning Committee approved development to the value of £288 million in 2009/10 (and an additional £250million for Sherford)
- Development to the value of £134million has been approved on 10 Market Recovery Action Plan sites

4.10 Environment

- Since the start of the Local Development Framework 48.4 hectares of Local Nature Reserve has been designated and a further 83 hectares are planned.
- 66% of dwelling completions were on sites which had a Building for Life assessment of good or very good

4.11 Transport

- 129,000 passengers used Plymouth City Airport in 2009/10
- Number of public transport journeys in 2009/10 was 20.1 million
- Total vehicle miles fell to 1,113 million from 1,134 million in 2008/09

4.12 People

- The overall employment rate has decreased for the 2nd consecutive year to 70.8%
- There has been a steady rise in the number of economically active in Plymouth although this rise has slowed recently - the numbers increased by 1,700 between 2009 and 2010

5. CONCLUSIONS

5.1. The 2010 AMR has reported that considerable progress is still being made in implementing the Core Strategy, through a number of delivery mechanisms including the Area Action Plans. This work is providing a very strong foundation for delivering Plymouth's Vision, turning aspirations into reality by facilitating the development of key elements of the Vision. With 10 years to go in the plan period, the City Council can remain confident that the delivery of its overall vision remains on track.

5.2. The main concern, at this stage, relates to the potential effects of the current recession. However there are no indicators that would suggest that a change of policy approach is necessary, other than a pragmatic acceptance that it is going to take at least 3-5 years longer to achieve what we had expected to deliver by 2021.

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LOCAL DEVELOPMENT FRAMEWORK

Annual Monitoring Report 2010

Introduction and Context

Background

1 Monitoring is an essential element of the Government's 'Plan, Monitor and Manage' approach to policy making. Within this context the Annual Monitoring Report is seen as the main mechanism for assessing the performance of the Local Development Framework (LDF), providing the catalyst for any review or update. Plymouth City Council's Local Development Framework covers the period 2006 to 2021. This Annual Monitoring Report is a position statement as at 31 March 2010 and covers the monitoring year 2009/2010.

2 Whilst economic circumstances have inevitably impacted on the delivery of the LDF vision and its strategic objectives, it is important to note that there is no evidence to suggest that the Plymouth Vision needs to be changed, simply that it is likely to take a few more years (some 3 to 5 years) to achieve it

Publishing the Annual Monitoring Report

3 Section 35 of the Planning and Compulsory Purchase Act 2004 requires the Annual Monitoring Report to be submitted to the Secretary of State (through the Government Office South West) by the end of December 2010.

4 Regulation 48(8) of the Town and Country Planning (Local Development) (England) Regulations 2004 also requires the city to make the Annual Monitoring Report available to local communities both in hard copy and electronically on the Council's website www.plymouth.gov.uk.

5 These provisions will be subject to change as the Localism Bill 2010 proceeds through Parliament. However the principle of public reporting of LDF performance will continue.

Context of the Annual Monitoring Report

6 The 2004 Act specifies that the Annual Monitoring Report should contain information on:

- the implementation of the Local Development Scheme (see Section 2 of this report).
- the extent to which the policies set out in the local development documents are being achieved (see Section 3 of this report).

7 Where milestones or targets are not being met, or are not on track to being achieved, the AMR should:

- explain why.
- consider whether changes need to be made.
- set out clearly the steps that the authority will take to address these issues.

The Monitoring Framework

8 The Local Development Framework is monitored through a series of indicators. In addition to the Core Strategy targets this Annual Monitoring Report also includes:

- Core output indicators defined by the Department for Communities and Local Government (CLG) to achieve a consistent data set for all Local Authorities. They measure the direct effects of policy (see Appendix 1 for summary).
- **Relevant** Contextual indicators which measure changes in the wider social, economic, and environmental background against which policies operate. In this year's AMR the contextual indicators have been incorporated into the main text of the report
- Significant effects indicators which measure the significant environmental effects of the Local Development Framework policies. These have been identified by the Strategic

Environmental Assessment/ Sustainability Appraisal of the Local Development Framework
(see Appendix 2 for a summary of those that have not already been reported on in either Chapter 3 or in Appendices 1).

9 Appendix 7 of this report sets out the monitoring framework in greater detail, setting out the relationship between each of the Strategic Objectives and the targets in the Core Strategy.

Developing the Monitoring Framework

10 This Annual Monitoring Report considers development progress and targets within the Area Action Plan areas. Appendix 7 shows in diagrammatic form the Plan Monitor Manage process in relation to site specific proposals. The progress of these proposals as the Area Action Plans begin to be implemented, and the Implementation Schedule, are set out in Appendix 4 and Appendix 5 respectively.

2. Delivering the Local Development Scheme

Introduction

11 This section of the AMR considers progress in preparing Plymouth's Local Development Framework (LDF) up to April 2010. The scope and timetable for this work is set out in the Council's Local Development Scheme (LDS), providing the benchmark against which performance is assessed. This section reviews:

- progress so far,
- the current position, and
- any changes that may need to be made to the LDF work programme.

Progress so far

12 Plymouth's original LDS was submitted to Government Office South West (GOSW) in January 2005 (adopted July 2005). Since that time, the Council has made good progress in implementing its LDF.

13 By April 2010 the Council had adopted 10 of its original 14 proposed Development Plan Documents (DPDs). However, some DPDs have been combined making 8 published DPD documents in total.

Table1

Completed LDF Documents:	Adoption Date:
Plymouth's Core Strategy (including Criteria Based Policies)	23/04/07
North Plymstock Area Action Plan and Minerals DPD	06/08/07
Devonport Area Action Plan	06/08/07
Millbay and Stonehouse Area Action Plan	06/08/07
Waste Development Plan Document	21/04/08
Sutton Harbour Area Action Plan	28/07/08
Central Park Area Action Plan	22/09/08
City Centre and University Area Action Plan	26/04/10

14 The Council has also made considerable progress with the documents required to support the statutory elements of its LDF. It has completed a review of the adopted Statement of Community Involvement, as well as adopting three Supplementary Planning Documents, as follows:

Table 2

Completed LDF Documents:	Adoption Date:
Plymouth's Statement of Community Involvement	24/07/06
Review of Statement of Community Involvement	27/04/09

Planning Obligations & Affordable Housing SPD	01/12/08
Design SPD	06/07/09
Development Guidelines SPD	26/04/10

15 With regard to the remaining LDF documents still to be completed, the Council has made substantial progress in preparing for the next consultation stages, as follows:

Table 3

LDF Documents to be completed:	Next Consultation:	Programmed Adoption Date
Derriford /Seaton AAP	Pre-submission Consultation Feb 2011	Jan. 2012
Sustainable Neighbourhoods DPD	Issues & Preferred Options Consultation Feb 2011	March 2013
Plymouth Urban Fringe DPD	Issues & Preferred Options Consultation Feb 2011	March 2013
East End AAP	Issues & Preferred Options Consultation Feb 2012	March 2014
Hoe AAP	Issues & Preferred Options Consultation Feb 2012	March 2014

Current Position – as at December 2010

16 The Council has now completed over two thirds of its very ambitious LDF work programme. Inevitably there has been a need to adjust the LDF work programme in response to events. None the less, Plymouth has adopted more LDF documents than any other authority in England. In achieving this, Plymouth has also been recognised, in government and other guidance, as a national exemplar of LDF best practice in a number of areas.

17 Plymouth's progress in preparing its LDF has given the city a real competitive advantage. In delivering Plymouth's vision, the Core Strategy defines a significant step change in the quality, pace and intensity of development. It sets out how Plymouth's potential for long term sustainable growth, as well as fulfilling its wider regional role as the economic hub of the far South West, can be realised.

18 In terms of achieving this vision, the adopted AAPs and DPDs provide the delivery mechanisms, bringing certainty to the development process, securing significant, quality new developments. Already, a number of major developments have been completed, or are underway, to deliver fundamental elements of this vision. Further key opportunities are being brought forward and delivered through the LDF process.

Future Work programme

19 In considering the 2011 work programme for the remaining LDF documents, there are a number of matters that have implications for the LDF timetable, as follows:

20 Work on the Derriford and Seaton AAP has been delayed to allow for the preparation of further evidence base work concerning shopping provision, transport infrastructure, master planning for the new centre, as well as further information on the proposed green infrastructure in order to inform the Pre-submission consultation document. This work has now been completed enabling the statutory pre-submission consultation to be undertaken in February /March 2011, submission by April/May 2011, the Hearing is to take place in June/July 2011, with an anticipated Adoption by January 2012.

21 Further evidence base studies have also been required to support the preparation of the remaining DPDs and AAPs. Preparing these studies has impacted on the LDF timetable as follows:

- The Sustainable Neighbourhoods (Key Site Allocations) DPD and the joint Plymouth Urban Fringe DPD - The uncertainty surrounding the status of the Regional Spatial Strategy, with its implications of a considerably increased housing allocation for both Plymouth and on Plymouth's Urban Fringe (in South Hams), has meant that the programme for preparing these documents has had to be delayed. However, the Issues and Preferred Options consultation stage is now expected to commence in February 2011.
- The Hoe AAP – a more detailed consideration of the implications of tourism on the Hoe has been undertaken to inform the preparation of the Issues and Preferred Options consultation stage. The next consultation stage, (Issues and Preferred Options), is expected to commence in February 2012.
- The East End AAP – a more detailed consideration of future development options for the Port of Plymouth has been undertaken, however, further more detailed studies are needed on the transport options, major hazard sites, as well as master planning work on the opportunity sites in the Embankment Lane area in order to inform the Issues and Preferred Options consultation stage. This next consultation stage, (Issues and Preferred Options), is expected to commence in February 2012.

Preparing Supplementary Planning Documents

22 Although there is no longer a legal requirement to include SPD details in the LDS, it should be noted that the Shopping Centres SPD will be will be consulted on in February 2011, with an expected adoption by the Summer of 2011.

Changes to the national regulatory framework

23 The national legislative and regulatory framework for preparing Statutory Development Plans is in the process of being changed through the coalition government's Localism Bill, with consultation on the draft bill commencing in December 2010. This is expected to lead to a radical change in the way that parts of the planning system operate and the way in which Development Plan guidance is provided.

24 While it is far too early to be able to respond to these changes, the Council will, in due course, be responding to this new initiative and the implications it has for producing Plymouth's remaining LDF documents.

25 Meanwhile, with the strategic framework of the Core Strategy in place and rapid progress being made on the supporting delivery mechanisms of the AAPs and DPDs, the focus for resources is being moved towards pro-actively assisting delivery and implementation.

26 This will mean working with service providers to refine details – e.g. about infrastructure costs and programming. Other innovative ways to support key stakeholders in delivering key LDF proposals are being developed.

3. Delivering the City's Vision

27 The Annual Monitoring Report 2006 identified a baseline set of figures related to the Submission Core Strategy. The Core Strategy itself was adopted in April 2007 and although early in its implementation this AMR monitors its policies, identifying change, not only in the past year but also from the baseline AMR report of 2006, and commenting on any emerging themes.

28 In this report the assessment ON TRACK is used to identify targets that are expected to be met in the future on the basis of past performance and/or current intelligence. The assessment BELOW FUTURE TARGET LEVELS is used to identify targets where past delivery has been below the target level set for the Local Development Framework from its implementation date of April 2006. For these targets an explanation is given as to how this may change in the future. In summary out of the 40 targets of the Adopted LDF Core Strategy

Table 4		
Targets met or on track to being met	34	85.0%
Below target/ improving performance	3	7.5%
Target not met or met in part	2	5.0%
Target superseded	1	2.5%

29 CS Target 4.3 relating to Plymouth Design Panel meetings has been superseded by Building for Life Assessment as an indicator of the quality of developments.

30 The 2 targets not to have been fully met are

- CS Target 9.2 relating to the delivery of the Peninsula Dental School by 2008. Development on the Devonport site just missed this target with a completion date of 16 March 2009. Reserved Matters were approved for development on the Derriford site in November 2009, development is currently underway and completion is expected in Summer 2011
- CS Target 9.1 is the target met only in part. The part not met relates to the educational project for the amalgamation of Mt Wise and Marlborough primary schools in Devonport on a new site.This project became un-funded in the Councils Capital Programme. Changes in demographics mean that the aim of the Council to amalgamate these schools is no longer achievable.

31 The three targets that are not yet on track to being met are:

1. CS Target 6.2 relating to the delivery of office development.
2. CS Target 10.4 relating to the delivery of Lifetime Homes.
3. CS Target 11.5 relating to onsite renewable energy production.

32 For quick and easy reference, indicators, targets, and out-turn data are also summarised in the following Appendices:

- Appendix 1 – core output indicators.
- Appendix 2 – significant effects indicators.
- Appendix 3 - summary of current performance against each Core Strategy target.
- Appendix 4 and 5 - progress update on the policies and proposals of Adopted Area Actions.

- Appendix 6 - progress update on the delivery of Strategically Significant Infrastructure Projects.

33 The framework which shows the wording of the objective, and the indicators relevant to that objective, is set out in Appendix 7.

3.1 Delivering Plymouth's Strategic Role and City Vision

Strategic Objective 1
Delivering Plymouth's Strategic Role

Strategic Objective 2
Delivering the City Vision

Key Findings and Conclusions

34 These are overarching objectives for the Core Strategy which define the Vision for Plymouth. They are delivered by Strategic Objective 3 through to Strategic Objective 15 which are reported in the remaining parts of this chapter.

35 With Plymouth's LDF Core Strategy now adopted, the Council has defined a significant step change in the quality, pace and intensity of development. It provides a framework for realising Plymouth's potential for long term sustainable growth and fulfilling the city's wider regional role as the economic hub of the far south west.

36 In translating this vision into reality and delivering real improvements to the quality of people's lives in a way that truly reflects the aspirations of local communities, the adopted LDF Area Action Plans provide the delivery mechanisms and bring certainty to the development process. As a result, a number of major developments are already under way and further key opportunities are being promoted through the LDF process.

37 Progressing the Core Strategy and its supporting AAP delivery mechanisms through to their adoption stage is critical to delivering the City Vision. A prerequisite of this will be the progression of supporting infrastructure projects. Appendix 6 lists those identified as being of significant strategic importance and their progress since last year.

38 Key elements of these objectives have now been met. The Core Strategy was submitted to the Secretary of State in August 2006 and progressed to its Examination stage in February 2007. The Inspector's Report was received in March 2007 and the Core Strategy was found to be sound. In April 2007 the Core Strategy was formally adopted.

3.2 Delivering Sustainable Linked Communities

Strategic Objective 3
To develop sustainable linked communities throughout the city.

Key Findings and Conclusions

39 All targets are either being met or on track to being met.

Core Strategy Target 3.1. ON TRACK
All residential parts of the city to have easy access to local shopping and community facilities by 2021 (to be measured through Sustainable Neighbourhood Assessments).

40 As part of the plan making process Sustainable Neighbourhood Assessments (SNAs) have been undertaken for each of the city's neighbourhoods. The SNAs will be a key element of the evidence base which will guide the production of the Combined Issues and Preferred Options Sustainable Neighbourhoods including Key Sites Allocations DPD which will be subject to further consultation in January/February 2011.

3.3 Delivering the Quality City

Strategic Objective 4
To capitalise on Plymouth's unique natural and built heritage and create well designed, safe, vibrant, diverse and sustainable neighbourhoods.

Key Findings and Conclusions

41 All targets have been met.

Core Strategy Target 4.1. TARGET MET
The completion of characterisation studies for the following areas to inform the Area Action Plans for Devonport, Millbay /Stonehouse, Hoe, City Centre / University, Sutton Harbour and East End.

42 The following studies have been completed.

- The characterisation studies for Devonport and for Stonehouse and Millbay were completed in July 2006.
- The Waterfront Characterisation Study was published in October 2006 and covers the Hoe, City Centre/University, Sutton Harbour and East End regeneration areas.
- The Barbican Conservation Appraisal and Management Plan was completed in September 2007.
- Plymouth City Centre Future Directions - Investment and Development Strategy was completed in June 2008. The Plymouth City Centre Precinct - Assessment of Strategic Options for the Management of its Heritage Assets was completed in October 2008.
- The Hoe Conservation Area Appraisal and Management Plan was completed in November 2008.

Core Strategy Target 4.2. TARGET MET
The removal of 5% of buildings per annum (approximately 21 properties per annum based on current number of buildings on the list) from the 2005 Buildings at Risk Register by virtue of their future being secured.

43 There were 412 properties on the 2005 Buildings at Risk Register. The table below identifies the numbers removed each year

Table 5		
2005/06	no assessment	
2006/07	27	6%
2007/08	8	2%
2008/09	21	5%
2009/10	221	27%
Total removed from BAR	277	

44 In the past year the numbers removed increased significantly. This was due to rebasing the listing to exclude those of only "townscape merit". The 135 properties now remaining on the 2010 BAR list have either Listed Buildings or Scheduled Ancient Monument status (or are buildings within their curtilage).

Core Strategy Target 4.3 TARGET SUPERSEDED
The completion of at least 4 Plymouth Design Panel meetings every year to consider major proposals and strategic design related strategies.

45 The target of 4 Panel meetings per annum had been identified as a proxy for achieving appropriate design review of projects. However recently developed B**uilding for Life** Assessments provide a far more informative assessment of the design quality of significant residential developments and now replace Core Strategy target 4.3.

46 Building for Life is the national standard for well-designed homes and neighbourhoods. It is a public/private initiative led by CABE (the Commission for Architecture and Built Environment) and the Home Builders' Federation. The 20 Building for Life criteria embody the partners' vision of what housing developments should be – attractive, functional and sustainable – based on national policy, guidance and best-practice. The Council has embedded these quality assessments throughout the planning process: from an initial pre application "health check" to address design issues at the earliest stage, a further assessment at the determination stage and a final formal assessment (the basis of this indicator) on completion of the development.

Table 6

Standard Achieved	Number of developments	Number of Dwellings	% of dwellings
Very Good	4	257	43%
Good	2	140	23%
Average	3	48	8%
Poor	3	156	26%

47 In summary 12 major developments were completed in 2009/10 and of the 601 dwellings on these sites, 66% were assessed as being "good" (with a score of at least 14 out of 20) or "very good" (scoring 16 or more).

48 This is an improvement on the previous year when only 53% were assessed as being of above average quality. This improvement reflects measures (in addition to the ongoing quality assessment checks) that the Council has taken to promote better design: through the use of site planning statements, and with the formal adoption of two Supplementary Planning Documents (SPDs), one on Design and one on Development Guidelines.

49 The Council's achievements in 2009/10 have been nationally recognised in the 2010 Building for Life Awards. More Gold (i.e. "very good") Standards have been awarded to Plymouth than any authority in the country, as validated by independent Building for Life judges.

3.4 Delivering Regeneration

Strategic Objective 5
To prepare a series of Area Action Plans for the areas of the city of greatest development pressure or opportunity or sensitivity to change.

50 Area Action Plans have either been completed or are in the process of being prepared for 9 areas of the city. Progress to 31st March 2009 is covered in Chapter 2 of this report. For development progress on proposals contained in the adopted AAPs see Appendix 5.

51 Sites for development in the rest of the City not covered by AAPs will be identified through the Sustainable Neighbourhoods including Key Sites Allocations DPD.

Preparation of this document started with a year long programme of consultation with stakeholders and local communities. The consultation is based on the Sustainable Neighbourhood Studies, and aims to achieve development across the City which will build sustainable linked communities delivering the needs of those communities. The Issues and Preferred Options stage document will be published for consultation in January/February 2011.

National Land Use Database

52 As of April 2010 there were 309.9 hectares of land in the city defined by the National Land Use Database of Previously Developed Land (NLUD) as being vacant or derelict. NLUD identifies five distinct categories of vacant and derelict land;

53 A – Previously developed land now vacant.

B – Vacant buildings.

C – Derelict land and buildings.

D – Previously developed land or buildings currently in use and allocated in local plan or with planning permission.

E – Previously developed land or buildings currently in use with redevelopment potential but no planning allocation or permission.

Table 7	A	B	C	D	E
Number of Sites	44	53	26	86	6
Total Area (Ha)	105.7	10.7	16.8	109.2	67.5
Min size (Ha)	0.01	0.003	0.008	0.009	0.015
Max size (Ha)	77.9	2.8	7.5	35.7	35.7
Number with Planning Status	15	20	6	86	0

54 Despite the continuing difficulties in the development industry the picture for this year is one of stability rather than dramatic change with the total amount of vacant and derelict land falling by just over 3 hectares. The principal changes were small movements between the categories as consent lapsed or planning applications were approved, so that by the end of the monitoring period 58% of land on the database has planning consent or a Local Development Framework allocation placing the city in a strong position to quickly respond to any future economic upturn..

3.5 Delivering the Economic Strategy

Strategic Objective 6

To set a spatial planning framework through the LDF that supports the Council's Economic Strategy and Action Plan, helping to make Plymouth a place where people, business and an outstanding natural environment converge to bring about sustainable prosperity and well being for all.

Key Planning Outputs

Table 8

Target/Measure	Target	Performance	Status
Delivery of employment land in the city, to achieve in the Plymouth PUA at least 4 hectares per annum employment land between 2006 and 2016, and 4.5 hectares per annum between 2016 and 2021.	4 hectares per annum (average)	2.39 ha (09/10) 5.40 ha p.a. (06-10 average)	ON TRACK
Delivery of 13,000 sq.m. new office development within the city per annum.	13,000 sq.m. per annum (average)	7,567 sq.m. (09/10) 5,417 sq m p.a. (06-10 average)	BELOW FUTURE TARGET LEVELS
Identification of at least one site to be safeguarded for a major high quality inward investment opportunity, including potentially public sector office relocation or a private sector regional headquarters.	Site(s) identified	Site to be identified	ON TRACK

Key Economic Outcomes

Table 9

Target/Measure	Target	08/09 Performance	Status
A net increase in the number of employees of approximately 1,800 per annum (average).	1,800 per annum (average)	900 (08/09) 2,567 (06-09 average)	ON TRACK
NI 151 - Overall employment rate	74.1% by 2010/11	70.8%	BELOW TARGET
NI 171 – VAT Registration Rate	Increase the rate by 1% per annum of the regional rate	N/A as 1st year of revised target	
NI 172 - Registered businesses in the area showing growth	Maintain performance at 110.1% of regional figure	N/A as 1st year of revised target	

Key Findings and Conclusions

55 Economic targets in the 2009/2010 year have changed since the last Annual Monitoring Report. The impacts of the recession are more clearly seen in the figures for this year and indeed this has led to a number of changes to the indicators being made.

56 The ABI figure for employment showed modest growth in 2008 (latest figures available) as the recession began to bite; this is not unexpected. However, the overall growth in job numbers is a long-term aspiration and progress continues to be made. The 2009 figures will again be more revealing once available. As may be expected the level of employment has decreased. Targets on businesses showing growth and being VAT registered are part of the National Indicator (NI) set and make up an element of Plymouth's Local Area Agreement (LAA). In early 2010 there was an opportunity to reassess these targets and a decision was taken to move from an absolute figure to one linked to regional performance for these two targets. As such, the first monitoring of this new target will take place in 2011. The new Government has now abolished the LAA.

57 The impact of the recession will have affected the ability to meet a number of other AMR targets. The average level of employment land delivered has remained above target, although the level delivered in 2009/2010 was just over half what would have been anticipated. This is also true of office developments.

58 In terms of safeguarding a site, there are a number of sites available but the likelihood of being able to deliver a public sector relocation in the near future appears unlikely. Nevertheless, sites remain available and work is continuing to achieve this when an opportunity arises.

Core Strategy Target 6.1 ON TRACK

Delivery in the Plymouth Principal Urban Area of employment land of at least 4ha per annum (2006-2016 average) and 4.5 per annum (2016 and 2021 average)

Table 10	2006/7	2007/08	2008/09	2009/10	Total 06-10	Ave per annum
Employment land delivered in the city (hectares)	2.73	6.85	9.61	2.39	21.58	5.40

59 After two years of growth, 2009/10 saw a fall in the amount of land developed for employment use as the impact of the economic downturn was felt. In 2009/10 the figure for employment land developed was 2.39 hectares, down from the previous year's peak of 9.61 hectares. The decrease was felt across all of the B Use Classes except for B2 (general industry) which experienced a small increase. (See Figure 1). Thanks to the

earlier strong growth, the average delivery since the start of the plan period in 2006 now stands at 5.40 hectares per annum, ahead of the annualised target figure.

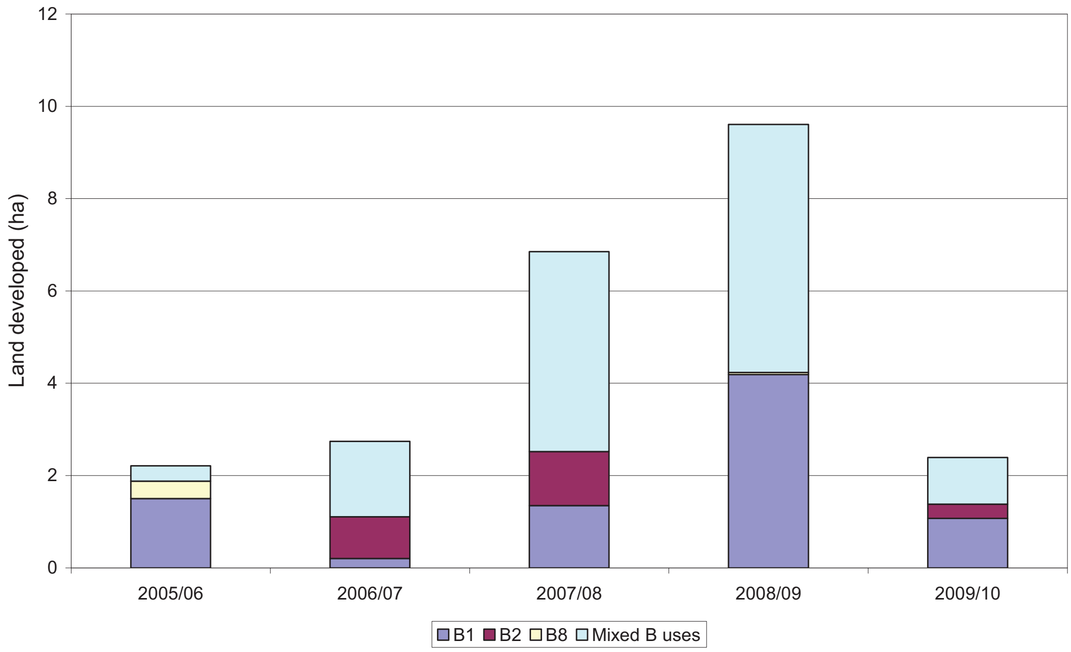


Figure 1 Land developed for employment use by type

60 Reflecting the fall in the amount of developed land mentioned above there was also a corresponding fall in floorspace. After four years of relative stability when the figure for developed floorspace hovered around 13,000 sq m, in 2009/10 it fell to 9,019 sq m. (See Figure 2). Despite this, B1 (Office) uses held up well, contributing over two thirds of the total, with a strong showing in office accommodation due largely to the completion of the Foot Anstey building.

61 **Developed employment land floorspace by use class**

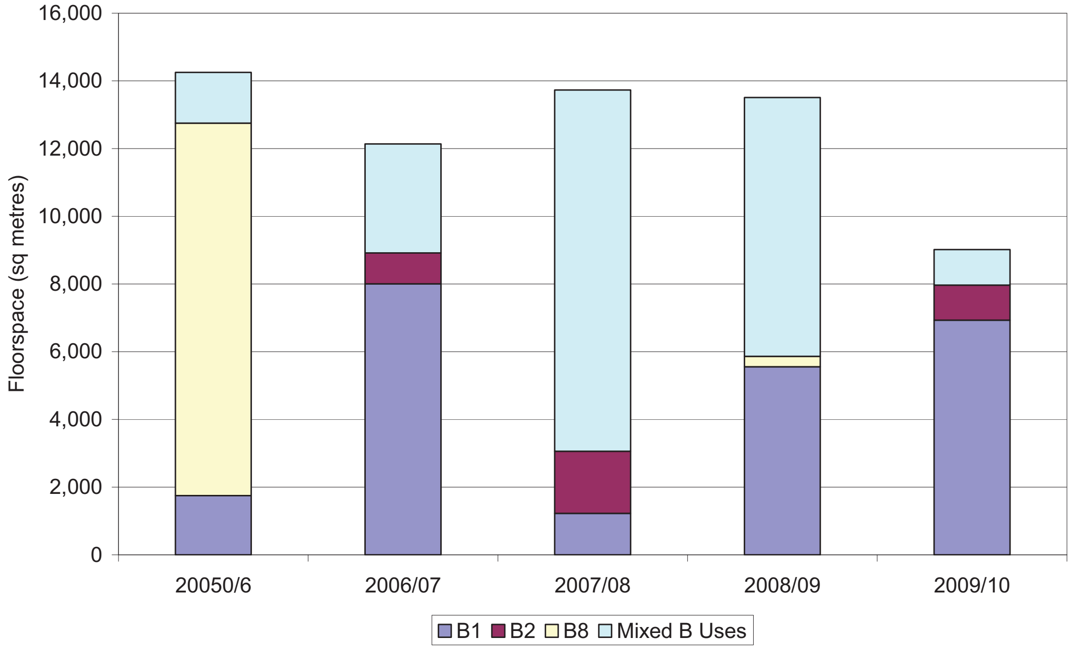


Figure 2 Developed employment land floorspace by use class

62 A similar picture can be found when analysing sites under construction or those with planning permission where work has not started (Figure 3). The amount of land currently under construction actually increased slightly from 8.9 hectares to 9.6 hectares. However, sites with planning permission where work has not started fell significantly from 37.5 hectares to 22.2 hectares. This was in part due to a number of permissions lapsing but mainly to a fall in the amount of land coming in through the planning application process. Overall sites with the benefit of planning permission has fallen by 31% in the past year: from 46.4 hectares to 31.8 hectares. The situation should be improved when the UK economy moves out of recession and locally by the recent adoption of the City Centre and University Area Action Plan in April 2010. This Area Action Plan has allocated a number of key development sites and seeks to create a new, vibrant office quarter to the north of the city centre.

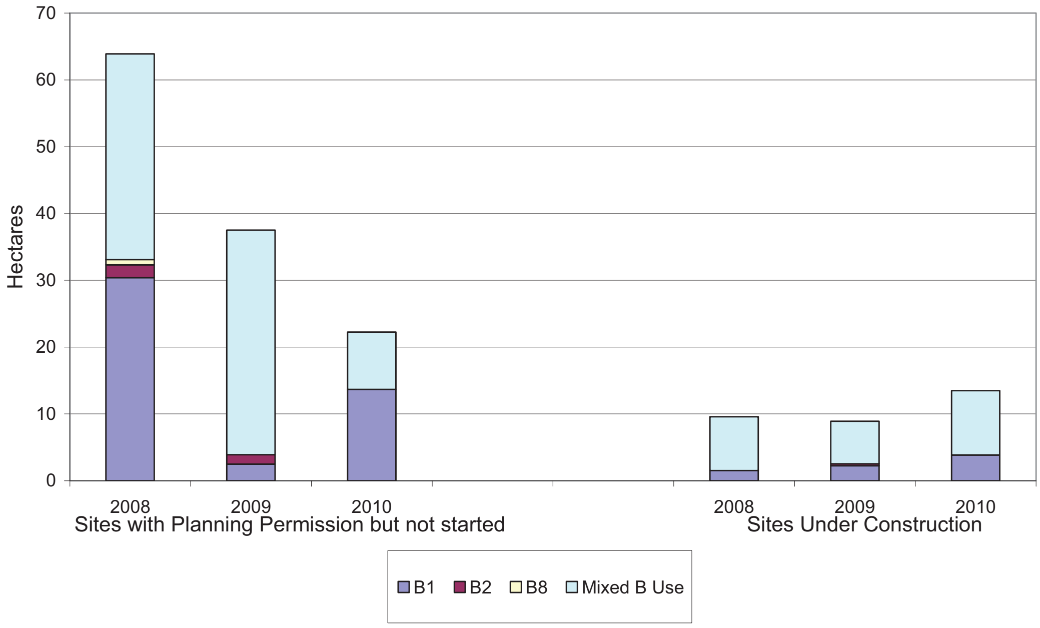


Figure 3 Employment land in the development pipeline

Core Strategy Target 6.2 BELOW FUTURE TARGET LEVELS

Delivery of 13,000 sq m new office development within the city per annum

Table 11	2006/07	2007/08	2008/09	2009/10	Total 06-10	Ave per annum
New office development delivered in the city (sq m)	8,002	1,229	4,868	7,567	21,666	5,417

63 This is an ambitious target which has not been met in the past few years, however, this is not altogether surprising since Plymouth has not had a buoyant market for office floorspace, and one of the aims of the Local Development Framework is to stimulate growth of an office sector. The City Centre and University Area Action Plan was adopted in April 2010 and aims to create a new 100,000 sq m office quarter on the edge of the city centre. In 2009/10 7,567sq m of office space had been completed, up from 4,868 sq m in the previous year. The figures were boosted by the completion of two major developments, an office building of almost 5,000 sq m at Sutton Harbour and a mixed use scheme with a 1,898 sq m office element at Millbay.

Core Strategy Target 6.3 ON TRACK

A net increase in the number of employees of approximately 1,800 per annum (average).

Table 12	2006/07	2007/08	2008/09	Total	Ave per annum

				06-09	
Net increase in employees	6,400	1,700	800	8,900	2,967

64 A number of data sources are used to monitor this target, one examining the economically active population and another looking at the number of jobs in Plymouth Travel to Work Area (TTWA). The chart shows that the economically active population numbers have been generally rising steadily since the April 2005 – March 2006 period, with an increase of some 6,400 employees in the period up to April 2006-March 2007, reflecting the buoyant economy at this time. The rate did slip to an increase of 1,700 in the period up to March 2008 and just 800 to March 2009. Although the increase has not been steady and has slowed, it does surpass the target of 1,800 per annum on average over the three year period. However, the economic changes are starting to filter through with the declining number of economically active population. Once the figures for the period April 2009-March 2010 become available the full extent of the recession will be easier to establish.

65 The Plymouth Travel to Work Area has continued to see increases in the number of jobs. The latest published figures (2008) show that between 2007 and 2008 there has been a loss of 1,848 jobs in the Plymouth TTWA, down from 143,405 to 141,557. The recession's start can clearly be seen to start to influence these figures. The 2009 figures, as yet unavailable, will provide greater clarity about the impacts.

66 Six priority sectors have also been identified in the Local Economic Strategy (LES) that the City wishes to grow. These sectors are: advanced engineering; business services; creative industries; marine industries; medical and healthcare; and tourism and leisure. Work is being done to monitor the number of jobs in these sectors, although these are part of the overall figures. Using the most up-to-date figures available to 2008, two have declined (business services, and tourism and leisure), two have increased (creative industries which also saw increases in 2007, and medical and healthcare) and two have shown no growth (advanced engineering and marine industries).

67 Given the current economic climate there may be more uncertainty in the future, especially with nationally rising unemployment rates. These should start to filter through in the next AMR giving a more realistic picture. However, the desire to grow the number of jobs in Plymouth is a long-term goal.

Number of people in Plymouth who are economically active

68 The chart below shows that the number of people who are economically active in Plymouth (aged 16 and over) has risen steadily over the past four years although the rise in more recent years has been at a slower rate with only minimal increases between

2006 and March 2010. It is positive though that the rate continues to rise despite the tough economic climate.

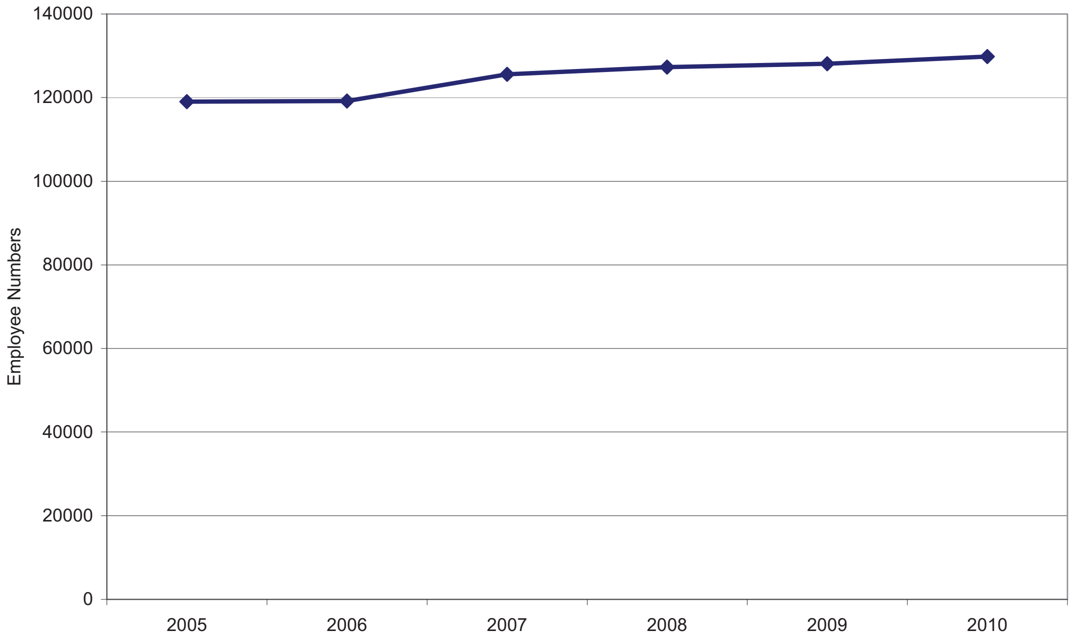


Figure 4 Numbers of Economically Active in Plymouth

Table 13

Sector	Jobs at 2003	Jobs at 2006	Jobs at 2007	Jobs at 2008
Extractive	*	*	*	
Manufacturing	20,100	18,700	18,800	18,100
Utilities	*	*	*	*
Construction	5,300	5,600	6,000	5,500
Retail/Distribution	24,700	24,300	24,100	24,300
Hotels and Catering	9,400	9,400	9,400	9,900
Transport and Communities	7,300	8,400	8,400	8,500
Financial Services	2,800	2,300	2,500	2,600
Business Services	16,100	16,00	17,300	15,900
Public Administration	9,200	11,000	10,500	9,100
Education	15,300	16,200	17,800	19,000
Health	18,800	20,500	20,600	21,300
Other Services	6,100	6,800	6,900	6,500
Total	136,042	140,170	143,405	141,557

* Numbers are too small to maintain confidentially and cannot be disclosed under the 1947 Statistics of Trade Act.

Source: ABI

69 The table above shows the number of jobs available in various sectors in Plymouth up to 2008. The 2008 figures only start to show the initial impacts of the recession. As the recession only began in 2008 subsequent figures will make the exact impact clearer.

National Indicator 151 BELOW TARGET

Overall employment rate

70 The level has dropped due to the continuing impact of the recession and the availability of jobs.

Table 14	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
Overall employment rate	72.2%	69.8%	70.7%	71.7%	70.9%	70.8%

The above figures have been revised on the basis of working age of 16-64 years, instead of 64 for males and 59 for females

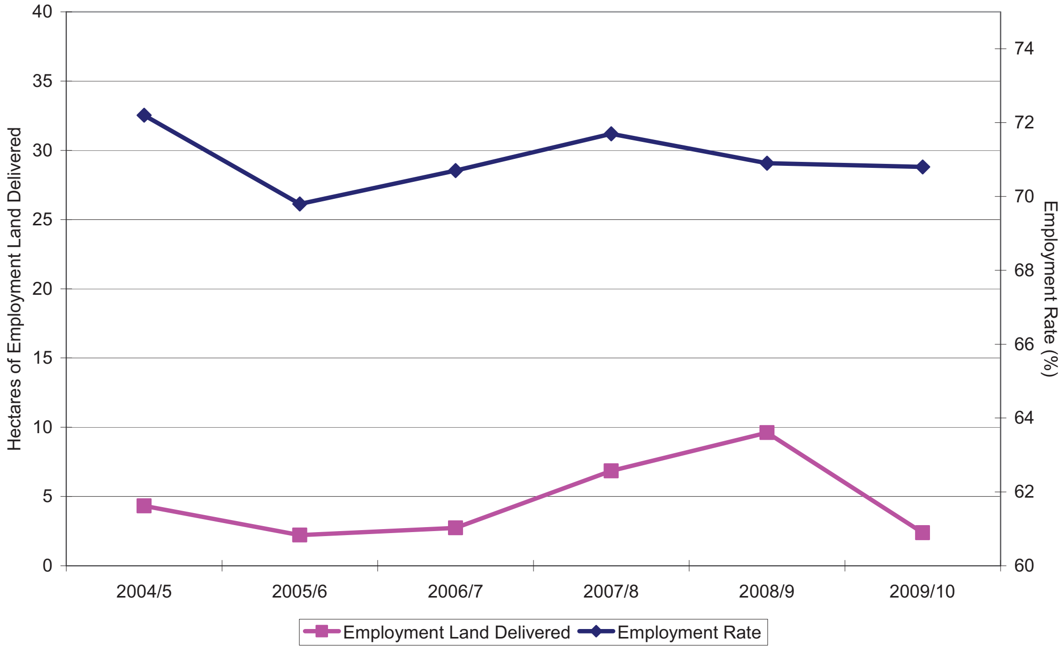


Figure 5 Employment Land Developed and Employment Rate

71 The overall employment rate has fluctuated since 2004/5 but has remained around the 71%. As a result of the impact of the recession the Local Area Agreement target has been amended to increase gradually to 74.1% by 2010/2011. However, it is clear from the graph above that the high level of employment land delivered in 2008/09 has coincided with a fall in the employment rate.

Core Strategy Target 6.4 ON TRACK

Identification of at least one site to be safeguarded for a major high quality inward investment opportunity, including potentially a public sector office relocation or a private sector regional headquarters.

72 In 2007 the Council began the preparation of the Sustainable Neighbourhoods including Key Site Allocations DPD, which will identify key sites in Plymouth in areas not already covered by Area Action Plans. This process aims to identify sites for development in partnership with local communities, with the aim of creating a network of sustainable linked communities across the city, whilst ensuring that new development meets the needs of communities as well as the city as a whole. This document, along with the AAPs will ensure that there is a portfolio of employment sites available, of the right quantity and quality and in the right locations, to meet the needs of the growth agenda and to accommodate prestige relocations of the kind envisaged by Core Strategy Target 6.4.

National Indicator 171 VAT registration rate

The target for this has been amended as part of the Local Area Agreement review process. It is now linked to the regional level. New figures will be available in 2011 although these do run in arrears.

Table 15	2002	2003	2004	2005	2006	2007	2008
VAT Registration Rate	33.8%	37.2%	37.3%	35.5%	32.8%	38.7%	33.5%

National Indicator 172 Registered businesses in the area showing growth

The target for this has been amended as part of the Local Area Agreement review process. It is now linked to the regional level. New figures will be available in 2011 although these do run in arrears.

Table 16	2003	2004	2005	2006	2007	2008
Registered businesses in the area showing growth	12.3%	13.3%	15.4%	18.5%	16.5%	16.8%

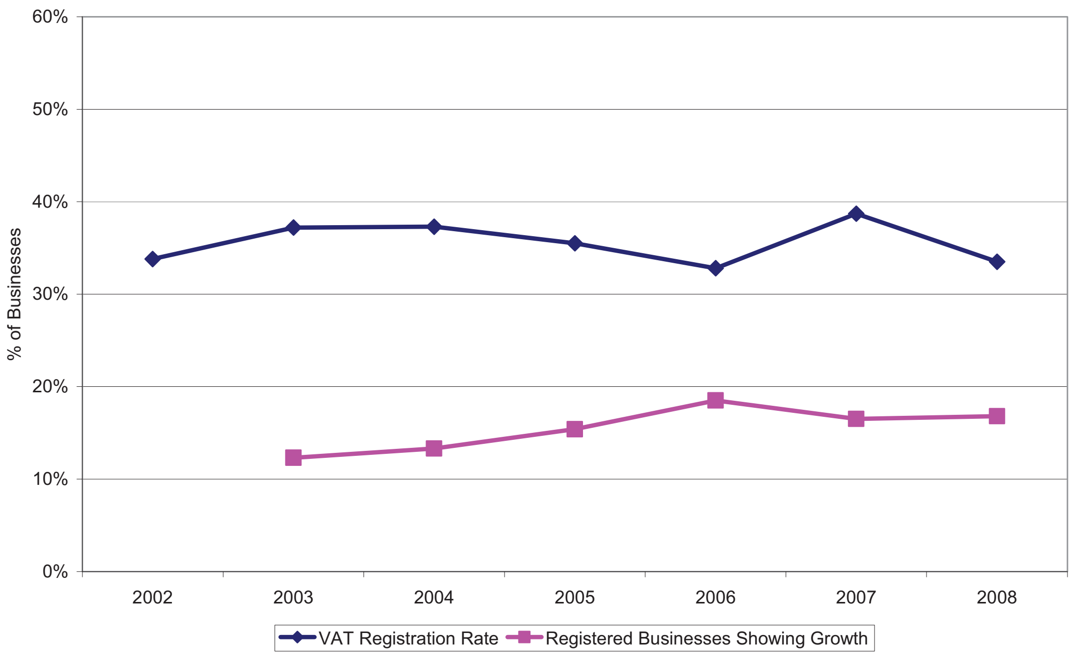


Figure 6 VAT Registration Rate and Businesses Showing Growth

The figures for NI171 and NI172 are not usually updated until the very start of the year

3.6 Delivering Adequate Shopping Provision

Strategic Objective 7
To promote new shopping development which contributes positively to delivering Plymouth's vision for sustainable high quality growth, making Plymouth a city of sustainable linked communities.

KEY FINDINGS AND CONCLUSIONS

73 All targets are either being met or on track to being met. The impact of the economic downturn has started to become evident in the number of vacant or non-A1 retail units. However overall levels of vacancy remain better than the average, both nationally and for the South West. The ability of the city to maintain its shopping offer in the face of the extremely difficult trading conditions of the past 12 months can only auger well for future provision in Plymouth.

Core Strategy Target 7.1 ON TRACK
To achieve an increase in retail capacity for comparison goods of between 57,000 and 92,000 sq m net by 2016.

74 Since 2006 an extra 6,182 sq m (gross) of retail floorspace has been provided in addition to the 26,416 sq m (gross) of floorspace provided with the opening of Drakes Circus in 2006. Highlights of this monitoring period were the opening of a new 1,286 sq m supermarket in the north of the city and the redevelopment of an old warehouse site into a 976 sq m non-food retail unit at Transit Way. This means that Plymouth is already over halfway to achieving the Core Strategy Target. In June 2008 a major study was published that looks at opportunities for further retail growth in the City Centre. This Study shows how the retail targets set out in the Core Strategy can be met in the period up to 2021 and also formed a key part of the evidence base of the City Centre and University Area Action Plan that was adopted in April 2010.

Core Strategy Target 7.2 ON TRACK
To achieve an increase in retail capacity for comparison goods of between 106,000 and 172,000 sq m net by 2021.

75 This target applies to the period up to 2021 and therefore includes the figures used in Target 7.1. Achievement of this target is dependent on increases in population and expenditure in Plymouth that will result from the success of the growth agenda, as is set out in the Core Strategy and the Plymouth Shopping Study 2006. The City Centre will be the focus for retail growth, The City Centre and University AAP was adopted on 26 April 2010, and sets out how a major City Centre regeneration can be achieved in Plymouth including significant amounts of new retail floorspace.

Core Strategy Target 7.3 ON TRACK
To deliver a new district centre at Derriford to serve northern Plymouth by 2016, and to monitor its potential to grow in the future.

76 The Core Strategy was adopted in April 2007 and contains Policy CS07 setting out the aim to create a new district centre at Derriford. This new district centre will include an element of retail which will contribute to the overall targets to increase retail floorspace in the City. The Derriford and Seaton AAP is being prepared and will specify where and how large the new district centre will be.

77 The AAP completed its issues and preferred options stage in March 2009 and the pre-submission document is now being prepared with the consultation anticipated in February to March 2011.

78 The completed AAP is timetabled to be adopted in January 2012. The results of the Derriford Shopping Study emphasised the importance of making the link between the development of retail floorspace at Derriford and in the City Centre, and ensuring that the City Centre is the priority location for retail investment in the city.

Core Strategy Target 7.4 ON TRACK
To deliver a new District Centre at Weston Mill by 2016.

79 A proposal will be brought forward through the Sustainable Neighbourhoods (Key Site Allocations) DPD. The public consultation on the DPD is anticipated in February to March 2011.

Core Strategy Target 7.5 ON TRACK
To deliver new local centres at Devonport, Millbay and Plymstock Quarry by 2016.

80 Area Action Plans for Devonport, Millbay & Stonehouse and North Plymstock have now been adopted. The new centre at Devonport has been granted planning permission and the new centre at Millbay is included in the approved outline planning permission for the redevelopment of Millbay Docks.

81 A planning application has been received for Plymstock Quarry which includes provision for the new local centre. The planning application is expected to be determined at planning committee in early 2011.

Core Strategy Target 7.6 ON TRACK
To deliver a consolidated retail warehouse location on Laira Embankment by 2016, which also assists with the delivery of strategic transport proposals for Plymouth's Eastern Corridor.

82 A proposal will be brought forward through the East End AAP.

Core Strategy Target 7.7 ON TRACK
To complete a revised Shopping study for Plymouth by 2011

83 The most recent Shopping Study was published in August 2006. A District and Local Centres Shopping Study has been prepared and is in the final stages of completion with publication anticipated early 2011. An update to the Plymouth Shopping Study will be commissioned in early 2011 subject to financial provision for completion during 2011.

Local Output Indicator
– Vacancy in prime shopping frontages.

84 There are no specific targets associated with this indicator although it is the Council’s objective to maintain healthy shopping centres across the city. High levels of vacancy or non A1 retail use would indicate a problem arising in particular centres. The shopping survey was carried out between August and November 2009 and ONS data shows the recession as reaching its lowest point in the quarter January to March with continuing negative growth for most of 2009. Despite this the overall picture is encouraging with most centres experiencing only a modest increase in the number of vacant units and some even improving on last year’s performance.

85 **City Centre, District Centres and Local Centres**

Table 17

Name	% Vacant 2008	% Vacant 2009	% Non A1 Use 2008	% Non A1 Use 2009	% Vacant and Non A1 Use 2008	% Vacant and Non A1 Use 2009
City Centre Prime Frontage	10%	12%	11%	11%	21%	23%

Central						
Name	% Vacant 2008	% Vacant 2009	% Non A1 Use 2008	% Non A1 Use 2009	% Vacant and Non A1 Use 2008	% Vacant and Non A1 Use 2009
City Centre Prime Frontage Remainder	7%	6%	22%	23%	29%	29%
Drake Circus	0%	3%	11%	10%	11%	13%
Estover	0%	0%	29%	29%	29%	29%
Mutley Plain	13%	7%	36%	39%	49%	46%
Plympton Ridgeway	12%	7%	29%	31%	41%	38%
Plymstock Broadway	15%	15%	12%	11%	27%	26%
Roborough	0%	0%	14%	14%	14%	14%
St Budeaux	5%	0%	53%	60%	58%	60%
Transit Way	0%	14%	7%	7%	7%	21%
All Local Centres	10%	10%	34%	35%	44%	45%

86 In the City Centre, Drake Circus moved from being fully let to 2 vacant units, Central Prime Frontage vacancies went up from 13 to 15 while Remaining Prime Frontage fell from 12 to 11 though there was an increase of 2 in non A1 uses, up to 39.

87 Of the seven District Centres three saw no year on year change in vacancy rates, three saw a fall and one an increase. This was Transit Way which moved from no vacant units to two and from one non A1 use to three.

88 For the Local Centres the picture is again one of stability with very small increases in vacancy and non A1 Use rates that have had a negligible impact on the overall position.

89 Overall the 2009 survey revealed the vacancy rate in the city's prime shopping frontages to be 10%, the same as in 2008. This is better than the national average[1] for December 2009 of 12% and the 13% figure for the South West.

90 Of the ten worst performing centres the most significant development was the inclusion of St Budeaux District Centre at position eight which, despite having no vacancies, had 12 of its 20 units with non A1 uses, 5 of which were hot food take-aways. Eight of the remaining centres had been in last year's list, with Albert Road joining Transit Way by virtue of increases in vacancies and non A1 uses. Clittaford Road, Southway dropped

1

[1] Local Data Company survey February 2010

out thanks to an improvement in its trading position and Stoke Village dropped out due to the poor performance of other centres.

91 **Ten worst performing centres**

Table 18

Name	% Vacant 2008	% Vacant 2009	% Non A1 Use 2008	% Non A1 Use 2009	% Vacant and Non A1 Use 2008	% Vacant and Non A1 Use 2009
Lipson Vale	67%	67%	17%	17%	83%	83%
Hooe	0%	0%	80%	80%	80%	80%
Station Road (Devonport)	16%	21%	58%	58%	73%	79%
Cumberland Street	15%	15%	54%	54%	69%	69%
Chaddlewood	0%	0%	67%	67%	67%	67%
Albert Road	12%	15%	42%	46%	54%	62%
George Street	0%	0%	60%	60%	60%	60%
St Budeaux	5%	0%	53%	60%	58%	60%
Ebrington Street	23%	22%	35%	38%	58%	59%
Marlborough Street	21%	29%	35%	29%	56%	59%

3.7 Delivering Cultural & Night-Time Economy

Strategic Objective 8
To facilitate the creation of Plymouth as a vibrant waterfront city with a thriving cultural and leisure sector and a diverse, safe, balanced and socially inclusive evening/ night-time economy.

Core Strategy Target 8.1 ON Track
Targets to be developed in relation to the Council's work on promoting tourism and leisure trips to the city.

92 In April 2010, Destination Plymouth, a business led partnership, was given responsibility for driving the Plymouth visitor economy through delivery of the Place Management Strategy approved by Plymouth City Council in April 2010. The aim is to grow the visitor economy, increasing the number of visitors and spend, to create 7,000 additional jobs over the coming 10-15 years: thereby also delivering the Local Economic Strategy 2006-21 (Tourism, Culture and Leisure Sector). A Visitor Plan will be developed by June 2011 which will be delivered by progressively by 2021.

3.8 Delivering Educational Improvements

Strategic Objective 9
To set a spatial planning framework that supports improvements in education to enable everyone to share in Plymouth's growing prosperity.

Key Findings and Conclusions

93 The Strategy for Change 2008 known as Investment for Children sets the priorities for new school buildings, closures, amalgamations and improvements. There have been some revisions to the previous targets for individual schools, but progress is being made. This will need to be up dated to respond to the demographic change in the birth rate which will begin to feed in to Primary Schools from 2011. The Council's Cabinet received a full report on this in October 2010. There is also a significant change to the allocations of capital for schools and the Government has reduced capital investment by 60% over the life of the Comprehensive Spending Review period.

Core Strategy Target 9.1 TARGET MET IN PART
Delivery of new primary schools in Barne Barton, Devonport, Millbay, Southway and Plymstock, and the Whitleigh campus, by 2008-2016.

Table 19

Project	Status
Barne Barton (amalgamation of Barne Barton and Bull Point primary schools on new site).	Riverside Primary school opened in February 2008 (replacing Barne Barton and Bull Point schools).
Devonport (amalgamation of Mount Wise and Marlborough primary schools on new site).	This Project is no longer included in the Council's Capital Programme; Changes in demographics mean that the ability for the Council to commission less places in this area is no longer achievable, and therefore the amalagation is not the appropriate solution.
Millbay (new Secondary School and expanded Primary Provision).	The Millbay AAP provides for the development of a new secondary school. The Council had been given the go ahead in the Buildings Schools for the Future programme that would have funded this social infrastructure. The Government stopped this funding route in June 2010 and the delivery looks unlikely in the near future. Planning applications approved for Millbay did not identify a site for a Primary School Fresh planning applications are changing the mix of housing and the need for expansion of the primary is being revisited. However the demographic demand for primary places for existing housing is higher due to a rise in the birth rate over the past 4 years.
Southway (amalgamation of Langley Infant and Junior schools on same site and amalgamation of Southway and Tamerton Vale schools on the former Southway Community College site).	The new Oakwood Primary School opened in September 2009 (replacing Langley Infant and Junior schools). The new Beechwood Primary School was completed in April 2010 and opened in June 2010. This school replaced Southway and Tamerton Vale schools.

Plymstock (new school within the quarry site).	The North Plymstock AAP proposes a new primary school as part of the Plympstock Quarry development. Work with the developer has identified a potential site and discussions on the S106 to deliver this school are progressing positively.
Whitleigh campus (relocation of Woodlands Special School to a new campus, co-located with Sir John Hunt Community College and Whitleigh Primary School).	The Wood View Learning Community is completed and operational.

94 In addition, Ernesettle primary school was opened in 2008; Shakespeare primary school opened in 2009 (replacing West Park and Chaucer schools) and Mayflower primary schools opened in 2009 (replacing South Trelawney and North Prospect schools). Highfield Primary (replacing Highfield and Plym View Primaries) will open in the spring 2011.

Core Strategy Target 9.2 TARGET NOT MET
Delivery of the Peninsula Dental School by 2008

Table 20

Project	Status
Peninsula Dental School Devonport.	Development completed in 2008/09 (16/03/2009). Opened 28th April 2009.
Peninsula Dental School Derriford.	Approval of Reserved Matters 19/11/2009. Completion expected Summer 2011

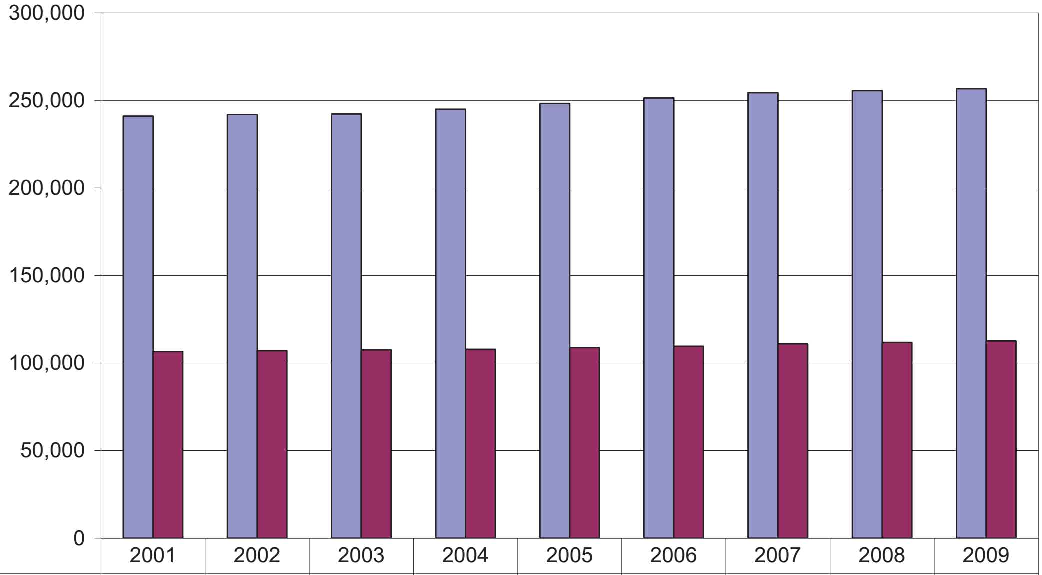
3.9 Delivering Adequate Housing

Strategic Objective 10
To ensure that all Plymouth residents have access to a decent and safe home within a quality living environment.

Key Findings and Conclusions

95 Recent dwelling completions have decreased as a result of the recession averaging 881 dwellings per annum since the start of the LDF. However there is an adequate supply of land for 6,169 dwellings to meet the 5 year dwelling requirements as well as taking account of this recent shortfall.

96 Population and Housing Growth



	2001	2002	2003	2004	2005	2006	2007	2008	2009
Population	241000	242000	242300	244900	248200	251300	254400	255600	256700
Dwellings	106583	107019	107475	107866	108847	109585	110915	111705	112615

Figure 7 Population and housing growth

97 Between 2001 and 2009 Plymouth experienced a 6.5% increase in population. Over a similar period the number of dwellings increased by 5.7%. The following sections look at the current and future dwelling provision and land supply in the city.

Core Strategy Target 10.1 ON TRACK
The delivery of the strategic housing requirement up to 2021 of some 1,150 dwellings per annum (equating to 17,250 new homes by 2021). This annualised figure of 1,150 dwellings per annum is phased at 1,000 dwellings per annum (2006-2016) and 1,450 dwellings per annum (2016-2021).

Past delivery of dwellings

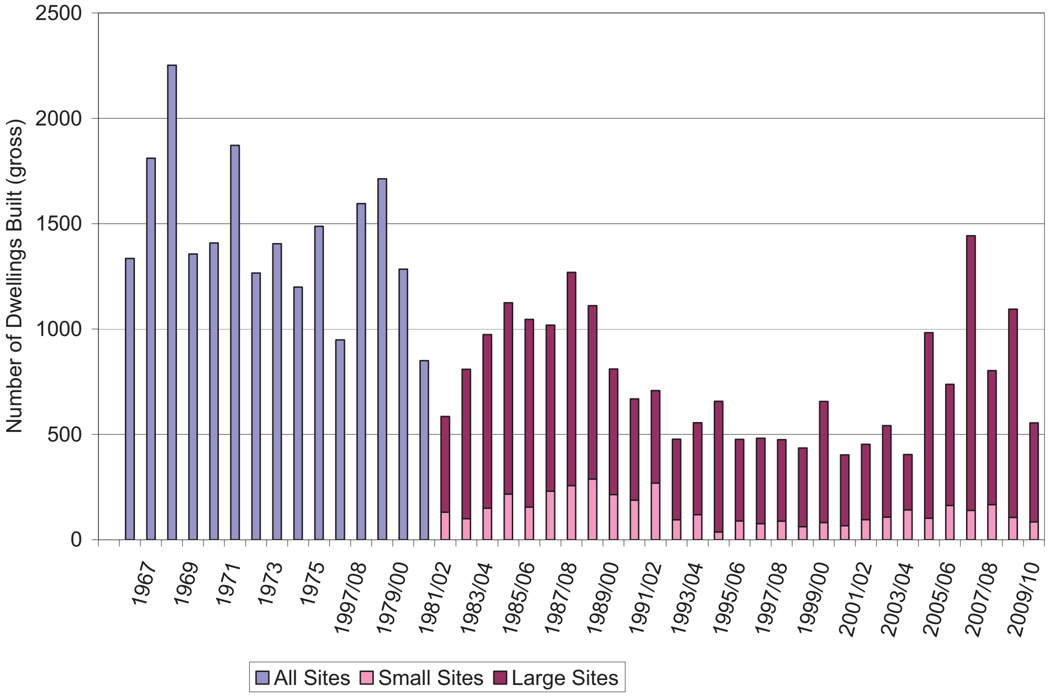


Figure 8 Dwelling Completions

98 Dwelling Completions by size and type of site

Table 21	2006/07	2007/08	2008/09	2009/10	Total to date	Annual Average
New build 0-4 dwellings	41	37	15	29	122	31
New build 5-9 dwellings	16	30	16	5	67	17
Conversions 0-9 dwellings (net)	83	100	75	51	309	77
Large Sites 10-49 dwellings	398	161	272	188	1019	255
Major Sites 50+ dwellings	891	475	626	282	2274	568
Sub-total Gross	1429	803	1004	555	3791	948
Students	0	0	93	0	93	23
Total	1429	803	1097	555	3884	971
Demolitions	-113	-13	-94	-141	-361	-90
Total (net)	1316	790	1003	414	3523	881

99 In the four years since the start of the plan period (2006-2010) 3,482 new dwellings have been constructed and an additional 309 have been provided through the conversion and subdivision of existing properties: 3,791 dwellings in total.

100 Set against this impressive building programme, are 361 dwellings which have been demolished. These demolitions, 358 of which are of local authority housing, are the necessary precursor for the future regeneration of run down areas of the city and the improvement of the city's housing stock.

101 Plymouth is a university city and as numbers at the university have increased there has been a need for additional student accommodation. In the past students have been accommodated in Halls of Residence but more recently development has taken the form of Cluster Flats, for example 6 apartments with communal lounge in a self contained unit, or alternatively self-contained studio rooms. There have been 93 such units built since 2006, accommodating 373 students. Government guidance has clarified the position in relation to these units deeming them to be outside the classification of "dwellings". Taking this into account means that overall 3,430 (net) additional dwellings have been built in the 4 years of the plan period (2006-2010).

The 5 Year Housing Supply

102 In summary of paragraph 103-110 below, this assessment shows that Plymouth has a 5 year housing land supply. The assessment covers the period April 2011-16 and reflects the following considerations:

- The requirement is based on Plymouth's Adopted LDF Core Strategy. This indicates a requirement of 5,000 sites between 2011-16.
- The assessment takes into account any previous shortfall or oversupply.
- The assessment sets out demand and supply under "normal" market circumstances and identifies a **5 year land supply of 6,169 dwellings against a requirement for 5,392 dwellings**
- The assessment also makes comparison with "current" market circumstances and adjusts the requirement to take account of the current recession. It is clearly important not to mix one assessment with another.

Assessment of Plymouth's Housing Requirement:

103 Plymouth's Housing Land Requirement can be approached in two ways.

1. The period used for calculating this year's Annual Monitoring Report 5 year Housing Land Supply is 1st April 2011 to 31st March 2016. The Adopted LDF Core Strategy (2006-2021) set out the housing requirement of 17,250 new homes by 2021, translating into annualised targets of 1,000 dwellings per annum 2006-16 and 1,450 dwellings per annum 2016-21. In terms of calculating the current 5 year land supply, this equates to making provision for 5,000 dwellings over the period 2011 to 2016. However in considering the housing requirement over the next 5 years, any shortfall in dwelling completions since the start of the plan period (2006) also needs to be taken into account. In Plymouth's case, 3,523 dwellings (net) have been delivered over the first four years of the plan period (2006-2010) and a further 300 dwellings (net) are expected to be delivered 2010/11. This combines to make an anticipated delivery of 3,823 dwellings, creating a 1,177 dwelling deficit to be compensated for over the remaining 15 years of the plan period ie 392 dwellings over 5 years. This leads to a revised 5 year supply target of 5,392 dwellings.

2. However, as a consequence of the recent recession, there was a sudden and severe decrease of between 50% to 90% in the 'tangible' demand for new housing. Current indications are that it will take some 3 to 5 years for normal market conditions to be restored. This was recognised in discussions in 2009 with Government Office which culminated in Ministerial approval for the renegotiation of

our Local Area Agreement (LAA) net housing targets to 900 dwellings in 2008/9, 350 in 2009/10, and 250 in 2010/11. In effect this gives a target for 2006 to 2011 of 3,500 dwellings. Plymouth's expected housing delivery of 3,823 dwellings exceeds this target. Using the same methodology as above this 323 dwelling surplus should be compensated for over the remaining 15 years of the plan period thereby reducing the 5 year requirement by 108 dwellings. It could further be argued that economic recovery has yet to happen and that the conditions that were of relevance in negotiating reduced LAA targets still apply. It would therefore seem unrealistic to expect an immediate return to the levels of housebuilding and more importantly housebuying which were prevalent when the Core Strategy and RSS targets were being set. Under these circumstances a 50% reduction in the short term in the Core Strategy annualised targets would not seem unreasonable.

104 In determining which targets to formalise as the Plymouth's 5 year housing land supply 2011-2016 it is important to set them in the economic context in which they were developed. If the Adopted Core Strategy targets are to be used, the supply of sites should reflect what would be deliverable under "normal" economic conditions. If however the deliverability of these sites recognises the current economic climate then it is only appropriate that the targets are also given the realism of the current economic climate. It is clearly important not to mix the two.

Assessment of Plymouth's Housing Land Supply:

105 The identification of sites that make up Plymouth's Housing Land Supply has been obtained from a variety of sources:

- Sites identified in the Adopted Area Action Plans.
- The Council's database of sites with planning permission.
- Sites where development interest has been shown through the pre-application process.
- The 2009 Strategic Housing Land Availability Assessment (SHLAA).

106 The April 2009 Strategic Housing Land Availability Assessment (SHLAA) provided the base for the assessment of the deliverability of sites. It was undertaken by independent consultants who involved a Panel consisting of developers, agents, and architects experienced in the local market to assess deliverability. This assessment has now been rolled forward to December 2010 using the latest intelligence on the availability and expected delivery timescale of housing sites.

107 This has resulted in the trajectory shown in Figure 9 and a 5 year supply of 6,169 dwellings (net), the components of which are set out in the table below. Individual sites that make up the 5 year supply are listed, in accordance with government guidance, in an Annex to the AMR which is available on www.plymouth.gov.uk/ or alternatively in paper copy on request.

108 Components of Plymouth's Housing Supply

Table 22	2011/12	2012/13	2013/14	2014/15	2015/16	5 year Total
Sites under construction	110	0	0	0	0	110
Sites with detailed planning permission	318	224	173	262	177	1154
10% Allowance for non-delivery	-32	-22	-17	-26	-18	-115
Sites allocated in Adopted AAP	40	240	340	466	622	1708
Sites not allocated in Adopted	176	573	879	858	1085	3571

AAP						
Allowance for sites <5 units	50	50	50	50	50	250
Demolitions	-155	-5	-87	-237	-25	-509
Total	507	1,060	1,338	1,373	1,891	6,169

109 The SHLAA report concluded that *"Currently the final requirement for housing provision is yet to be confirmed through the RSS. However, it appears clear that, subject to market conditions, sufficient housing sites have been identified to meet the future requirement."* Although it is the government's intention to remove the RSS from legislation the housing targets which were subsequently incorporated in the Adopted Core Strategy remain unchanged, and the conclusion of the SHLAA remains applicable to Plymouth's current 5 year supply of 6,169 dwellings.

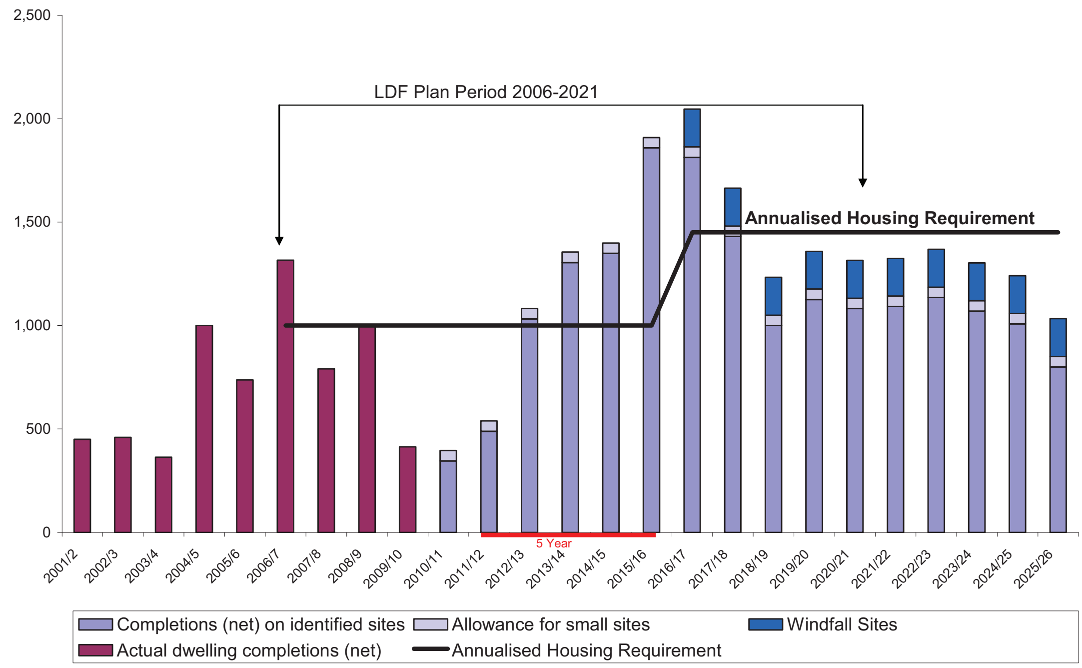


Figure 9 Housing Trajectory

110 The trajectory above shows the supply of sites for the next 15 years. It is an assessment that originated from the April 2009 SHLAA which did not include sites that had not been put forward by a developer on the basis that under the market conditions prevalent in 2009 they could not be considered to be "available". However it is likely that when economic conditions improve further sites will become available as it becomes more viable for landowners to put forward sites for development. In addition the SHLAA made the assumption that reduced densities should be applied to the capacity of sites. Site densities may therefore also increase as the future apartment market once again picks up, further adding to the potential supply of dwellings. In order to allow for these factors an element for windfall sites has been shown for the later years of the trajectory (though not it should be noted for the 5 year supply period.)

111 **Dwellings Under Construction**

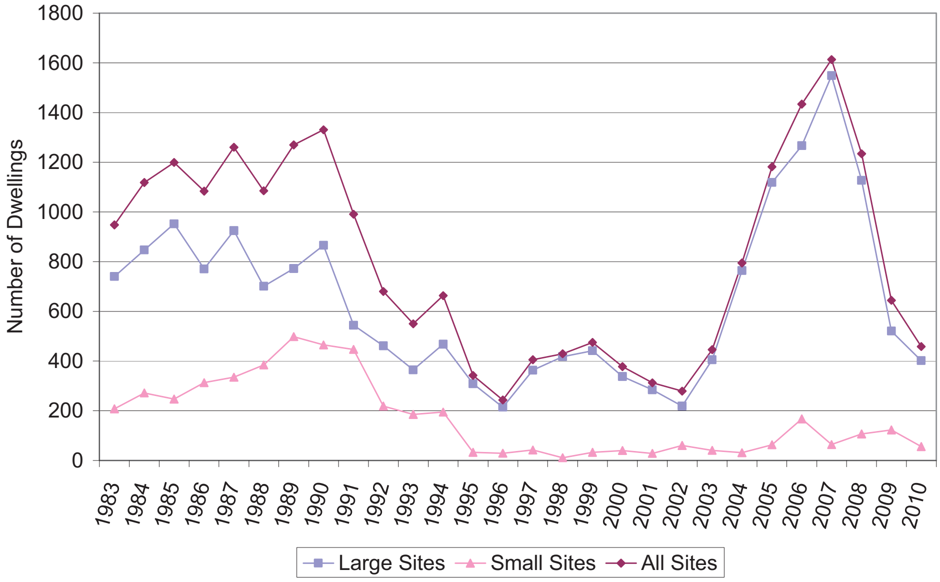


Figure 10 Dwellings under construction

112 The number of dwellings under construction has dropped sharply for the past three years in succession. At April 2010 it had fallen to 458 from peak levels of 1,613 in 2007. This decrease in construction activity is a reflection of the recession and its impact on the number of new dwellings being started. During 2009/10 only 342 dwellings were recorded as having started, compared with 1,019 three years previously. Yet this is a small rise over levels of the previous year.

113 A further impact of the recession is the decline in the dwellings with planning commitment but where construction has not started. Figure 11 shows a reduction for the second consecutive year , but potential is still high and the decrease is far less steep than the increases shown during the recent economic growth. With 458 dwellings under construction and a further 4,303 dwellings yet to start, Plymouth has considerable potential for future residential development, despite the impact of the recession.

114 Dwellings Not Started

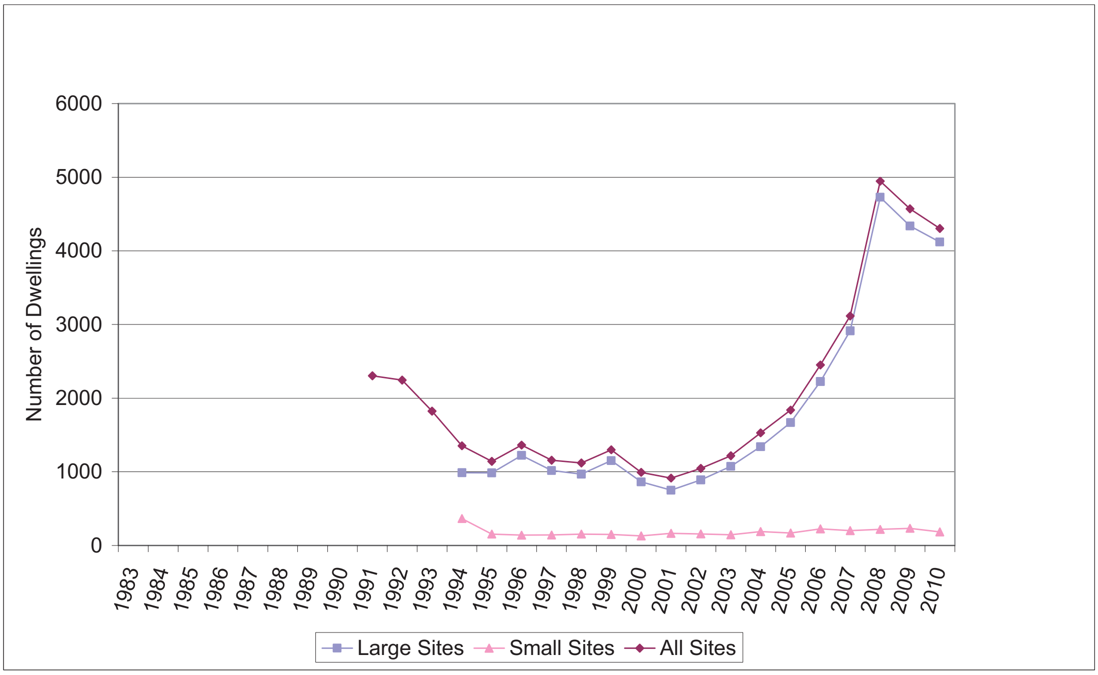


Figure 11 Dwellings not started

Local Output Indicator
– Development on Windfall Sites.

115 Since the start of the plan period half of all dwelling completions have been on windfall sites (an average of 476 dwellings per annum). Of these windfall sites

- 67% (average 318 dwellings per annum) have been on large brownfield sites.
- 29% (average 139 dwellings per annum) have been on small brownfield sites.
- 4% (average 19 dwellings per annum) have been on greenfield sites.

In the past year 289 dwellings (57%) were built on windfall sites.

116 Dwelling Completions 2001-2008 by type of site

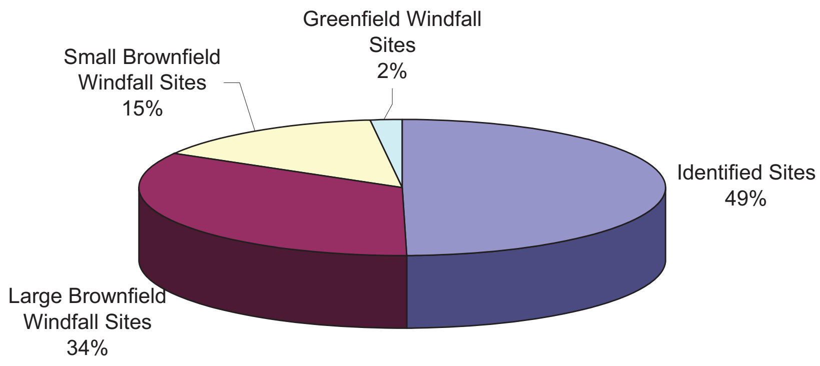


Figure 12 *Dwelling Completions 2009/10 by Type of Site*

117 At April 2010, there were a potential 4,761 dwellings on sites with planning permission

- Greenfield windfall sites contribute just 2% to future commitments with planning permission.
- Large brownfield windfall sites contribute 38% of dwelling commitment with planning permission.
- Small brownfield windfall sites contribute 4%.

118 In looking to the future, the LDF assumes that windfalls on small brownfield sites will continue, but that the contribution from large brownfield windfall sites will reduce as development is directed to the AAP sites or other key sites in the city.

119 **Dwelling Commitments (with Planning Permission) 2008 by type of site**

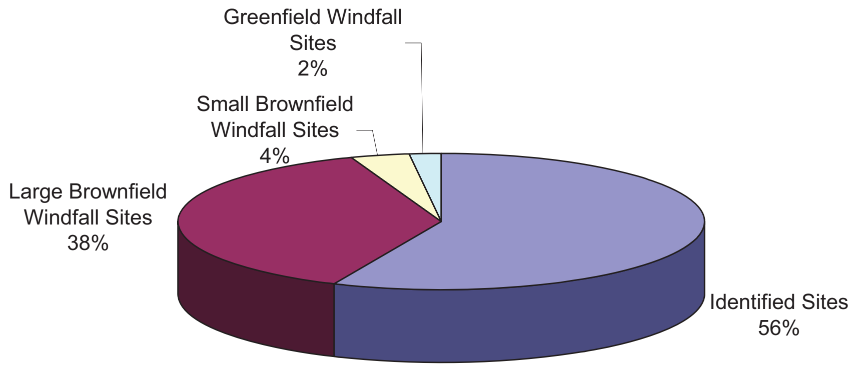


Figure 13 Dwelling commitments 2010 by Type of Site

Core Strategy Target 10.2 ON TRACK
At least 30% of new dwellings on qualifying sites to be affordable (equating to 3,300 new affordable homes by 2021).

120 In 2009/10, 335 affordable homes were delivered in Plymouth bringing the total number since the start of the plan period to 1,093. Delivery over this period (2006-2010) can be measured against a total delivery of 3,121 dwellings on sites of 15 dwellings or more ie 35%. The 2009/10 equivalent is 76% (335 affordable measured against 439 total on sites of 15 dwellings or more).

121 The delivery of 335 affordable dwellings also exceeds the target of 226 set by National Indicator (NI155) for 2009/10. Delivery over and above this target is a reflection of the work of the Plymouth Housing Development Partnership which involves partner Registered Social Landlords and the Homes and Communities Agency (HCA). The economic downturn has had a significant impact on the housing sector, with finance squeezed, falling asset values and a constrained customer base affecting the ability to build and purchase property. To combat this Plymouth has responded on a number of fronts to maximise impact and to help support both the house building industry and the delivery of new and affordable homes in the current recession-hit housing market. These include securing significant HCA grant funding to purchase unsold completed open market homes or purchasing whole sites for affordable housing; kick-start and investment funding to unlock stalled sites; support of the Planning Market Recovery Action Plan.

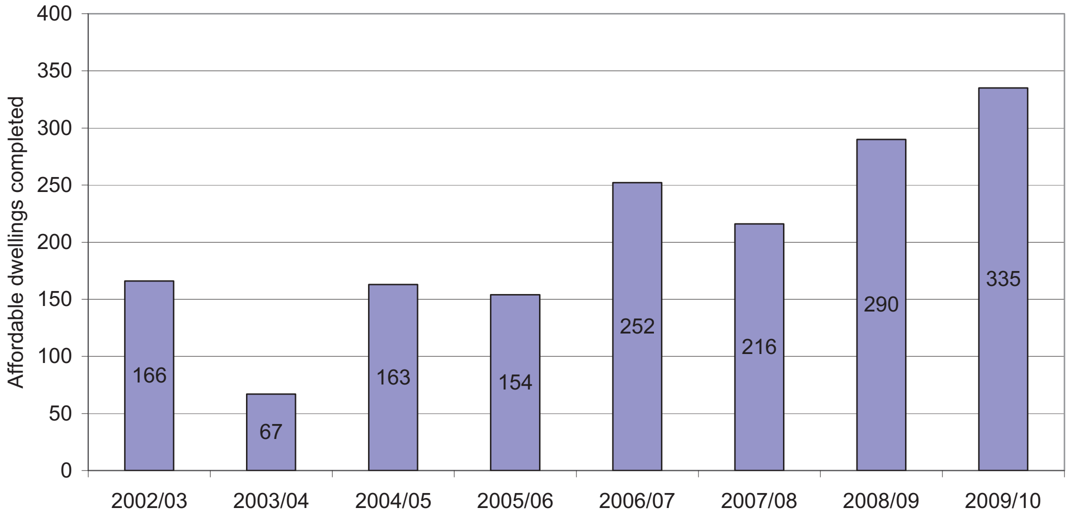


Figure 14 Delivery of Affordable Housing, (Source: PCC Housing Services)

122 Of the 4 year total of 1,093 affordable dwellings 734 (67%) were for rent and 359 (33%) were intermediate tenure eg shared ownership.

123 **Affordability Ratio**

Table 23	2006/ 2007	2007/20 08	2008/2 009	2009/2010
Ratio average Median income to lower Quartile average property price	6.3	6.8	5.6	4.5 (Dec 2009)
Ratio average Median income to Median Quartile average property price	6.9	7.2	7.0	6.4 (Mean Dec 2009)

124 The affordability ratios in Plymouth in 2008/09 were similar to those of England as a whole: 5.3 times income for a lower quartile property and 7.5 times income for a median property price. Whilst the income thresholds required to purchase both the lower quartile and the median quartile properties have been falling since 2008, the level of deposit required has increased.

125 **Homelessness**

Table 24	2006/07	2007/08	2008/09	2009/10
% households accepted as homeless	347	387	371	244
% households accepted as homeless in temporary accommodation	92	99	84	63

Core Strategy Target 10.3 ON TRACK
80% of new dwellings to be provided on previously developed land (equating to 13,800 homes by 2021).

126 In the past year 96% of dwellings completed were on previously developed land. Recent change to the redefinition of garden land to greenfield reduces this proportion to (94%), In Plymouth this form of development plays an insignificant role in the development of the city: only 35 dwellings between 2005 and 2008 were recorded as being built in gardens. The 2009/10 figure was assessed at 10 dwellings.

127 Of all the new build development currently in the pipeline 95% is on previously developed land. When the likely contribution from conversions and subdivisions are added, all of which (100%) are classified as previously developed, it is likely that the LDF target (80%), the government target (60%), and the South West Regional target (50%) will be achieved next year.

128 New Homes on Previously Developed Land

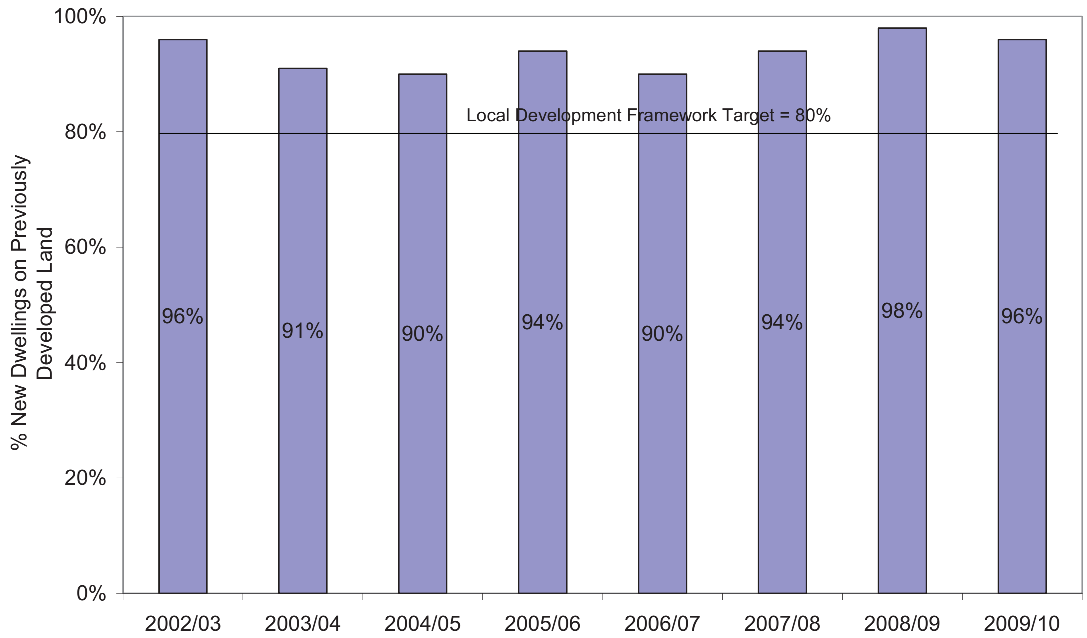


Figure 15 New homes on previously developed land, (Source: Housing Completions Database)

Core Strategy Target 10.4. BELOW TARGET BUT IMPROVING PERFORMANCE 20% of new dwellings developed to be Lifetime Homes standard (equating to 3,450 homes by 2021).

129 For calculating performance against this target we have used as a proxy the application of planning conditions or Section 106 agreements on sites of 5 dwellings or more. Whilst it would be difficult to insist on Lifetime Homes delivery for residential schemes of less than 5 units, we do encourage the adoption of Lifetime Homes standards as best practice for any new dwellings.

130 In 2009/10 1,658 dwellings received approval on schemes of 5 or more units. However amongst the sites receiving approval, 173 dwellings were on sites that were unsuitable for Lifetime Homes either because of topography (145 dwellings) or because they were for conversion of Listed Buildings or developments above retail units (28 dwellings). On the remaining 1,485 dwellings, planning conditions or agreements should secure the delivery of 248 Lifetime Homes ie 17%. As in the previous year the below target performance is partially due to the 460 dwellings on sites that were the subject of earlier outline applications or previous submissions to which Lifetime Homes conditions had not been applied.

131 However it should be noted that performance has significantly improved for the third consecutive year. In 2010/11 the number of applications on sites that were the subject of earlier outline applications to which Lifetime Homes conditions had not been applied is not expected to be significant. Furthermore the following measures are being undertaken that will ensure further improved performance in 2010/11.

- From 1st September all relevant applications will need to provide a statement as part of the Validation Agreement as to how they meet the Lifetime Homes criteria.
- An additional on-site staff training session is planned.
- In December 2010, Members attended a training session which included Lifetime Homes as a topic.

Local Output Indicator ON TRACK
– Ensuring the provision of an appropriate mix of type, size and tenure of housing.

132 Of the dwellings completed in the past year

- 65% consisted of 1 or 2 bed units. (This is a reduction on the 87% of the previous year).
- less than 14% had 4 or more bedrooms.

133 This is a better match than in previous years to the 2001 make up of the city where 66% of households contain 1 or 2 persons and 6% contain more than 4 persons.

134 Dwelling Completions by Size/Type

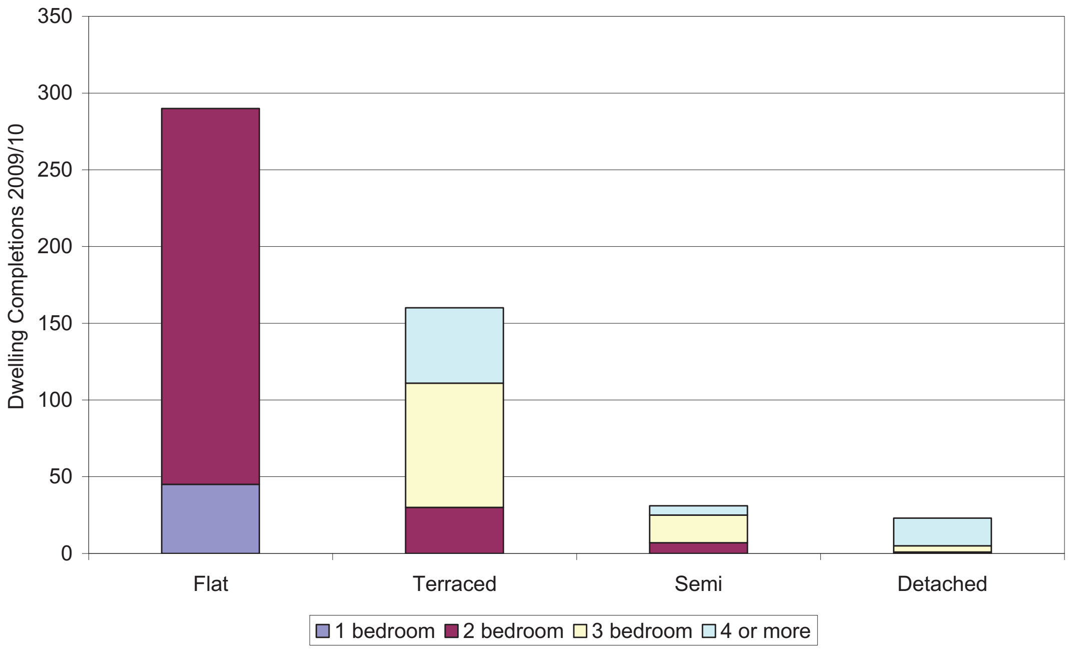


Figure 16 Dwelling completions 2009/10 by size, (Source: PCC Housing Completions Database)

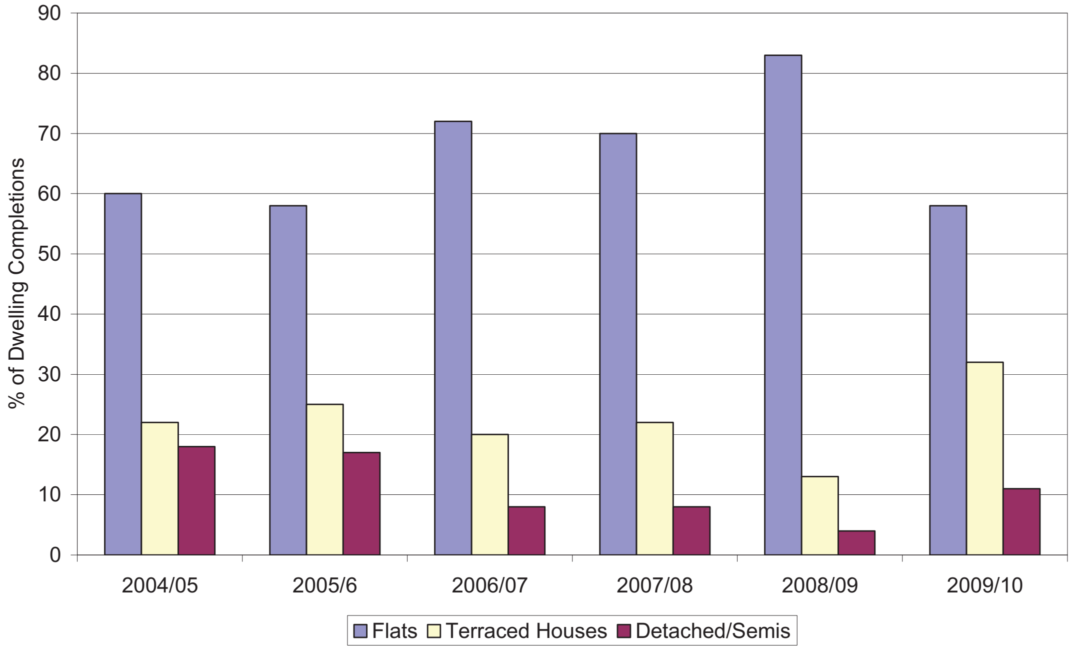


Figure 17 *Dwelling completions by type, (Source: PCC Housing Completions Database)*

135 The recent rise in the proportion of new build units that are flats reflects high density developments characteristic of the regeneration of the waterfront areas. The type of dwelling completions in the past year show a more balanced structure as a result of the progression of redevelopment sites at Southway and other less densely developed sites. In 2009/10:

- 58% were flats.
- 32% were terraced houses.
- 11% were detached or semi-detached.

Local Output Indicator ON TRACK
- Development Density.

136 The Core Strategy has an objective of promoting the highest density of development compatible with the creation of an attractive living environment. In 2009/10 the average net density of dwelling completions was 59 dph, less than half of last year's peak of 131 dph.

137 In 2009/10 98% of new housing provided has been above minimum PPS3 density levels with 76% being above 50 dwellings per hectare.

138 Dwelling Completions by Density

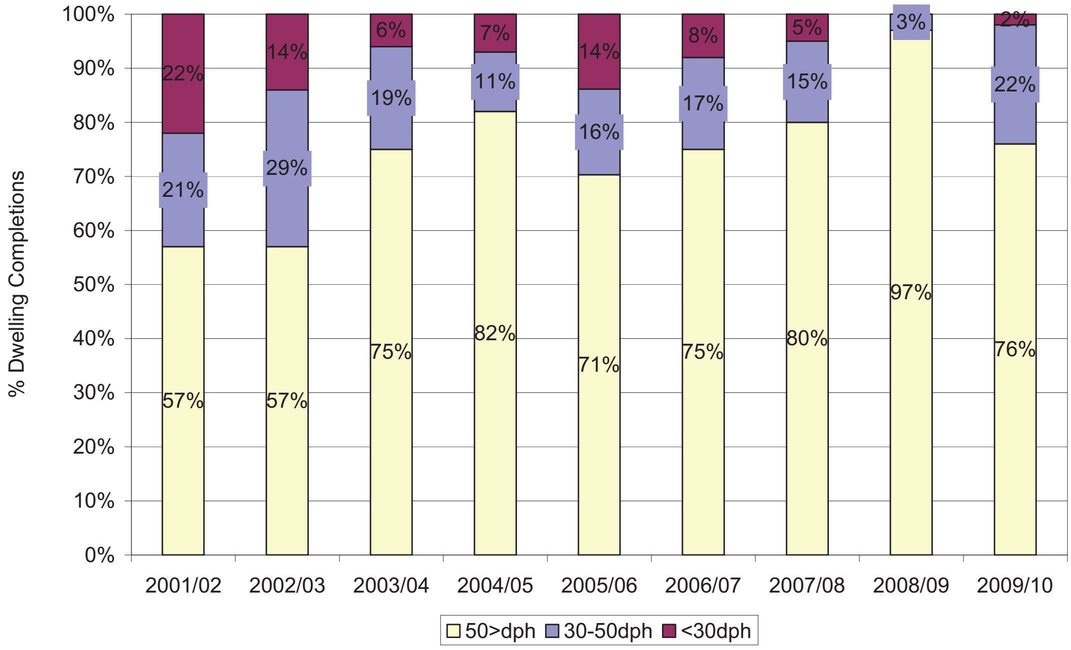


Figure 18 Dwelling completions by density, (Source: PCC Housing Completions Database)

3.10 Delivering a Sustainable Environment

Strategic Objective 11
To set a spatial planning framework through the LDF that supports the City Strategy goal to maintain a clean and sustainable environment, which benefits social and economic well-being.

Key Findings and Conclusions

139 All targets are either being met or on track to being met.

140 Core Strategy Target 11.1 ON TRACK
To work towards ensuring that the city's population have access to a natural greenscape within 400 metres of their home.

141 Survey work for the Green Space Strategy has identified that a 5 minute walk (equating to 400m) is an acceptable walking distance for the majority of Plymouth's population. The Plymouth Green Infrastructure Plan, endorsed in April 2010, compliments the previously adopted Green Space Strategy by identifying the large scale strategic greenspace projects that will deliver the standards of provision established in the Green Space Strategy. This work develops proposals for improving the accessibility of 900ha of greenspace across the sub region. Work towards development of the draft masterplans for Central Park and Saltram, which includes proposals for significant improvements to the parks' accessibility, has been completed in preparation for consultation.

Core Strategy Target 11.2 ON TRACK
To facilitate designation of 100 ha of new Local Nature Reserve by 2016.

142 Since the start of the Local Development Framework 48.4 hectares of Local Nature Reserve has been designated and a further 83 hectares are planned.

Table 25

Location	Area (ha)	Progress

Cann Woods	23.5	Designated in June 2009
Bircham Valley extension	8.9	Designated (Final legal agreement signed November 2010)
Forder Valley extension	5.0	Designated (Final legal agreement signed July 2010)
Efford Valley extension	11.0	Designated (Final legal agreement signed July 2010)
Woodland Wood extension	10	Draft management plan produced. Designation scheduled before March 2011
Radford Woods	38	Draft management plan produced. Designation scheduled before March 2012, subject to financial provision
Ham Woods	35	Designation scheduled before March 2013, subject to financial provision

143

Core Strategy Target 11.3 ON TRACK
To ensure that as a minimum development causes no net loss of biodiversity of acknowledged importance.

144 During 2009/10 no LDF documents or planning approvals generated any significant impacts on Plymouth's protected sites including Plymouth Sound & Estuaries European Marine Site, the 9 Sites of Special Scientific Interest, the 23 County Wildlife Sites or the 8 Local Nature Reserves.

145 During 2009/10 negotiations on individual planning applications considered likely to have an impact on wildlife not only avoided a net loss in biodiversity, but exceeded the target by resulting in final approved plans showing a net gain 68% of the time. During the year twelve applications where refused or withdrawn in part due to their lack of consideration of biodiversity impacts.

Core Strategy Target 11.4 ON TRACK
To review the Strategic Flood Risk Assessment on at least a five-yearly basis.

146 The Level 2 Strategic Flood Risk Assessment for Plympton has been completed, to add to those completed in January 2008 for Millbay and Stonehouse, North Plymstock, the East End and Sutton Harbour. The Council is now working on Surface Water Management Plans.

Core Strategy Target 11.5 BELOW TARGET BUT IMPROVING PERFORMANCE
To ensure all non-residential developments exceeding 1,000 square metres of gross floorspace and new residential developments comprising 10 or more units to incorporate onsite renewable energy production equipment to off-set at least 10% of predicted carbon emissions for the period up to 2010, rising 15% for the period 2010-2016.

147 Out of the 42 qualifying developments, 30 (71%) complied with this policy either with or without the application of planning conditions. This is a very significant improvement on the previous year's performance of 19%.

148 On a further 3 applications (7%) the delivery of the on-site renewable energy requirement was considered to be unviable, or inappropriate in the case of a Listed Building.

149 The followowing measures planned in 2009/10 are expected to result in further performace improvements

- From 1st September all relevant applications will need to provide a statement as part of the Validation Agreement as to how they meet the onsite renewable energy policy
- A training session for planning officers on the onsite renewable energy requirement is planned for 2011

3.11 Delivering Mineral Resources

Strategic Objective 12
To deliver an appropriate balance between the need to safeguard the long term supply of minerals and delivery of strategically important development in the eastern corridor, helping to make Plymouth a place where people, business and an outstanding natural environment converge to bring about sustainable prosperity and well-being for all.

Key Findings and Conclusions

150 All targets are either being met or on track to being met.

Core Strategy Target 12.1. TARGET MET
Identification of land consented for mineral extraction and processing and an appropriate buffer zone in the North Plymstock (including Minerals) Area Action Plan.

151 Proposal NP13 of the North Plymstock (including Minerals) Area Action Plan identifies land consented for mineral extraction, a Mineral Safeguarding Area and an appropriate buffer zone. The AAP was adopted in August 2007.

Core Strategy Target 12.2. TARGET MET
Identification of Mineral Resource Protection Area in the North Plymstock (including Minerals) Area Action Plan.

152 Proposal NP13 of the North Plymstock (including Minerals) Area Action Plan identifies an area of known mineral reserves, which is safeguarded for potential future mineral extraction. The AAP was adopted in August 2007.

3.12 Delivering Sustainable Waste Management

Strategic Objective 13
To establish a spatial planning framework in the LDF that supports the Regional and Council's Waste Management Strategy, helping to make Plymouth a place where people and businesses produce less waste and are provided with long term sustainable and affordable waste management and treatment facilities.

153 See Appendix 1 for Core Output Indicators.

Key Findings and Conclusions

154 All targets are either being met or on track to being met.

Core Strategy Target 13.1 ON TRACK
Local waste management targets will be prepared as part of the emerging Waste Management Strategy Action Plan.

155 An Outline Business Case (OBC) was approved in April 2008 by the South West Devon Waste Partnership (SWDWP) which comprises three councils – Plymouth, Devon and Torbay. This business case set out detailed waste management proposals for the 3

Councils including waste management initiatives, targets and a joint procurement of a long-term residual waste treatment solution. At December 2010, the SWDWP is preparing a Final Business Case which will include that Plymouth has met its OBC targets to date (which exceed those in Plymouth' Waste Management Strategy) and subject to confirming Defra's Private Finance Initiative (PFI) credit support, will seek to let its long term PFI residual waste contract in 2011. Any waste development in Plymouth will have to comply with the policies in Plymouth's Waste Development Plan Document which was adopted in April 2008.

3.13 *Delivering Sustainable Transport*

156 Strategic Objective 14
To reduce the need to travel and deliver a sustainable transport network that supports Plymouth's long-term growth, improves its connectivity with the rest of the UK, Europe and beyond, and provides an improved environment and a high quality of life for the city's communities.

Key Findings and Conclusions

157 All targets are on track with the exception of Target 14.6 relating to air quality which this year has shown a slightly worsened picture .

Core Strategy Target 14.1 ON TRACK
Increasing passenger numbers using Plymouth Airport to 580,000 per annum by 2021.

158 Plymouth City Airport handled 129 thousand passengers in the year to March 2010, This is an increase of 20 thousand passengers (+18%) on the previous year primarily due to the introduction of the London City service.

Core Strategy Target 14.2 ON TRACK
Increase the percentage of all households in deprived areas that are within 30 minutes travel time by public transport of Derriford Hospital and Tamar Science Park.

159 Using the more sensitive model for calculating this indicator, which was developed in the previous year, shows that for the Tamar Science Park the 2009/10 measure of 82% is slightly lower than for the previous year, but still shows an increase in performance over the 2006 baseline of 81.5%.

160 After rising from a 2006 baseline of 88.0%, the accessibility indicator from the deprived areas to Derriford Hospital has remained stable over the past year at 90.0%.

Core Strategy Target 14.3 ON TRACK
Reduce the number of fatalities and serious injuries due to road accidents by 60% by 2010 - including 80% reduction in the number of child fatalities/serious injuries and a 20% reduction in minor casualties.

161 The targets above are those set in the Local Transport Plan 2 (LTP2) and agreed by the Department of Transport (DfT) and are derived from the average 1994-1998 baseline. They translate into 2009 equivalents of 60 people killed or seriously injured (KSI), 8 child casualties and 914 minor injuries.

162 The actual casualties recorded for Plymouth in 2009 are all favourably lower: 45 KSI, 6 child casualties and 840 minor injuries. Spatial analysis of the casualty data is used to plan new infrastructure, and to direct educational efforts towards accident reduction.

Core Strategy Target 14.4 ON TRACK
Increase public transport (bus) usage by 7.3% by 2010/11.

163 The number of journeys on public transport during 2009/10 was registered as 20.1 million, a slight decrease on the previous year. This mirrors the decrease in overall travel demand across all modes as evidenced by other indicators. ??

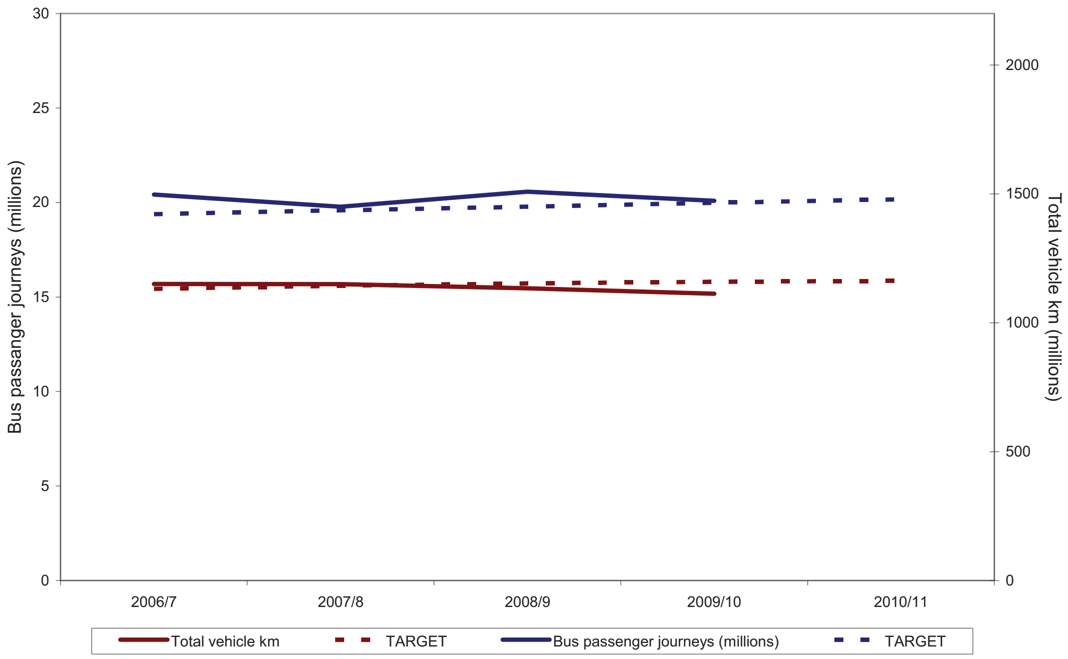


Figure 19 Public and Private Transport Use

164 Core Strategy Target 14.5 ON TRACK
Ensure traffic growth does not exceed a total of 4.2% (2004-2010) from a baseline of 1,118 million kilometres in 2004.

165 Total vehicle mileage on the Authority's roads fell to 1,113 million during 2009, from 1,134 million in 2008. This is within the LTP2 target of 1,159 for the year 2009. Furthermore, the LTP2 indicator of vehicle flows into the city centre in the morning peak remains on target, which echoes the reduction in travel demand for all modes.

166 **Core Strategy Target 14.6 ON TRACK**
Have no declared Air Quality Management Areas (AQMAs) arising from transport across the city.

167 **The 2009 f**igure for NOx pollutant levels in the Exeter Street AQMA is within the LTP2 target. For Mutley Plain, the figure has increased to 42.72ug per cubic metre, above the target level. However, traffic flows in both AQMAs are within the target levels and decreasing, hence it is assumed that other factors have influenced the Mutley Plain figure. No further AQMAs have yet been declared, although other sites are being monitored.

168 Plymouth City Council continues to promote sustainable transport - and in particular the development of a High Quality Public Transport (HQPT) network, in order to minimise the need for AQMAs.

Core Strategy Target 14.7 ON TRACK
Ensure that all new development is located within 400 metres of a bus stop.

169 All residential and commercial developments completed in 2009/10 were within 400 metres of a bus stop.

Core Strategy Target 14.8 ON TRACK
Deliver a HQPT service to serve eastern Plymouth from the occupation of the first homes at the Sherford new community, and to develop the HQPT service in line with future development in the eastern corridor.

170 3.110 Delivery of public transport infrastructure as part of the city's planned Eastern Corridor High Quality Public Transport (HQPT) network is key to enabling the Local Development Framework spatial vision of sustainable growth to be delivered. Work on

developing a business case for this investment continues, including the development of a new city-wide transport model, which analyses the patterns of traffic flow and public transport together, to test the benefits of proposed schemes, in line with DfT requirements. Work on the first phase of the East End Community Transport Infrastructure scheme is progressing well, with the widened Gdynia Way due to reopen during November 2010. Some works scheduled for Phase 2 have been brought forward to reduce the possible negative impacts on traffic.

3.14 Delivering Community Well-being

Strategic Objective 15
To set a spatial planning framework for the improvement of the city's community health, safety and well-being for everyone.

Key Planning Outputs

Table 26

Target/Measure	Target	Performance	Status
A reduction in the % of Plymouth's residents and visitors who feel unsafe outside on the streets by day or night.	-	5%(day) 32%(night)(08/09)	ON TRACK
Delivery of new investment in healthcare infrastructure	-	3 new Primary Care Centres + 1 Dental School	ON TRACK

Key Health Outcomes

Table 27

Target/Measure	Target	09/10 Performance	Status
The gap in life expectancy between the fifth of areas with the lowest life expectancy and the city as a whole.	3.3 (2017-2019)	3.6 (2006-2008)	ON TRACK
% of adult population (16 – 74) participating in 30 minutes of moderate physical activity once a week to rise from 38.7% in 2006 to 40.7% in 2009/10 and 41.7% in 2010/11.	40.7	Awaiting data	

Core Strategy Target 15.1 ON TRACK
A reduction in the % of Plymouth's residents and visitors who feel unsafe outside on the streets by day or night.

171 The number of residents who feel safe outside on the street at night rose from 29% in 2005 to 34% in 2006 to 48% in 2009. The Place Survey 2008/9 recorded that whilst 32% felt unsafe after dark far fewer (5%) felt unsafe during the day.

Core Strategy Target 15.2 ON TRACK
Delivery of new investment in healthcare infrastructure

172 The Plymouth Primary Care Trust is progressing with projects to improve Plymouth's primary health care facilities. New Primary Care Centres have opened at Ernesettle (2005), Mount Gould (2006) and Cattedown (2008). The Peninsula Dental School facility at Devonport is completed and a Dental School at Derriford is progressing. Plymouth Hospitals NHS Trust is proposing a number of

improvements to Derriford Hospital and these proposals are included in the Derriford and Seaton AAP.

173 The Sustainability Appraisal of the LDF had the following health objectives

- Improve health (both physical and mental).
- Reduce health inequalities (between neighbourhoods).
- Promote and support healthy lifestyles (encouraging walking, cycling and active lifestyles).

174 Two LAA Improvement targets tie in with these health objectives, and provide a clearer indication than investment in healthcare infrastructure as to whether the city's health and well-being is improving. These are

- The gap in life expectancy between the fifth of areas with the lowest life expectancy and the city as a whole to be no more than 2.64 years.
- % of adult population (16 – 74) participating in 30 minutes of moderate physical activity once a week to rise from 38.7% in 2006 to 40.7% in 2009/10 and 41.7% in 2010/11.

175 Performance against these targets is reported at the start of this section

4. Equality Monitoring

176 Between April 2009 and March 2010 Equality Impact Assessments have been undertaken for the Derriford and Seaton AAP and for the Planning Application procedures and processes. These documents have been published on the Council website www. plymouth.gov.uk

177 Consultation events were held for the City Centre AAP pre-submission stage, the Sustainability Appraisal for the City Centre AAP and the Planning Obligations SPD First Review. In addition to consultation events the public have the opportunity to make representations online. The Planning Service also carried out a major survey of customer satisfaction; all those making responses were encouraged to complete Equality Monitoring Forms although not all respondents did.

178 The Equality Monitoring data has been analysed and in the table below comparison is made with the profile of the City's population. This shows significant under-representation in those aged under 30.

Table28	City	Customer Survey 2009
Aged 0 – 18*	21%	0%
Aged 18 -29*	20%	0.2%
Aged 30 – 49*	26%	19%
Aged 50 – 74*	25%	53%
Aged 75 and over	8%	15%
Male*	49.2%	55%
Female*	50.8%	33%
Has Disability**	21%	15%
White British**	93%	83%
Chinese or other Ethnic Group**	1%	1.2%
Christian***	73.6%	57%
Muslim***	0.4%	0.3%
Buddhist***	0.2%	0.7%
Jewish***	0.1%	0.7%
None or Not Stated***	25.4%	41.3%

Note: Not all respondents gave responses to all questions, therefore numbers may not add up to 100%. Categories have been omitted where numbers have been too small to be reported.

Source:

* Mid Year Estimates 2009

** Mid Year Estimates 2007

*** 2001 Census

5. Monitoring the Implementation of LDF Policies

179 This chapter monitors the use and robustness of Core Strategy policies in the determination of planning applications.

Key Findings and Conclusions

180 There would seem to be no policy which is superfluous, or which is causing particular problems with its interpretation or with its application.

181 Table 5.1 shows the planning application workload of the past year in comparison with 2008/09. It is noticeable that the number of major applications determined, which are those that require the greatest staff resources, has increased despite the numbers received remaining the same. This contrasts with minor and other (such as householder) applications

Table 29	Received				Determined			
	Major	Minor	Other	Total	Major	Minor	Other	Total
2008/9	111	345	930	1386	97	378	997	1472
2009/10	111	373	881	1365	107	323	795	1224
% change	0%	8%	-5%	-2%	10%	-15%	-20%	-17%

182 The table below shows the frequency of use of policies in decisions since the implementation of the Core Strategy. CS24 relating to Mineral Development is the only policy that has yet to be quoted in the determination of a planning application.

Table 30

	Type of Application				
Ref	Major	Minor	Householder	Other	Total
CS01	143	56	3	14	216
CS02	276	652	943	285	2,156
CS03	80	241	138	371	830
CS04	56	35	1	4	96
CS05	43	41	0	26	110
CS06	4	5	0	13	22
CS07	11	2	0	2	15
CS08	24	20	0	1	45
CS09	8	1	0	0	9
CS10	0	2	0	16	18
CS11	1	19	0	38	58
CS12	24	19	0	8	51
CS13	13	24	0	18	55
CS14	53	25	0	3	81
CS15	135	652	25	14	826

CS16	52	117	1	2	172
CS17	0	2	0	1	3
CS18	150	210	35	9	404
CS19	76	47	3	4	130
CS20	124	27	1	3	155
CS21	85	35	23	3	146
CS22	131	245	40	76	492
CS23	2	0	0	1	3
CS24	0	0	0	0	0
CS25	1	3	0	1	5
CS26	7	0	0	0	7
CS27	9	0	0	1	10
CS28	286	780	198	137	1,401
CS29	1	16	0	52	69
CS30	45	21	0	2	68
CS31	18	9	0	7	34
CS32	155	85	3	11	254
CS33	135	15	0	4	154
CS34	391	1,457	2,464	658	4,970
Grand Total	2,539	4,863	3,878	1,785	13,065

Appeals

183 In 2009/10 there were 47 appeals against decisions made by Planning Services, 13 of which were upheld by planning inspectors. There was one appeal where an inspector allowed some elements but also dismissed others. This equates to 72% of appeals being won in whole or in part and is slightly below the 75% target set out in SI 12 in the Business Plan 2010-2013. Of the 13 allowed appeals one concerned an appeal against planning conditions and one an appeal against an enforcement action.

184 The remaining 11 were all concerned with refusals of planning permission and were judged against national policies and the policies of the Adopted Local Development Framework Core Strategy. The majority of these appeals related to small scale housing developments but also included extensions to two separate care homes. The main Core Strategy policies involved were CS02, CS28 and CS34. Policy CS02 aims to promote high quality development and CS28 is concerned with delivering sustainable transport. Policy CS34 seeks to ensure that development takes place in the right place by balancing the need for growth against the impact on others and the environment. Whilst these policies are the ones that for the second consecutive year have been successfully challenged, this should be seen in the context of the frequency with which they are used to support the determination of planning applications.(see table ????? above)

185 One of the recurring messages from inspectors in overturning decisions was that planning conditions could be used to remedy shortcomings with development sites rather than an outright refusal. The need to make full and efficient use of previously developed land in line with national guidance remained paramount.

186 Other significant decisions were

- lack of amenity space in a proposed workshop to dwellinghouse conversion could be offset by its proximity to a public park
- inadequate parking provision need not prevent residential development where there was good public transport links and a local shopping centre nearby
- planning authorities needed to balance the impact of mobile 'phone masts on the street scene against the benefits of an efficient and growing telecommunications system.

Applications Decided Against Officer Recommendation

187 In 2009/10 a total of 1,349 planning applications were determined, 122 of these by Planning Committee. Only 1 application was determined against officer recommendations and this was application number 09/01400/FUL for the erection of student accommodation. The application was refused by Planning Committee.

6. Planning Obligation Contributions

188 Since the year 2000 we have negotiated a total of £19,300,538 in Section 106 contributions. These are payments made by developers to help to mitigate the impacts of their developments. The actual income during the financial year 2009/10 was £504,947. This income is from developments which have just been completed or under construction

189 During 2009/2010 a total of £995,174.82 was spent. This is money that has been collected in previous years and has now been used to fund projects in the vicinity of recently completed developments or to contribute to city wide projects. This year this has included contributions towards:

- The regeneration of Devonport Park, Devonport
- Improvements at Stoke Damerell School, Stoke
- Bus stop improvements and real time bus information across the city

Appendix 1: National Core Output Indicators

Business development and town centres

Table 1.1

		B1a	B1b	B1c	B2	B8	Total
BD1	Gross	6,932	0	0	0	0	9,019
	Net	5,839	0	0	0	-2725	5,201
BD2	Gross on PDL	6,932	0	0	0	0	9,019
	% Gross on PDL	100%	0	0	0	0	100%
BD3	Hectares	1.06	0	0	0	0	2.39

Plymouth City Centre

Table 1.2

		A1	A2	B1a	D2	Total
BD4	Gross	83	80	0	0	163
	Net	-144	80	-83	0	-147

Plymouth UA

Table 1.3

		A1	A2	B1a	D2	Total
BD4	Gross	2,747	80	6,932	1,771	11,530
	Net	2,151	-76	5,839	1,771	9,685

Plan period and housing targets

Table 1.4				
	Start of Plan Period	End of Plan Period	Total Housing Required	Source of Plan Target
H1	2006	2026	24,500	Draft RSS
H1(b) (if required)	2006	2021	21,000	Plymouth LDF

New and converted dwellings on previously developed land

Table 1.6		
		Total
H3	Gross	
	% Gross on PDL	

Net additional pitches (Gypsy and Traveller)

Table 1.7			
	Transit	Permanent	Total
H4	0	0	0

Gross affordable housing completions

Table 1.8			
	Social Rent Homes Provided	Intermediate Homes Provided	Affordable Homes Total
H5	198	137	335

Net additional dwellings

Table 1.5

		02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10 Rep	10/11 Cur	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26
H2a		506	347	648	739	1,316	790	1,003																	
H2b									414																
H2c	i) Net additions									396	539	1,082	1,355	1,399	1,909	2,046	1,664	1,233	1,359	1,315	1,325	1,368	1,303	1,241	1,033
	ii) Target										1,078	1,078	1,078	1,078	1,078										
H2d											1,333	1,421	1,466	1,481	1,495	1,412	1,254	1,117	1,059	759					

H2(a): Net additional dwellings – in previous years

H2(b): Net additional dwellings – for the reporting year

H2(c): Net additional dwellings – in future years

H2(d): Managed delivery target

Housing Quality - Building for Life Assessments

Table 1.9

	Number of sites with a building for life assessment of 16 or more	Number of dwellings on those sites	% of dwellings of 16 or more	Number of sites with a building for life assessment of 14 to 15	Number of dwellings on those sites	% of dwellings of 14 to 15	Number of sites with a building for life assessment of 10 to 14	Number of dwellings on those sites	% of dwellings 10 to 14	Number of sites with a building for life assessment of less than 10	Number of dwellings on those sites	% of dwellings of less than 10	Total number of housing sites (or phases of housing sites)	Number of dwellings on those sites
H6	4	257	43%	2	140	23%	3	48	8%	3	156	26%	12	601

Number of planning permissions granted contrary to Environment Agency advice.

Table 1.10			
	Flooding	Quality	Total
E1	0	0	0

Changes in areas of biodiversity importance

Table 1.11			
	Loss	Addition	Total
E2	0	0	0

Renewable energy generation

Table 1.12										
E3	Wind Onshore	Solar Photovoltaics	Hydro	Landfill gas	Sewage sludge digestion	Municipal (and industrial) solid waste combustion	Co-firing of biomass with fossil fuels	Animal biomass	Plant biomass	Total
Permitted installed capacity in MW	0	0	0	0	0	0	0	0	0	0
Completed installed capacity in MW	0	0	0	0	0	0	0	0	0	0

M1 Production of primary land won aggregates by mineral planning authority

	Crushed Rock	Sand and Gravel
M1	See note below	

M2 Production of secondary and recycled aggregates

	Secondary	Recycled
M2	See note below	

As there is only one operator in Plymouth this data is commercially sensitive and figures are aggregated to either county or region and reported at that level.

W1a Capacity of new waste management facilities

W1a	Landfill Inert	Landfill hazardous	Landfill non-hazardous	Energy from waste, incineration	Other incineration	Landfill gas generation plant	Pyrolysis/ Gasification	Metal recycling site	Transfer station	Material recovery /recycling facilities (MRFs)	Household civic amenity sites	Open window composting
New waste facility capacity per year	0	0	0	0	0	0	0	0	0	0	0	0
Give capacity units (tonnes/litres/ metres cubed)	0	0	0	0	0	0	0	0	0	0	0	0

W1b Operational throughput of new waste management facilities (m^3 / tonnes / litres as appropriate)

W1b	Landfill Inert	Landfill hazardous	Landfill non-hazardous	Energy from waste, incineration	Other incineration	Landfill gas generation plant	Pyrolysis/ Gasification	Metal recycling site	Transfer station	Material recovery /recycling facilities (MRFs)	Household civic amenity sites	Open window composting
New waste facility operational throughput	0	0	0	0	0	0	0	0	0	0	0	0
Give capacity units (tonnes/litres/ metres cubed)	0	0	0	0	0	0	0	0	0	0	0	0

Amount of municipal waste arisings by management type

W2	Landfill	Incineration with EfW	Incineration without EfW	Recycled/ Composted	Other	Total Waste Arisings
	84,645	0	7	35,232	13,029	132,913

Appendix 2: Additional Significant Effects Indicators

Summary Table of Additional Significant Effects Indicators
(Indicators not already reported in Chapter 3 or Appendices 1 or 2)

Indicator	Target	Value	Source/Comment
Number of Listed Buildings lost/at Risk	No target	(i) 0 buildings lost	(i) 1998-2008 target.
		(ii) 135 buildings & structures at risk (Methodology has been revised since last year and the register now only covers Listed Buildings)	(ii) Buildings at Risk survey 2010.
Dwellings classified as 'decent'	No target	Local authority 6,705 (44% of stock) Private ownership, change in monitoring procedures meant data is not comparable	2008.
		Local authority 2009 5,924 (40% of stock) Private ownership, change in monitoring procedures meant data is not comparable	2009.
		Awaiting data	2010.
Income support claimants	No target	Aug 2007 10,565 Aug 2008 10,530 Aug 2009 9,720	Nomis.
Percentage who travel to work by car	No target	62%	Office for National Statistics 2001 Census.
Traffic congestion	No target	Data not available	Department for Transport has yet to supply this data.

Bathing water quality (i) Plymouth Hoe east		Poor 2008 Excellent 2009 Good 2010	The decline in standards in 2008 followed a period of heavy summer rainfall that increased storm overflows. Source: Environment Agency.
(ii) Plymouth Hoe west		Poor 2008 Good 2009 Good 2010	
Number of days when air pollution is moderate or high	No target	24 2004/5 10 2005 calendar year 0 2006 Awaiting data 2009	
Average Life expectancy at birth	No target	Males 77.2 Females 82.0	Office of National Statistics 2009.
% of residents satisfied with the cultural and recreational activities (CIP6)	No target	Sport & Leisure 35% Parks & Open Spaces 67%	Plymouth Local Strategic Partnership Results of the Place Survey 2008/09

Appendix 3: Summary of Progress on Targets

Summary of Performance against each Core Strategy Target

CS Target 3.1	All residential parts of the city to have easy access to local shopping and community facilities by 2021 (to be measured through Sustainable Neighbourhood Assessments).	On track
CS Target 4.1	The completion of characterisation studies for the following areas to inform the Area Action Plans for Devonport, Millbay /Stonehouse, Hoe, City Centre / University, Sutton Harbour and East End.	Target met
CS Target 4.2	The removal of 5% of buildings per annum (approximately 21 properties per annum based on current number of buildings on the list) from the 2005 Buildings at Risk Register by virtue of their future being secured	Target met
CS Target 4.3	The completion of at least 4 Plymouth Design Panel meetings every year to consider major proposals and strategic design related strategies.	Target superseded
CS Target 6.1	Delivery in the Plymouth Principal Urban Area of at least 4 ha per annum employment land, and 4.5 per annum between 2016 and 2021.	On track
CS Target 6.2	Delivery of 13,000 sq m new office development within the city per annum.	Below future target levels
CS Target 6.3	A net increase in the number of employees of approximately 1,800 per annum.	On track
CS Target 6.4	Identification of at least one site to be safeguarded for a major high quality inward investment opportunity, including potentially a public sector office relocation or a private sector regional headquarters.	On track
CS Target 7.1	To achieve an increase in retail capacity for comparison goods of between 57,000 and 92,000 sq m net by 2016.	On track
CS Target 7.2	To achieve an increase in retail capacity for comparison goods of between 106,000 and 172,000 sq m net by 2021	On track
CS Target 7.3	To deliver a new district centre at Derriford to serve northern Plymouth by 2016, and to monitor its potential to grow in the future.	On track
CS Target 7.4	To deliver a new District Centre at Weston Mill by 2016.	On track

CS Target 7.5	To deliver new local centers at Devonport, Millbay and Plymstock Quarry by 2016.	On track
CS Target 7.6	To deliver a consolidated retail warehouse location on Laira Embankment by 2016, which also assists with the delivery of strategic transport proposals for Plymouth's Eastern Corridor.	On track
CS Target 7.7	To complete a revised Shopping study for Plymouth by 2011.	On track
CS Target 8.1	Targets to be developed in relation to the Council's work on promoting tourism and leisure trips to the city.	On track
CS Target 9.1	Delivery of new primary schools in Barne Barton, Devonport, Millbay, Southway and Plymstock, and the Whitleigh campus, by 2008-2016.	Target met in part
CS Target 9.2	Delivery of the Peninsula Dental School by 2008.	Target not met
CS Target 10.1	The delivery of the strategic housing requirement up to 2021 of some 1,150 dwellings per annum (equating to 17,250 new homes by 2021). This annualised figure of 1,150 dwellings per annum is phased at 1,000 dwellings per annum (2006-2016) and 1,450 dwellings per annum (2016-2021).	On track
CS Target 10.2	At least 30% of new dwellings on qualifying sites to be affordable (equating to 3,300 new affordable homes by 2021).	On track
CS Target 10.3	80% of new dwellings to be provided on previously developed land (equating to 13,800 homes by 2021).	On track
CS Target 10.4	20% of new dwellings developed to be lifetime homes standard (equating to 3,450 homes by 2021).	Below target but improving performance
CS Target 11.1	To work towards ensuring that the city's population have access to a natural greenscape within 400 metres of their home.	On track
CS Target 11.2	To facilitate designation of 100 ha of new Local Nature Reserve by 2016	On track
CS Target 11.3	To ensure that as a minimum development causes no net loss of biodiversity of acknowledged importance.	On track
CS Target 11.4	To review the Strategic Flood Risk Assessment on at least a five-yearly basis.	On track

CS Target 11.5	To ensure all non-residential developments exceeding 1000 square metres of gross floorspace and new residential developments and new residential developments comprising 10 or more units to incorporate onsite renewable energy production equipment to off-set at least 10% of predicted carbon emissions for the period up to 2010, rising 15% for the period 2010-2016.	Below target but improving performance
CS Target 12.1	Identification of land consented for mineral extraction and processing and an appropriate buffer zone in the North Plymstock (including Minerals) Area Action Plan.	Target met
CS Target 12.2	Identification of Mineral Resource Protection Area in the North Plymstock (including Minerals) Area Action Plan.	Target met
CS Target 13.1	Local waste management targets will be prepared as part of the emerging Waste Management Strategy and Action Plan.	On track
CS Target 14.1	Increasing passenger numbers using Plymouth Airport to 580,000 per annum by 2021.	On track
CS Target 14.2	Increase the percentage of all households in deprived areas that are within 30 minutes travel time by public transport of Derriford Hospital and Tamar Science Park.	On track
CS Target 14.3	Reduce the number of fatalities and serious injuries due to road accidents by 60% by 2010 - including 80% reduction in the number of child fatalities/serious injuries and a 20% reduction in minor casualties.	On track
CS Target 14.4	Increase public transport (bus) usage by 7.3% by 2010/11.	On track
CS Target 14.5	Ensure traffic growth does not exceed a total of 4.2% (2004-2010) from a baseline of 1,118 million kilometres in 2004.	On track
CS Target 14.6	Have no declared Air Quality Management Areas (AQMAs) arising from transport across the city.	On track
CS Target 14.7	Ensure that all new development is located within 400 metres of a bus stop.	On track
CS Target 14.8	Deliver a HQPT service to serve eastern Plymouth from the occupation of the first homes at the Sherford new community, and to develop the HQPT service in line with future development in the eastern corridor.	On track

CS Target 15.1	A reduction in the % of Plymouth's residents and visitors who feel unsafe outside on the streets by day or night.	On track
CS Target 1.2	Delivery of new investment in healthcare infrastructure.	On track

Appendix 4: Development Progress on LDF Allocated Sites

Central Park AAP

CP1 The Life Centre (Consent for sport and leisure centre)

emerging proposal	project development	pre app	app	s106 etc	pre construction	**construction**	post construction

CP1 The Solicitors & Vets Site (Site to be acquired as part of overall development scheme)

emerging proposal	project development	**pre app**	app	s106 etc	pre construction	construction	post construction

CP2 Home Park (Allocation for new stand for football stadium and complementary commercial development)

emerging proposal	project development	**pre app**	app	s106 etc	pre construction	construction	post construction

CP3 Transport Improvements (This is an Area Action Plan Policy)

emerging proposal	project development	pre app	app	s106 etc	**pre construction**	construction	post construction

CP4 Park Enhancements (This is an Area Action Plan Policy)

emerging proposal	**project development**	pre app	app	s106 etc	pre construction	construction	post construction

CP5 Peverell Park / Outland Rd Corner (Allocation for approx. 26 homes , 700 sqm of retail space and new car parking)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

CP6 Pennycomequick (Allocation for 97 homes, 32 completed)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

Devonport AAP

DP01 South Yard Enclave (Detailed consent for 332 homes,156 under construction, outline consent for 4,680 sqm commercial, 3,323 sqm retail)

emerging proposal	project development	pre app	app	s106 etc	pre construction	**construction**	post construction

DP02 North of Granby Green (Allocation for approx. 86 dwellings)

emerging proposal	**project development**	pre app	app	s106 etc	pre construction	construction	post construction

DP03 The Bull Ring (Planning permission for 62 homes, all under construction)

emerging proposal	project development	pre app	app	s106 etc	pre construction	**construction**	post construction

DP04 Mount Street / Ker Street (Planning permission for 129 homes)

emerging proposal	project development	pre app	app	s106 etc	pre construction	**construction**	post construction

DP05 Curtis Street / Duke Street (Allocation for approx. 20 dwellings)

emerging proposal	**project development**	pre app	app	s106 etc	pre construction	construction	post construction

DP06 Mount Wise (Detailed consent for 450 homes, new hotel and commercial development)

emerging proposal	project development	pre app	app	s106 etc	pre construction	**construction**	post construction

DP07 Mount Wise Primary School (Allocation for approx. 20 dwellings)

emerging proposal	**project development**	pre app	app	s106 etc	pre construction	construction	post construction

DP08 Marlborough Street Primary School (Allocation for approx. 25 dwellings)

emerging proposal	**project development**	pre app	app	s106 etc	pre construction	construction	post construction

DP09 Richmond Walk (This is an Area Action Plan Policy)

emerging proposal	**project development**	pre app	app	s106 etc	pre construction	construction	post construction

DP10 Devonport Guildhall (Renovation and conversion of building into venue, community centre, café and small-business units complete)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	**post construction**

DP11 New Primary School (Allocation for new primary school)

emerging proposal	**project development**	pre app	app	s106 etc	pre construction	construction	post construction

DP12 Dental Training School and GP Surgery (Complete)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	**post construction**

DP13 Marlborough Street (This is an Area Action Plan Policy)

emerging proposal	**project development**	pre app	app	s106 etc	pre construction	construction	post construction

DP14 Sustainable Transport (This is an Area Action Plan Policy)

emerging proposal	project development	**pre app**	app	s106 etc	pre construction	construction	post construction

DP15 The Green Arc (PCC Working Party looking at all Green Spaces in Devonport)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

DP16 Devonport Park (Improvements to park currently being funded by successful Heritage Lottery Fund bid)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

Millbay/Stonehouse

MS01 Royal William Yard (Brewhouse building, 129 homes completed, Mills Bakery building, 79 homes and 6,300 sqm of education and office space completed)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

MS02 Grain Silo (Now demolished)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

MS03 Land btwn W. Approach/Union St (Outline consent for up to 1,232 homes, 40,000 sqm employment use and 13,000 sqm retail)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

MS04 Bath Street (This is an Area Action Plan Policy)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

MS05 Trinity Pier (Land will be developed for marine employment uses and should include a terminal for landing cruise liner passengers and marine related tourism uses)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

MS06 Inner Basin (Area to be developed for marine related employment uses)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

MS07 Millbay Marina (Consent for 94 homes, not started)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

MS08 Union Street (This is an Area Action Plan Policy)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

MS09 Union Street/Western Approach (This is an Area Action Plan Policy)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

MS10 Stonehouse Creek (This is an Area Action Plan Policy)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

MS11 Stonehouse Arena (Planning application for 56 homes waiting Committee decision)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

MS12 Sustainable Transport (This is an Area Action Plan Policy)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

North Plymstock AAP

NP01 Plymstock Quarry (Planning application for up to 1,700 homes, 1.85ha employment land and local shopping centre awaiting Committee decision)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

NP02 Pomphlett Industrial Estate (Allocation for mixed use, approx. 75homes, potential for office development and an hotel)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

NP03 Wakehams Quarry (Allocations for mixed use from 2016 to 2021)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

NP04 Billacombe Green (Character of the green should be preserved and enhanced)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

NP05 Sherford & Sports hub (Planning application for up to 320homes, sports hub and highway improvements awaiting Committee decision)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

NP06 North of Elburton options (This is an Area Action Plan policy)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

NP07 HQPT route (A flexible mass-transit scheme for the Eastern Corridor)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

NP08 Improvements to Public Transport (Enhancements to the existing Plymstock bus routes)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

NP09 Highway Infrastructure/ traffic management (A range of traffic management and infrastructure improvements)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

NP10 National Cycle Network (All developments should contribute to the implementation of route 2 along the Eastern Corridor)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

NP11 Countryside Park (A new countryside park that will incorporate the Saltram Estate and a wider area of land)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

NP12 Chelson Meadows landfill (Former landfill site will form part of Proposal NP11)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

NP 13 Hazeldene Quarry safeguarding (Land to the north of the existing quarry will be safeguarded for limestone extraction)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

NP 14 Chelson Meadow waste management centre (This is an Area Action Plan policy)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

NP 15 Moorcroft Quarry (Land no longer required for mineral extraction should be safeguarded for waste management uses)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

Sutton Harbour AAP

SH01 Commercial Wharf etc (Redevelop for predominately cultural facilities as part of a mixed use development)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

SH02 Bretonside (Mixed use redevelopment, approx 22,000 sqm of office space, 310 homes, retail leisure and tourism uses, 23 homes completed)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

SH03 North Quay House Car Park (Redevelop to provide high quality building, possibly offices above ground floor retail, café and restaurant uses)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

SH04 Exeter Street (Mixed use scheme that could include 26,200 sqm office space, approx. 240 homes and retail, cafes and restaurants)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

SH05 Friary Park (Mixed use residential, approx. 530 homes, 21,200 sqm office space, possible new primary school)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

SH06 Sutton Harbour Heritage Trail (This is an Area Action Plan Policy)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

SH07 Sites East & West Sutton Road (New sustainable neighbourhood, approx. 720 homes, 25,700 sqm of employment and 7,80 sqm of retail, cafes and restaurants, 4,800 sqm of office space completed)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

SH07 Sites East & West Sutton Road - The Boat Yard (Mixed use office scheme under construction)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

SH08 Coxside/Barbican Car Park (Retain public car parking but remodel building to contribute more positively to the regeneration of the area)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

SH09 Fish Market (To deliver improvements to the fish market site, additional uses could include retail, residential and visitor centre)

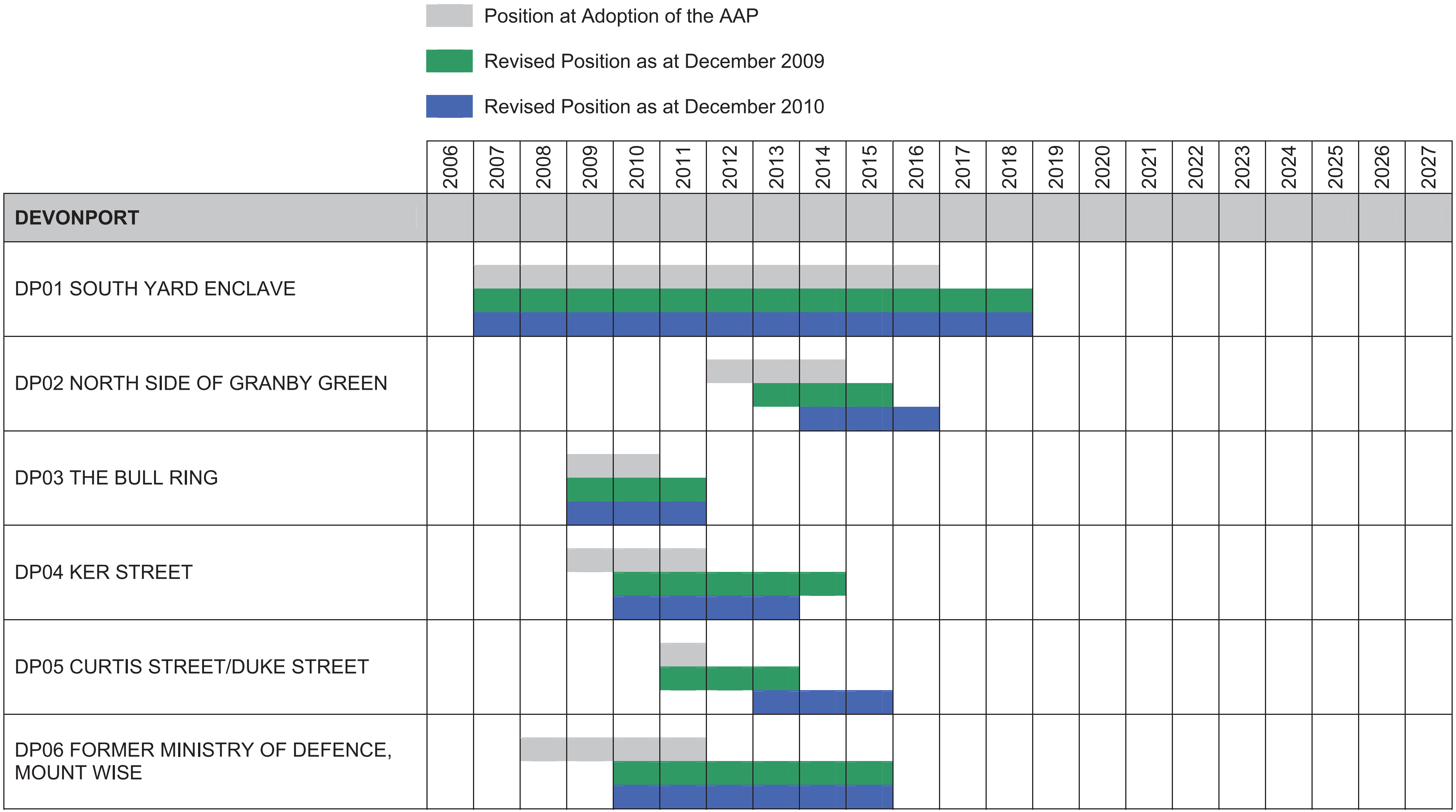
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

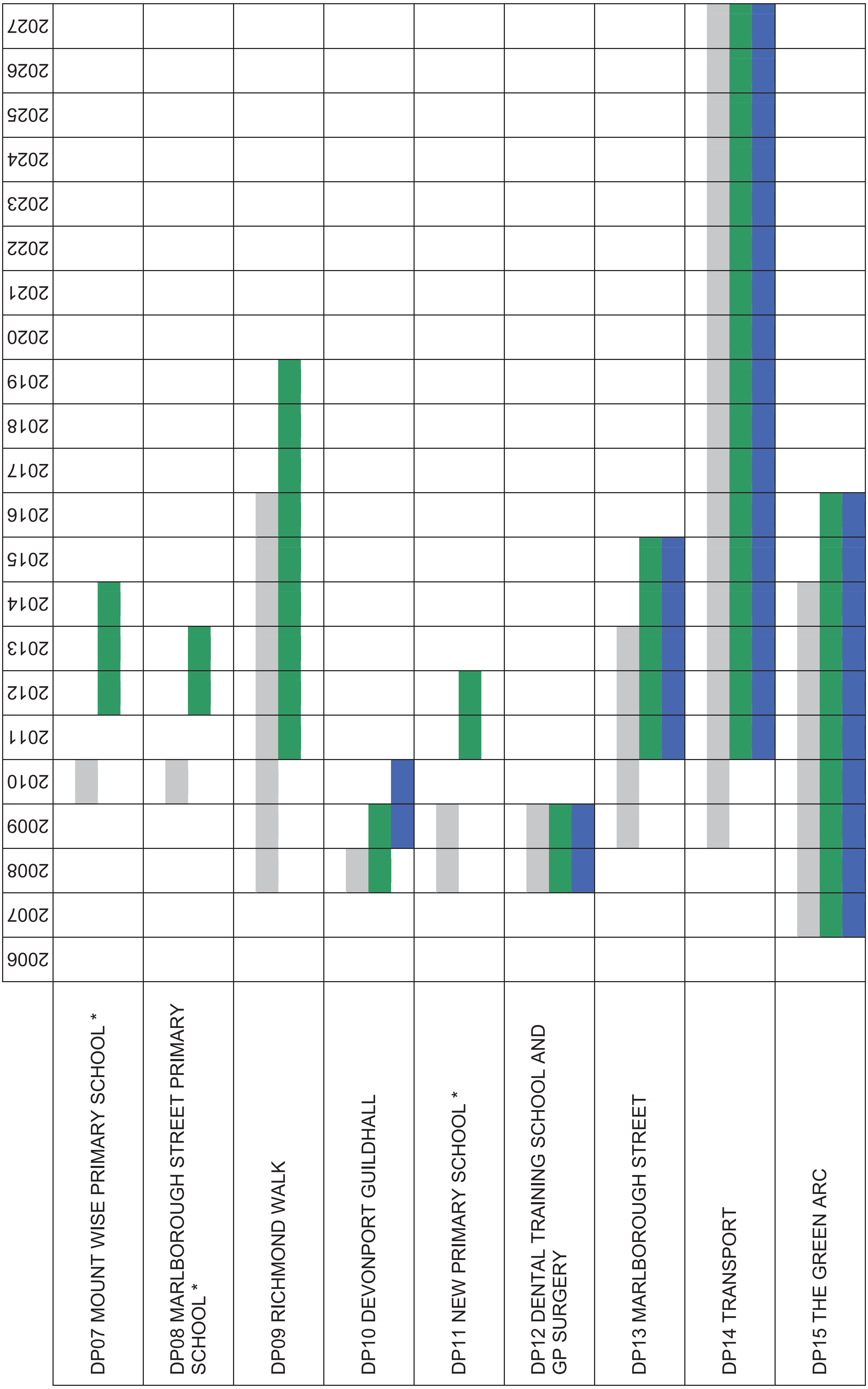
SH10 Lock Bridge (To enhance or replace existing lock bridge, flood defences have now been upgraded to Environment Agency satisfaction)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

SH11 Queen Anne's Battery (To enhance and maximise the potential for marine related and complementary employment uses)							
emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction

Appendix 5: 2009 Implementation Schedule

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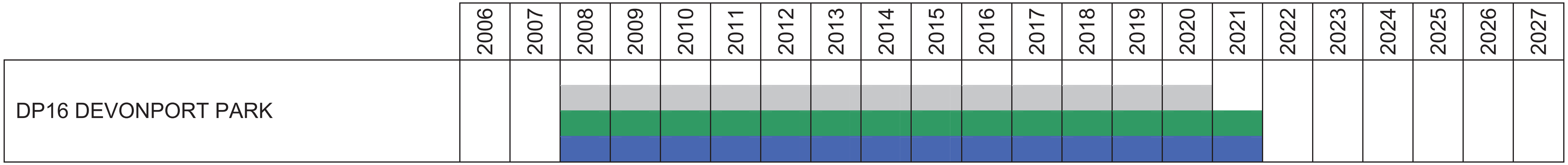
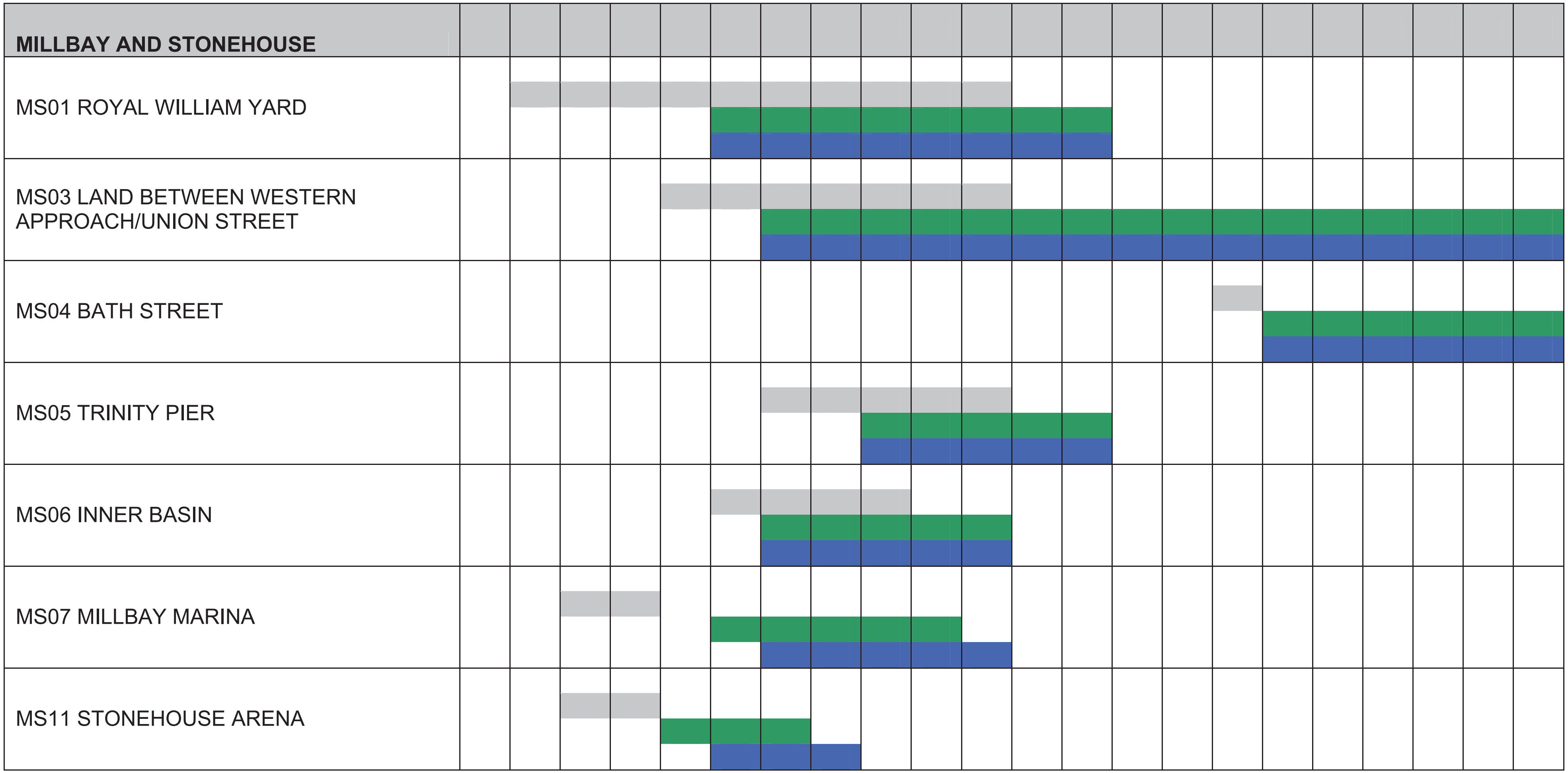
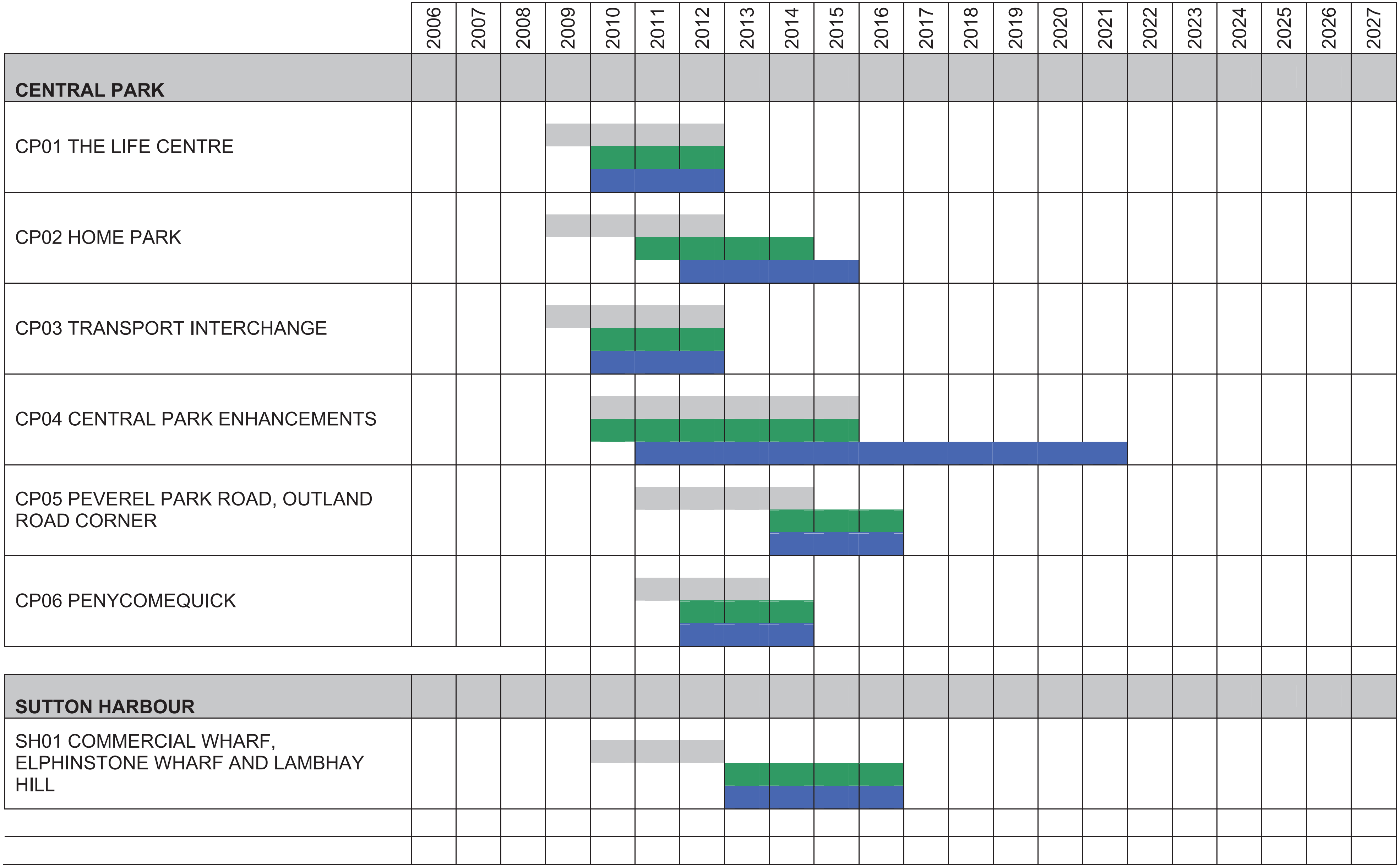
DP07 MOUNT WISE PRIMARY SCHOOL *
DP08 MARLBOROUGH STREET PRIMARY SCHOOL *
DP09 RICHMOND WALK
DP10 DEVONPORT GUILDHALL
DP11 NEW PRIMARY SCHOOL *
DP12 DENTAL TRAINING SCHOOL AND GP SURGERY
DP13 MARLBOROUGH STREET
DP14 TRANSPORT
DP15 THE GREEN ARC



* We are currently reviewing educational provision in Devonport

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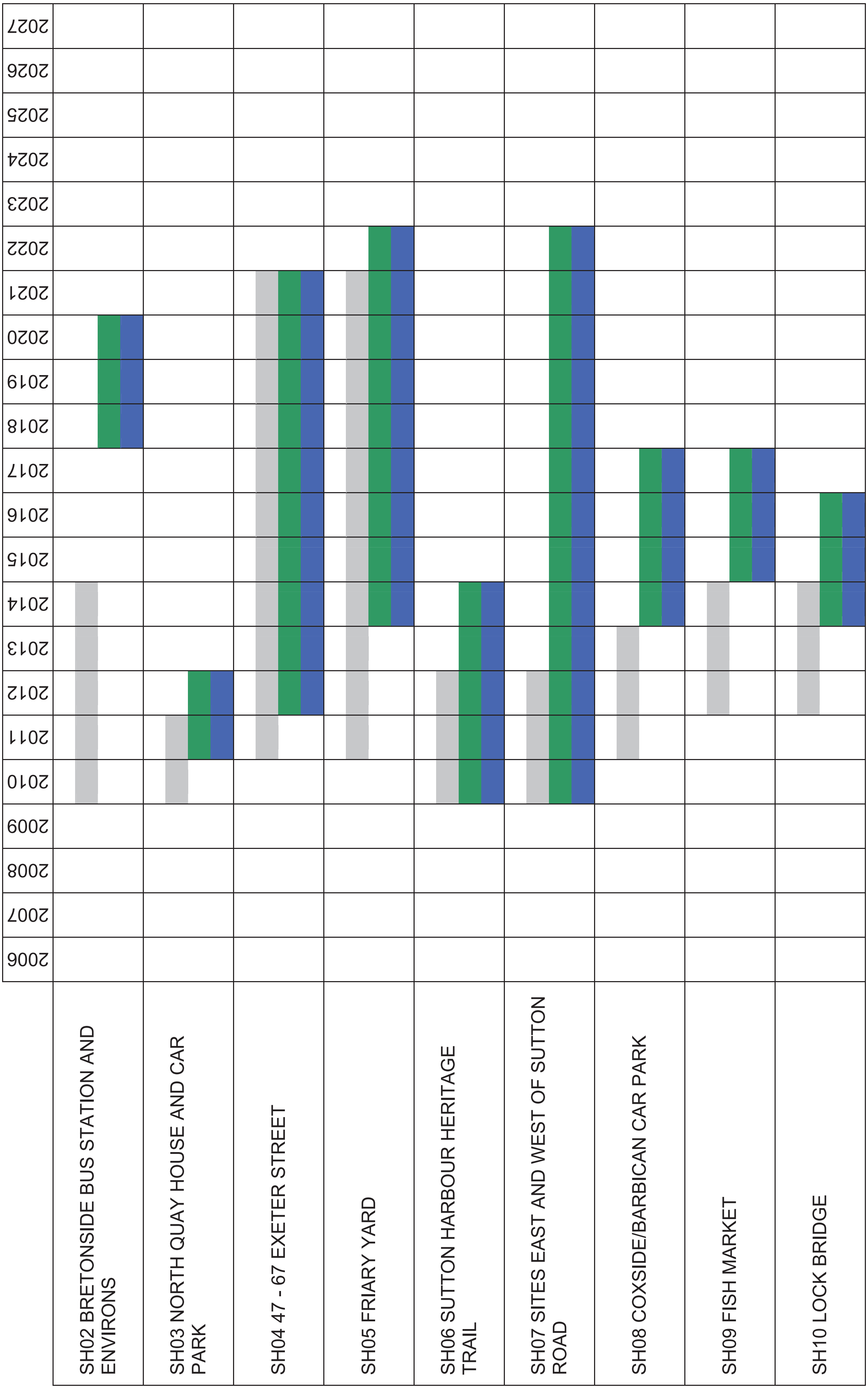
CP02 HOME PARK
CP03 TRANSPORT INTERCHANGE
CP04 CENTRAL PARK ENHANCEMENTS
CP05 PEVEREL PARK ROAD, OUTLAND ROAD CORNER
CP06 PENYCOMEQUICK
SUTTON HARBOUR
SH01 COMMERCIAL WHARF, ELPHINSTONE WHARF AND LAMBHAY HILL



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SH03 NORTH QUAY HOUSE AND CAR PARK
SH04 47 - 67 EXETER STREET
SH05 FRIARY YARD
SH06 SUTTON HARBOUR HERITAGE TRAIL
SH07 SITES EAST AND WEST OF SUTTON ROAD
SH08 COXSIDE/BARBICAN CAR PARK
SH09 FISH MARKET
SH10 LOCK BRIDGE
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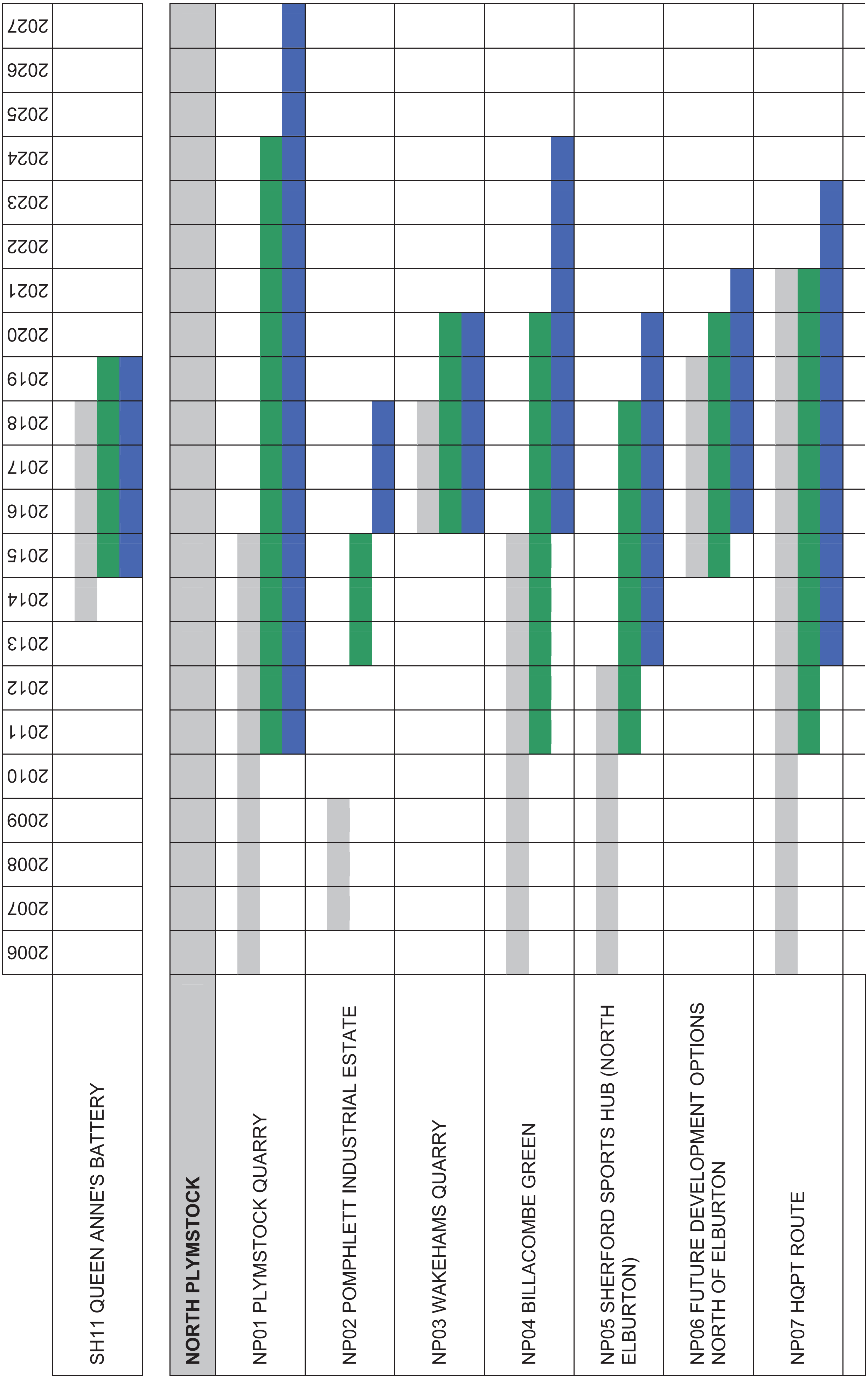
SH11 QUEEN ANNE'S BATTERY
NORTH PLYMSTOCK
NP01 PLYMSTOCK QUARRY
NP02 POMPHLETT INDUSTRIAL ESTATE
NP03 WAKEHAMS QUARRY
NP04 BILLACOMBE GREEN
NP05 SHERFORD SPORTS HUB (NORTH ELBURTON)
NP06 FUTURE DEVELOPMENT OPTIONS NORTH OF ELBURTON
NP07 HQPT ROUTE
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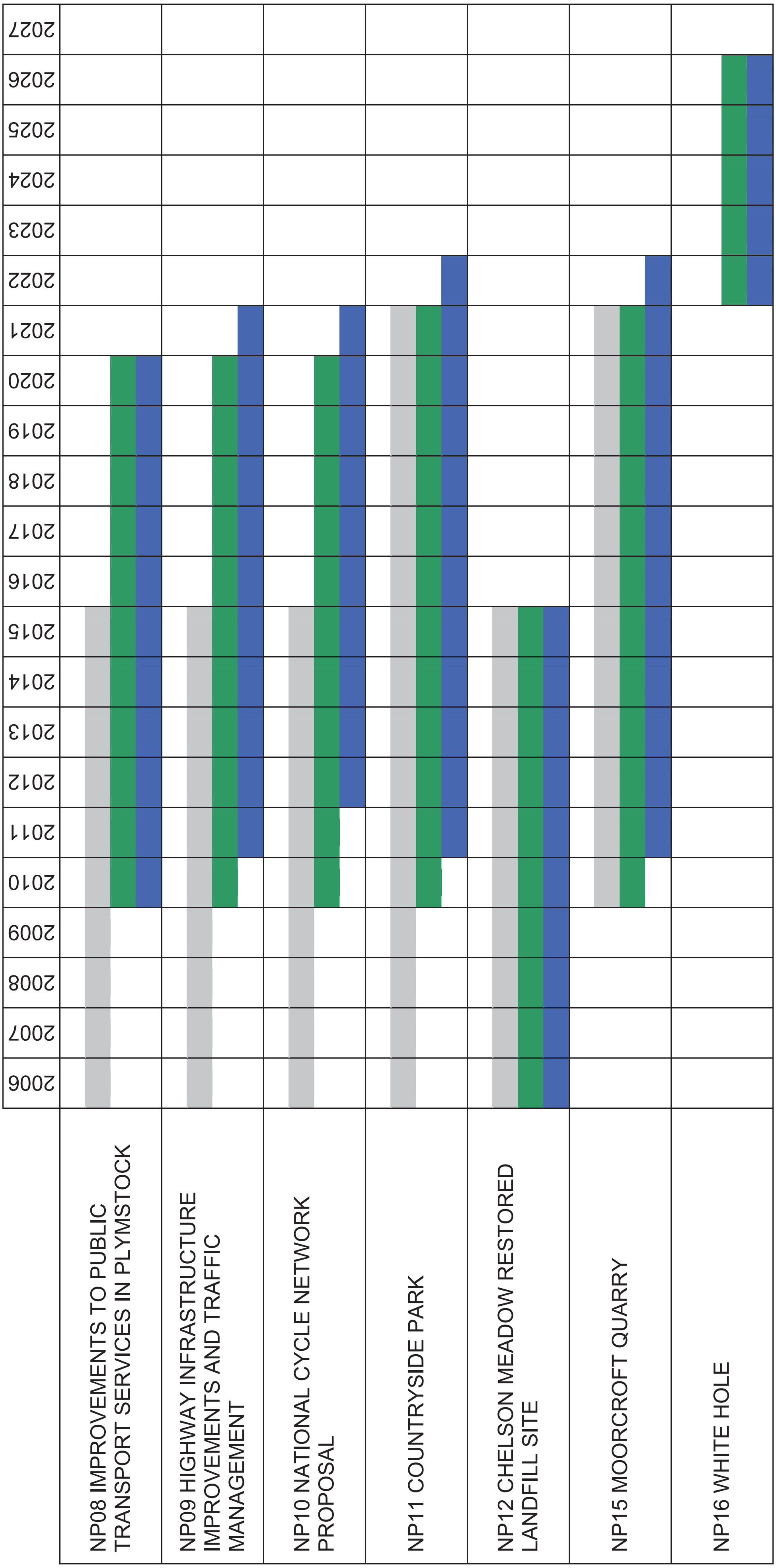
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NP08 IMPROVEMENTS TO PUBLIC TRANSPORT SERVICES IN PLYMSTOCK
NP09 HIGHWAY INFRASTRUCTURE IMPROVEMENTS AND TRAFFIC MANAGEMENT
NP10 NATIONAL CYCLE NETWORK PROPOSAL
NP11 COUNTRYSIDE PARK
NP12 CHELSON MEADOW RESTORED LANDFILL SITE
NP15 MOORCROFT QUARRY
NP16 WHITE HOLE

Appendix 6: Progress of Strategically Significant Infrastructure Projects

Table 7.1

Ref	Project Title	Description	Current Status December 2010
COM-002	Plymouth City Centre - Central Library relocation	Relocation of the main library service hub, as the current building is too small for the community it serves. Linked to redevelopment of Civic Centre site.	Proposed location not yet identified.
COM-033	Citywide - reconfiguration of Police Estates	The reconfiguration of police estates to allow for Neighbourhood Beat Bases, Patrol Units, Operational Policing Hub and a Criminal Justice Centre.	Ongoing - implementation potentially subject to budgetary constraints.
COM-038	Sherford New Community - Multi-agency Community Governance Building	Accommodation for a multi-agency community governance building for the Community Trust, accommodating a library and information centre, public toilets, local authority 'hot desk' and meeting rooms and police/crime prevention office.	Being progressed as part of development of Sherford new community.
COM-041	North Prospect - Trelawny Surgery Child & Adolescent Mental Health Unit	A Child & Adolescent Mental Health Unit to serve the wider city.	Scheme under construction.
EDU-093	University of Plymouth - expansion and consolidation	Consolidation of satellite sites onto one central campus.	Ongoing.

Ref	Project Title	Description	Current Status December 2010
ENG-002	Sherford - moving overhead power cables	Western Power Distribution to move overhead power cables, to remove service constraints.	Being progressed as part of development of Sherford new community.
ENG-003	Laira Bridge - moving overhead power cables	Western Power Distribution to move overhead power lines at Laira Bridge to remove service constraints.	Removal of overhead cables now no longer required.
ENG-010	Derriford/Seaton - CHP potential	Hospitals and mixed use development would provide good base heat loads for CHP or biomass district heating schemes. Proposed new development provides further opportunities for significant sustainable energy infrastructure to be incorporated.	Study of potential undertaken.
ENG-021	City Centre - CHP potential	The University and mixed use developments provide good base heat loads for District heating. Proposed new developments provide further opportunities to expand the district energy network.	Study of potential undertaken.
GRS-002	Derriford Community Park - Seaton Valley	The Derriford/Seaton AAP proposes the creation of a new community park in the Bircham, Forder and Seaton valleys, on what is currently inaccessible farmland. Proposal for 145 hectares of accessible green space and links with existing Local Nature Reserves.	Being progressed through the Green Infrastructure Delivery Plan.

Ref	Project Title	Description	Current Status December 2010
GRS-026	Central Park - Life Centre	Development of sporting, community, cultural and health and well being facilities at Central Park. Including: swimming pools, sports hall, fitness facilities, crèche and catering facilities, Health Clinics and climbing facilities.	Building under construction.
GRS-047	Sherford Community Park	Delivery of new landscape and biodiversity-focused countryside park in the eastern corridor, providing a local/sub regional facility. This would also take pressure off the protected landscapes. Good access from Park and Ride and HQPT is essential.	Being progressed as part of development of Sherford new community and through the Green Infrastructure Delivery Plan.
GRS-064	Sherford New Community - Sports Hub	Including a sports centre and swimming pool, football pitches, tennis courts, cricket pitch and gym. Also reprovides any facilities lost by King George V school.	Being progressed as part of development of Sherford new community.
HEA-001	Vanguard Project - reorganisation of health facilities in the city.	Strategic Plan for the refurbishment and development of the Estate, which aims to improve the patient and staff experience within the built environment, relocate services to maximise clinical efficiencies and reduce the costs of maintaining the infrastructure.	Ongoing - Implementation potentially subject to budgetary constraints.

Ref	Project Title	Description	Current Status December 2010
TRA-001	Bretonside - Bus and Coach Station replacement	The redevelopment of Bretonside bus and coach station with offices, housing, retail, and leisure and provision of a new high-quality public transport interchange on this site or another appropriate alternative site with improved pedestrian access.	Options currently being investigated.
TRA-002-001	Central Park - Transport Interchange	Construction of a public transport interchange, including Park and Ride on the planned HQPT route, new highway and approach roads, and reconfigured car parking facilities.	Elements of this being delivered through Life Centre development.
TRA-004	Derriford - Transport Interchange	Replacement of the existing bus bays at Derriford Hospital with a multi-modal transport interchange to serve the new Derriford Community	To be progressed through Derriford and Seaton AAP and Vanguard Project.
TRA-006	Eastern Corridor Whole Route Implementation Plan (WRIP)	The public transport vision is for a limited stop High Quality Public Transport (HQPT) system. This will provide all of the developments along the Eastern Corridor with the service, which will connect the Langage commercial area and Sherford with the city centre and beyond via Deep Lane Junction.	Some funding in place. Other funding to be secured. Implementation of some elements dependent upon Sherford implementation. Sherford S106 agreement currently being finalised.

Ref	Project Title	Description	Current Status December 2010
TRA-008	Northern Corridor Whole Route Implementation Plan (WRIP)	High quality, high frequency route along the A386 northern corridor to link with the City Centre and Line 1 to enable development in the north of the city including Derriford and Plymouth Airport.	Major Scheme Bid being prepared.
TRA-010	Western Corridor Park & Ride facility	A site to the west of the city for Park & Ride commuters from Cornwall. Part of a semi-circle of similar facilities serving the city.	Options currently being investigated.
TRA-011	Manadon - junction efficiency improvements	Implementation of junction efficiency improvements at Manadon and Marsh Mills interchanges to maximise existing highway capacity at these key nodal points.	Manadon improvements implemented. Design of Marsh Mills interchange to be reconsidered in implementing the Forder Valley Link Road, and as part of longer term plans to consider implementing a new 'MOVA' signalling system.
TRA-011-001	Marsh Mills - junction efficiency improvements	Implementation of junction efficiency improvements at Manadon and Marsh Mills interchanges to maximise existing highway capacity at these key nodal points.	Manadon improvements implemented. Design of Marsh Mills interchange to be reconsidered in implementing the Forder Valley Link Road, and as part of longer term plans to consider implementing a new 'MOVA' signalling system.

Ref	Project Title	Description	Current Status December 2010
TRA-013	Millbay Cruise Liner Facilities - improved Landing/Interchange facilities	Provide high quality waiting facilities, drop off & set down areas for hackney carriages and private hire vehicles, coach and bus pick-up & set-down areas	Initial project planning was carried out by the Plymouth City Development Company. Following the closure of the PCDC in May 2010 alternative arrangements are being looked at to take this issue forward.
TRA-018	Plymouth City Airport - Overview	As part of the Airport masterplan a number of projects to upgrade transport facilities in the surrounding area have been identified.	Airside works to be undertaken funded by sale of southern runway land for development which has now commenced.
TRA-019	HQPT- wider city network.	Introduce an HQPT system across the city.	Key elements being progressed through eastern and northern corridor and City Centre WRIPS.
TRA-021-002	Plymstock Quarry - Vehicular Access	Creation of two main access points from the A379, together with two secondary vehicular access points from the Ride and Colesdown Hill.	Access arrangements included in submitted masterplan.
TRA-026	Rail - Re-opening of the Tamar Valley Line to Tavistock	Assess viability of re-opening the Tamar Valley Line extension from Bere Alston to Tavistock.	Funding and design progress subject to major housing expansion at Tavistock.

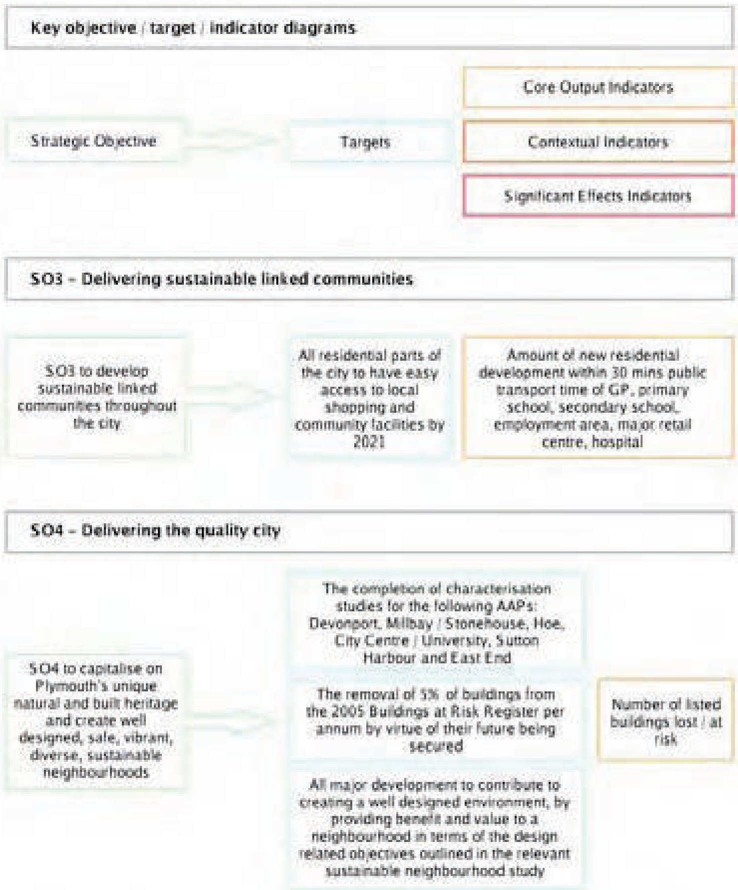
Ref	Project Title	Description	Current Status December 2010
TRA-029-007	Sherford New Community - Park & Ride Interchange at Deep Lane Junction	Provision of a Park and Ride Interchange at Deep Lane, Sherford.	Being progressed as part of development of Sherford new community and eastern corridor HQPT.
TRA-043	Rail - North Road Railway Station redevelopment	Replacement of the existing station with a modern transport interchange, together with a comprehensive reconfiguration of the surrounding built environment and road network.	Aspirations no currently reflected in Network Rail Route Utilisation Strategy National Stations Improvement Programme.
TRA-053	City Centre Whole Route Implementation Plan (WRIP)	It is essential that any redevelopment or reconfiguration of the city centre highway network provides an integrated system of HQPT priority measures.	Included in City Centre AAP.
TRA-056	City Centre Strategic Road Network Improvements	Improvements to City Centre Strategic Road Network and improvement to pedestrian/cycle facilities. Bus movements to be prioritised	Included in City Centre AAP.
WAS-001	SW Devon - residual waste treatment services	Provision of a long-term sustainable waste management solution for the residual municipal waste produced by SW Devon Councils including Torbay	Facility procurement underway. Commissioning scheduled for 2014.

Ref	Project Title	Description	Current Status December 2010
WAT-011	High Quality Public Transport Routes - Flood Risk Mitigation Measures	Modelling needs to be undertaken to gain a better understanding of the flood regime along the proposed routes, particularly at Billacombe Brook. Enlarged culverts may be required and routes need to be built above predicted flood levels.	Being progressed as part of development of HQPT schemes.
WAT-019	North Plymouth Water Treatment Works	A plan needs to be developed to deal with water treatment in the northern sector of the city.	A site for the relocation of the current Treatment Works at Crownhill has been identified at Roborough Down. Capacity exists for the foreseeable future, but construction on the new site is currently not likely to commence until 2016 at the earliest.
WAT-039	Sherford New Community - waste water treatment	Further information on waste water treatment and management options is required.	Being progressed as part of development of Sherford new community.

Appendix 7: Relationships between Targets and Indicators

Summary of Targets and Indicators

8.1 The following diagrams summarise the relationship between each of the strategic objectives and targets of the Core Strategy. The relationships between the Strategic Objective and its supporting targets, together with the associated core output indicators, contextual indicators and significant effect indicators have been illustrated by colour coding these different elements.



SO5 – Delivering regeneration

SO5 to prepare a series of AAPs for the areas in the city of greatest development pressure or opportunity or sensitivity to change

Targets to be identified in the current approved LDS

Deprivation

SO6 – Delivering the economic strategy

SO6 to set a spatial planning framework through the LDF that supports the Council's Economic Strategy and Action Plan, helping to make Plymouth a place where people, business and an outstanding natural environment converge to bring sustainable prosperity and wellbeing for all

Delivering in the Plymouth Principal urban area of at least 4 hectares pa employment land, and 4.5 pa between 2016 and 2021

Delivery of 13,000 sq m new office development within the city per annum

A net increase in the number of employees of approx 1,800 pa

Identification of at least one site to be safeguarded for a major high quality inward investment opportunity

Amount of floorspace developed for employment by type

Employment land available by type

Losses of employment land

Amount of employment land lost to residential

Amount of completed office development

Amount of completed office development in town centres

Gross value added per £ per head

Unemployment

Average house prices

Average earnings

Income support claimants

SO7 – Delivering adequate shopping provision

SO7 to promote new shopping development which contributes positively to delivering Plymouth's vision for sustainable high quality growth, making Plymouth a city of sustainable linked communities

An increase in retail capacity for comparison goods of between 57,000 and 92,000 sq m net by 2016

An increase in retail capacity for comparison goods of between 106,000 and 172,000 sq m by 2021

A new district centre at Derriford to serve northern Plymouth by 2016, and to monitor its potential to grow in the future in a way that is complementary to the City Centre through the Plan Monitor Manage process

A new district centre at Weston Mill by 2016

New local centres at Devonport, Millbay, and Plymstock Quarry

A consolidated retail warehouse location on Laira Embankment by 2016

A revised shopping study for Plymouth by 2011

Amount of completed retail development

Amount of completed retail development in town centres

SO8 – Delivering cultural/leisure facilities and the evening/night time economy

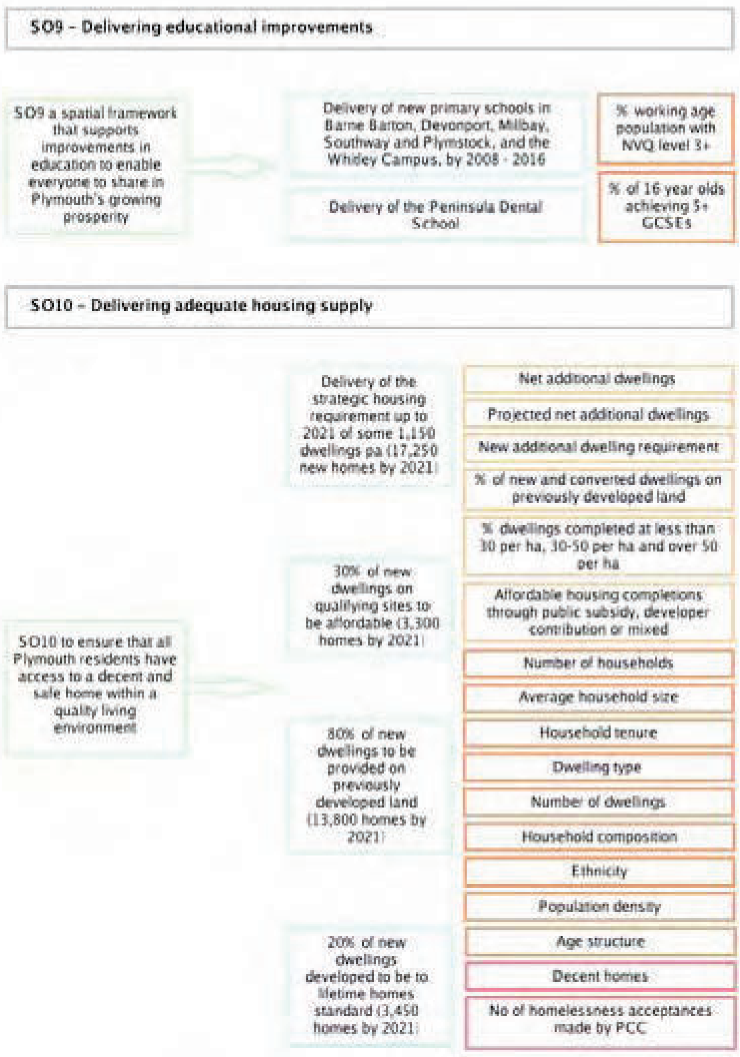
SO8 to facilitate the creation of Plymouth as a vibrant waterfront city with a thriving cultural and leisure sector and a diverse, safe, balanced and socially inclusive evening / night time economy

Targets to be developed

Amount of completed leisure development

Amount of completed leisure development in town centres

% of residents satisfied with the cultural and recreational activities


SO9 – Delivering educational improvements
SO9 a spatial framework that supports improvements in education to enable everyone to share in Plymouth's growing prosperity
Delivery of new primary schools in Barne Barton, Devonport, Millbay, Southway and Plymstock, and the Whitley Campus, by 2008 - 2016
Delivery of the Peninsula Dental School
% working age population with NVQ level 3+
% of 16 year olds achieving 5+ GCSEs
SO10 – Delivering adequate housing supply
SO10 to ensure that all Plymouth residents have access to a decent and safe home within a quality living environment
Delivery of the strategic housing requirement up to 2021 of some 1,150 dwellings pa (17,250 new homes by 2021)
30% of new dwellings on qualifying sites to be affordable (3,300 homes by 2021)
80% of new dwellings to be provided on previously developed land (13,800 homes by 2021)
20% of new dwellings developed to be to lifetime homes standard (3,450 homes by 2021)
Net additional dwellings
Projected net additional dwellings
New additional dwelling requirement
% of new and converted dwellings on previously developed land
% dwellings completed at less than 30 per ha, 30-50 per ha and over 50 per ha
Affordable housing completions through public subsidy, developer contribution or mixed
Number of households
Average household size
Household tenure
Dwelling type
Number of dwellings
Household composition
Ethnicity
Population density
Age structure
Decent homes
No of homelessness acceptances made by PCC

SO11 – Delivering a sustainable environment

SO11 to set a spatial planning framework through the LDF that supports the City Strategy goal to maintain clean and sustainable environment, which benefits social and economic wellbeing.

- The city's population have access to a natural greenscape within 300 metres of their home
- Designation of 100 hectares of new Local Nature Reserve by 2016
- As a minimum development causes no net loss of biodiversity of acknowledge importance
- Review the Strategic Flood Risk Assessment on at least a five yearly basis
- To ensure that all major new developments incorporate onsite renewable energy production equipment, to off-set at least 10% or predicated carbon emissions for the period up to 2010, rising to 15% for the period 2010-2016

- % of eligible open spaces managed to green flag award standard
- No of planning permissions granted contrary to the advice of the EA on flood defence grounds or water quality
- Change in areas and population of biodiversity importance: change in priority habitats and species, and change in designated areas
- Renewable energy capacity installed by type
- Proportion of nationally important wildlife sites which are in favourable condition
- Bathing water quality at Plymouth Hoe

SO12 – Delivering future mineral resources

SO12 to deliver an appropriate balance between the need to safeguard the long term supply of minerals and delivery of strategically important development in the eastern corridor, helping to make Plymouth a place where people, businesses and an outstanding natural environment converge to bring about sustainable prosperity and well being for all

- Identification of land consented for mineral extraction and processing and an appropriate buffer zone in the North Plymstock (inc Minerals) AAP
- Identification of Mineral Resource Protection Area in the North Plymstock (inc Minerals) AAP

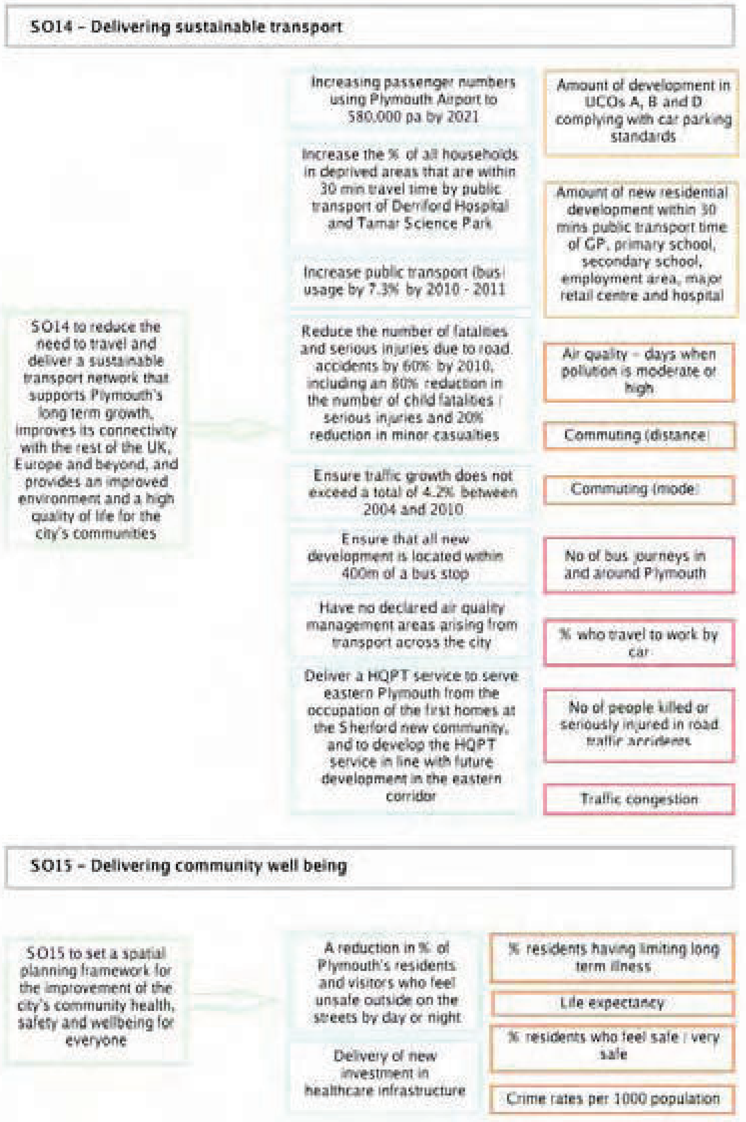
- Production of primary land won aggregates
- Production of secondary aggregates
- Production of recycled aggregates

SO13 – Delivering sustainable waste management

SO13 to establish a spatial planning framework in the LDF that supports the Regional and Council's Waste Management Strategy, helping to make Plymouth a place where people and businesses produce less waste and are provided with long term sustainable and affordable waste management and treatment facilities

- To be developed through the emerging Waste Management Strategy

- Capacity of new waste management facilities by type
- Amount of municipal waste arising
- Waste reused recycled, composted and land filled


SO14 – Delivering sustainable transport
SO14 to reduce the need to travel and deliver a sustainable transport network that supports Plymouth's long term growth, improves its connectivity with the rest of the UK, Europe and beyond, and provides an improved environment and a high quality of life for the city's communities
Increasing passenger numbers using Plymouth Airport to 580,000 pa by 2021
Increase the % of all households in deprived areas that are within 30 min travel time by public transport of Derriford Hospital and Tamar Science Park
Increase public transport (bus) usage by 7.3% by 2010 - 2011
Reduce the number of fatalities and serious injuries due to road accidents by 60% by 2010, including an 80% reduction in the number of child fatalities / serious injuries and 20% reduction in minor casualties
Ensure traffic growth does not exceed a total of 4.2% between 2004 and 2010
Ensure that all new development is located within 400m of a bus stop
Have no declared air quality management areas arising from transport across the city
Deliver a HQPT service to serve eastern Plymouth from the occupation of the first homes at the Sherford new community, and to develop the HQPT service in line with future development in the eastern corridor
Amount of development in UCOs A, B and D complying with car parking standards
Amount of new residential development within 30 mins public transport time of GP, primary school, secondary school, employment area, major retail centre and hospital
Air quality – days when pollution is moderate or high
Commuting (distance)
Commuting (mode)
No of bus journeys in and around Plymouth
% who travel to work by car
No of people killed or seriously injured in road traffic accidents
Traffic congestion
SO15 – Delivering community well being
SO15 to set a spatial planning framework for the improvement of the city's community health, safety and wellbeing for everyone
A reduction in % of Plymouth's residents and visitors who feel unsafe outside on the streets by day or night
Delivery of new investment in healthcare infrastructure
% residents having limiting long term illness
Life expectancy
% residents who feel safe / very safe
Crime rates per 1000 population

	Agenda Item	**3**
Meeting	Wealthy Theme Group	
LSP Visionary Goal and Priority Objective	A wealthy city which creates and shares prosperity	
Responsible Officer	David Draffan: WTG Co-ordinator	
Title	LES Action Plan – Business report	
Purpose of Item	To provide members information for discussion and decision on renewing the LES Action Plan for the Business theme	
Recommendations	Wealthy Group members are requested to: •1 Note the contents of the report •2 Decide on key issues to be discussed	
Date	13 December 2010	

Local Economic Strategy - Business Theme report

1.0 Introduction

1.1 At a meeting of the Wealthy Theme Group (WTG) on the 11th October 2010, it was agreed to carry out a review of the Business theme to ensure that the associated objectives and measures contained within the Action Plan of the Local Economic Strategy (LES) are relevant and 'fit for purpose'. Simon Chamberlain was nominated as the sponsor of the review and was supported by Stephen James and Jeffery Kenyon in undertaking interviews with the key business support organisations operating in the City. Simon Chamberlain has agreed the recommendations contained within this report.

2.0 Review Process

2.1 The Local Economic Strategy was adopted in October 2006 and its Action Plan amended in August 2009. The current Business theme objectives as detailed in the Action Plan are listed below.

1. Business
1.1 Mobile and Expanding Investment
1.1.1. Develop PPP to address cluster/investor property requirements 1.1.2. Identify and improve availability of business incentives 1.1.3. Establish a clear brand and marketing strategy
1.2. Entrepreneurship
1.2.1. Establish enterprising programme for young people 1.2.2. Promote Urban Enterprise Enterprise Coaching strand
1.3. Growing SMEs
1.3.1. Promote Business to Business mentoring through strands of Urban Enterprise and other providers.
1.4. Priority Sectors
1.4.1. Ensure Priority Sectors are correct ones and develop

2.2 The current objectives were therefore used as the basis for the review along with a list of interview questions that were approved by the Wealthy Theme Group at the October meeting.

2.3 In total 17 organisations and individuals were interviewed on a one-to-one basis ranging from the Chamber of Commerce, Business Link, Outset Plymouth and the community development trusts (see Appendix 1). The interviews were an invaluable exercise to discuss the current Business theme objectives in light of the changing economic climate and the policy agenda of the coalition government, and gather information on how the business support arena operates.

2.4 The recommendations contained within this report are therefore a direct result of the issues disseminated from the interview process and the identification of a number of key issues which were prevalent throughout. While as many organisations as possible have been contacted as part of the review, it is recognised that this is an ongoing process and other relevant organisations will be encouraged to further discuss the Business theme issues as necessary.

3.0 Economic Intelligence

3.1 In terms of recent analysis, Ekosgen[1] was commissioned to carry out a review of Plymouth's economy and produced their findings in March 2010. It highlighted that the city's GVA performance is below the regional and national averages due to the sectoral mix of the economy; particularly the high dependence on the public sector, and poor productivity levels.

3.2 Measures to bridge the GVA gap, which the report equated to £1bn of unrealised economic potential, would need to include increasing the number of new-starts and new employment opportunities, securing high-value added sector growth, improving the productivity of existing businesses, driving up skills levels, maintaining and diversifying the industrial base (including exploiting the potential of climate change and low carbon markets and technologies), and strengthening Plymouth as a place to invest, live and work.

3.3 The key issues drawn out from the interviews undertaken for this review and the recommendations contained within this report, mirror the measures identified in the Ekosgen study.

4.0 Key Issues

4.1 Throughout the range of interviews undertaken for this review, a number of issues were raised which were common to the vast majority of organisations contacted. These key issues are detailed below:

1 Lack of a co-ordinated business support offer – current system disjointed and fragmented

It was recognised that a lot of business support related activity is taking place in the city by various organisations, however a lack of clarity exists in terms of the actual 'offer' provided, how it is accessed and how the provision links together so that new-starts and existing businesses fully benefit from that provision. For example, there was a lack of clarity over

[1] A Strategic Overview of the Development of the Plymouth Economy

the Urban Enterprise programme (see Appendix 2) and how the initiatives within it are supporting the overall delivery of the LES objectives, particularly the need to stimulate growth in the priority sectors.

2 Start-ups and Existing businesses require a separate and increased focus

The current Business objectives highlight Entrepreneurship with no reference for the need to support existing businesses. Also, 'entrepreneurship' is open to interpretation and therefore there needs to be clarity in the objectives which can be achieved with a separate focus on 'Start-ups' and on 'Existing Businesses'. This new focus recognises the need for business support provision to be aimed at new-starts and existing businesses, but not for both areas to be treated in isolation as there are clear links that exist between them.

Renewables/low carbon economy should be exploited

This area is seen as having significant potential for business and economic growth in the future; particularly in light of the expertise that exists in the city and government policy developments, and is not currently referenced in the Business objectives. It was recognised that this area needs to be exploited and aligned to the most relevant priority sector.

3 Six sector priorities are important but a smaller number need accelerating to realise their growth potential

There was a consensus that while all the current priority sectors should remain, more impact could be achieved if a focused and targeted approach was taken on a reduced number of sectors to accelerate their growth. The rationale for this re-focus is detailed in section 4 below and includes the views of the organisations and individuals consulted for the review.

4 The knowledge economy needs to be fully exploited through effective links between FE & HE institutions and business

The knowledge economy was identified as a key area missing from the current Business objectives. It was expressed that the knowledge assets (intellectual, physical etc.) held by the further and higher education institutions need to be utilised effectively to help drive business growth. To understand the extent of these assets, a full audit is required so that all delivery organisations are aware of this valuable resource, and the benefits to the business community can be clearly marketed and promoted. This audit will also be useful to ensure that the assets are meeting the objectives of the LES.

5 Need for improved marketing and branding to promote the area

nationally and internationally

It was recognised that the city needed to better market and brand itself as a location for inward investment, but also as a location with the right conditions to encourage business starts and growth. Before this can be achieved however, the actual message or 'offer' of the city needs to be defined.

6 Need for recognised co-ordinating body to ensure delivery

There is a commitment from all the organisations contacted as part of the review to work together to deliver the LES Business objectives. However, this must be effectively co-ordinated by a single body charged with driving forward the agenda fully supported by all the key delivery organisations. It is imperative that strategy leads to activity on the ground.

5.0 Sector Focus

5.1 This section covers in more detail the Priority Sectors and proposals to accelerate activity. During the interviews, questions were asked about the priority sectors and their merits and each of the sector co-ordinators were interviewed for their views. A synopsis of each of the LES priority sectors is provided in Appendix 3 and provides a brief overview of their importance to the local economy, their growth potential and current status in terms of activity to develop them has been taken into account.

5.2 Through open discussions it was generally felt that the Priority Sectors do have a place in the development of the city as they provide a focus for activity, however given reduced resources and the need to accelerate sector growth, prioritisation between them was also sensible. There were also some issues raised as to whether the sectors remain key four years on from the production of the LES and in light of changing economic circumstances. Discussions were held with sector co-ordinators about this with the key messages outlined below:

1. The Standard Industrial Classification (SIC) codes used to track the sectors should potentially be re-examined so that they better reflect the changed circumstances. This was particularly true of Advanced Engineering which could also include manufacturing more clearly;
2. Renewables and digital technologies were suggested as 'new sectors' that could be included. Discussions have taken place in the past about whether these are included within the current definitions;
3. Business support exists but there is confusion over who is doing what. As well as this, some sectors are less 'business savvy' than others and require help to capitalise on ideas and brokering;
4. The sectors do continue to have merit and are relevant but it was widely recognised that there could be some prioritisation needed between them;
5. Business Services was widely acknowledged as necessary but not a key

sector as it follows other businesses. The banking, property and solicitor elements were seen as being key to retain in Plymouth in order to provide such services locally;

6 Co-ordinated marketing of Plymouth would be beneficial not only to tourism but also to businesses in Plymouth by raising the profile and encouraging business to consider Plymouth; and

7 Digital infrastructure provision is crucial for all business and would provide an anchor for footloose industries to locate in Plymouth.

5.3 Taking these main points on board, while Business Services is a large sector, it is felt that it is market driven and mechanisms to grow the sector are difficult to implement since its growth will to a large extent will follow the overall growth of the city's economy. The Medical and Healthcare sector is a key player in the local economy however it is largely public sector driven and policy changes announced by government for example, can have a much more significant impact than more localised activity. Tourism and Leisure is benefiting from Destination Plymouth which is co-ordinating all related activity and becoming the key strategic driver for the sector in the city and will benefit all business in the city. The Creative Industries sector is small but becoming more strategic through the work of the sector leads and the development of networks, however the provision of incubator space is a key determinant for growth which is being led by the private sector.

5.4 It is therefore proposed that over the next 12 months the two remaining sectors should be the subject of accelerated action to realise their growth potential. The scope of the remaining sectors should also be expanded to increase their reach as detailed below:

1 Marine and Renewables – the explicit inclusion of renewables will allow this sector to focus on this growth area and will work to the strengths already in the city. Due to the importance and increasing potential of the low carbon economy and its direct link to the city's natural assets and sectoral expertise, renewables has been added to the marine sector priority to fully represent the extent of its potential

2 Advanced Manufacturing – the refocus of this sector to include a broader base of industries in the manufacturing sector will better reflect the working of the group. It will not mean that engineering will no longer be a focus, more that the sector has been broadened. High value-added manufacturing would therefore encompass a better and larger range of the sector which is of more importance to the local economy

5.5 While it is proposed that these two sectors are identified for focused activity, all the other remaining sectors remain priorities and activity will continue towards their growth and development. Work that is on-going, such as the Digital Plymouth and Destination Plymouth initiatives, will ultimately benefit all businesses in the city. Also, a number of the sectors are well supported by other long standing sector specific organisations so work will not cease as a result of this focus.

5.6 It must also be recognised that the private sector has a pivotal and fundamental role to play not only in the development of the two sectors identified above, but also in the development and growth of all the priority sectors within the Business theme. The delivery of the Business theme objectives cannot be realised without an effective partnership between the private and public sectors.

6.0 Recommendations

6.1 Based on the information gathered through the interviews and the priority sector review, it is proposed that Members of the Wealthy Theme Group endorse the revised Business objectives of the Local Economic Strategy, and the measures identified within them, as detailed below:

Business
1.0 Start-Ups
1.1 - Devise and implement a co-ordinated and seamless offer for new start businesses through a partnership of all delivery organisations led by the Peninsula Growth Acceleration Investment Network (PGAIN). 1.2 - Review the Urban Enterprise programme to ensure it is fully aligned and adding value to the delivery of LES objectives.
2.0 Existing Businesses 2.1 - Establish a business aftercare programme; starting with the largest 50 companies, to develop effective relationships, secure market intelligence, and provide support to assist their growth and development.
3.0 Knowledge Transfer
3.1 – Ensure PGAIN co-ordinates all key organisations in the city to promote their knowledge assets directly to business to stimulate growth
3.2 – Co-ordinate activity through Digital Plymouth to lead to next generation broadband for the city.
4.0 Priority Sectors
4.1 - Commission Plymouth Chamber of Commerce to produce action plans for the growth of all priority sectors (including details on how they will be co-ordinated), but with a specific focus on measures to accelerate the growth of the Marine and Renewables and Advanced Manufacturing sectors over the following 12 months. 4.2 - Secure existing and new sources of finance to drive the growth of these sectors, with a focus on the Marine and Renewables and Advanced Manufacturing sectors over the following 12 months.
5.0 Marketing and Promotion

5.1 – Commission the Head of City Marketing to clearly define the city's offer in achieving the Business objectives and use the Positively Plymouth initiative to support it.

6.2 To ensure effective delivery of the revised objectives, the details of the individuals assigned to specific tasks and the outputs and milestones to be achieved will be worked up and co-ordinated by the City Council in partnership with the various leads as confirmed by the Wealthy Theme Group. It is also proposed that quarterly monitoring reports are distributed to the Business theme sponsor and the Wealthy Theme Group to update on progress against set milestones/outputs. This will be co-ordinated by PCC and all sector leads and individuals responsible for the delivery of the recommendations will be required to provide the necessary information.

6.3 It is also proposed that a SIC code review is undertaken for all the priority sectors to provide a full definition of each sector and provide clarity in terms of the activities within them.

Simon Chamberlain – Sponsor
Stephen James & Jeffery Kenyon – Economic Development Co-ordinators

APPENDIX 1

People contacted as part of review:

Dawn Bebe –	Culture Board
Carolyn Bruce-Spencer –	Medical and Healthcare Sector lead
Carl Budden –	South West Regional Development Agency
Simon Chamberlain –	WTG sponsor
Cindy Dalgleish –	Creative Industry Sector lead
Peter Flukes –	Wolseley Trust
Steve Gerry –	Advanced Engineering Sector lead
Nigel Halford –	Tamar Science Park
Simon Hall –	Outset Plymouth
Emma Hewitt –	University of Plymouth
David Parlby –	Plymouth Chamber of Commerce and Industry
Roger Pipe –	Millfield Trust
George Skinner –	Marine Industry Sector lead
Peter Stacey –	Business Link
Karen Stockdale –	Creative Industries Sector lead
Richard Thomas –	Federation of Small Businesses
Dennis Venn –	Business Services Sector lead

APPENDIX 2

URBAN ENTERPRISE

Vision: To unlock the potential of Plymouth's disadvantaged groups and deprived communities through enabling business growth and the development of an aspirational, enterprising and entrepreneurial culture amongst residents

Urban Enterprise in Plymouth is part of a European Regional Development Fund (Competitiveness) programme worth £43m over five years (split between Plymouth, Torbay and Bristol). The value of the Plymouth programme is potentially £14m (£7M ERDF, £7M match) over 5 years, subject to finding the required match funding.

Activities being delivered are:

Enterprise Coaching (delivered by Working Links)
One of the main reasons for low rates of enterprise is that many people are simply not aware that it is an option. This strand of activity will raise awareness and then refer potential start-ups on to the following:

Intensive Start-up Support (delivered by YTKO)
Delivered through out-reach activities and referrals, this is intensive advice and support for people who want to explore working for themselves and managing the challenges of running a business. It includes one to one coaching and advice, mentoring, after care and refresher sessions to take the business from start-up to sustainability.

So far these are the only two active strands of the programme and, because of the long term nature of the support available to individuals, outputs will need to be viewed over the length of the programme rather than the short term. The outputs for the whole of the programme, by strand, are shown overleaf.

Enterprise Coaching and Intensive Start Up Support are contracted for 3 years but there is the potential to extend for a further 2 years if matched funding is available

Social Enterprise Support (being commissioned through Business Link)
Plymouth has a number of long established and very successful social enterprises. This strand is designed to support the growth of these social enterprises and encourage the development of new businesses with social aims

Understanding Finance for Business and Access to Finance (being commissioned separately). Access to Finance will be run by SWIG (South West Investment Group) with a local fund manager (YTKO and GWE Business West have been selected to submit full business plans)
This strand provides support to start up and existing SME's for development of a comprehensive business plan which can be used to obtain funding and the

responsibilities that go with that to manage the debt. A micro loan facility will also be available.

Enterprise Infrastructure (to be commissioned)
This strand will provide managed workspace (from virtual offices and hot desks to managed office/light industrial space) situated within the deprived areas to provide local facilities. The locations and levels of workspace demand were identified through a Site Options Analysis undertaken by Ekosgen in May 2009. The study identified the areas with highest need as Devonport (particularly Keyham area but also to benefit Ham), St Budeaux, Honicknowle and Efford/Lipson. The type of space needed was found to be deskspace rental (hot desking) and virtual provision forming a central part of any investment, mixed with larger, flexible units on the same site to allow for growth.1

Improving Your Resource Efficiency (under consideration)
Taking sustainability as its core, this strand will begin to introduce the business and environmental gains that can be made through efficient use of scarce resources

APPENDIX 3

SECTOR	Advanced Engineering	Business Services	Creative Industries	Health and Medical	Marine Industries	Tourism and Leisure
Baseline employment level (2003)	4,200	11,500	3,400	12,500	6,500	4,800
Current employment level (2008)	2,700	11,400	3,400	13,700	7,300	5,400
Forecasted employment levels at 2026*	+900 (5,300)	+12,500 (24,000)	+3,200 (6,600)	+5,800 (18,300)	+1,500 (8,000)	+7,000 (10,200)
Current Activities	Anticipating writing a strategy for the sector	Maintaining sector support	Work continues on creating dedicated space.	Sector Co-ordinator has recently ceased Regular newsletter provided.	UoP constructing Wave Tank and incubator space.	Now working through Destination Plymouth
Growth Potential	Wider manufacturing focus will aid GVA. Potential for spin offs from other businesses. High potential for growth.	Follows market so fluctuates. More about maintaining services in Plymouth.	Parts of sector will always be small. Digital media has potential for growth but infrastructure needed.	Determined by public sector and spend.	Renewables/low carbon offers lots of potential. Facilities in Plymouth are also improving.	Destination Plymouth provides for step-change in sector and support businesses in general.

* based on 42,500 jobs split 75% in priority sectors and 25% in non priority (work of Mike Leece 27 July 2009 WTG)

To: **Growth & Prosperity Overview and Scrutiny (to note)**

From: **Stuart Palmer, Asst. Director Strategic Housing**

Date: **30 November 2010**

Subject: **A new Housing Strategy for the City - 2011-16**

Introduction

The City's current Housing Strategy runs until 2011, and while the economic and political environment in which it was formed has materially changed, our city vision remains constant.

Now, more than at any time in the last few years is it important to ensure that we focus our collective resources and actions in areas that will see real benefits for the city. We must be clear on what we want to achieve, and how we will get there. We will have fewer resources to deal with increasing demands for our services and those of our housing partners.

The government have already started consultation on a range of housing issues including:

- New types of social housing tenure and changing rules of succession
- A duty for councils to develop a housing tenure policy for providers
- Changes to our duties to homeless people
- A new affordable rent at 80% of market rent
- Introducing a home swap scheme for mobility
- Changing social housing regulation
- Changing council housing finance
- Delivering affordable housing with less subsidy
- Incentives for more new home building and personal benefit caps.

The comprehensive Spending review has heralded a 50% reduction in funding for housing with less public subsidy, both for projects and people. Our task will be more challenging, therefore we need to be clear about what our priorities are , and what we can aspire to deliver over the next five years through innovation, smarter and more effective joint working across public, private and community led agencies.

We are planning a Housing Strategy Conference to start the process, looking at the housing issues, challenges and options for Plymouth, and help to form a new strategic direction. Our aim is to agree clear and practical objectives, priorities and policies to improve the quality of people's lives, and further the economic and physical growth of the city. We need to tackle inequalities and deprivation, and offer support to individuals and communities, while developing choice and opportunities for individual and community aspiration.

To help this process we are developing four discussion papers as a starting point for working through these challenges, and options to address each. They are set out in themes, and will form the core of the workshops at the conference, and task and finish groups after the conference.

But first we should not forget how far we have come in the last three years, and what we have achieved.

So far - so good?
A lot has been achieved in the last three years:

- Increasing the supply of new affordable homes with 886 delivered against a target of 678, top quartile performance, with £55 million of public investment levering in equivalent levels of private funding, with a number award winning projects.
- Tackling the regeneration of Devonport, remains firmly in delivery mode with over the past ten years 1447 new high quality homes already built or with planning, replacing poor standard council flats and houses drawing in £53 million investment as part of the wider regeneration of the area
- Transferring council housing to a new city based charitable housing association once again bringing in £270m of public funding and up to £1bn over the next 30 years to deliver a sustainable solution to decent housing standards for 15000 homes.
- Improving the energy efficiency of private homes; 6,193 measures installed resulting in 79,882 tonnes lifetime carbon dioxide savings as a result of Plymouth schemes.
- Completed the 10 year East End Renewal Area programme including housing renewal, affordable housing provision, a community village with business centre, resource centre, extra care housing and new park, a healthy living network, commercial improvements and a sustainable community partnership.
- Completed the Efford Building Communities Initiative including the provision of extra care housing, a new library, new church, setting up a community partnership, green space improvements, healthy living activities, skills training, and facilities for young people.
- Delivered neighbourhood management pilots in North Prospect and Stonehouse,
- Adapting 650 homes through Disabled Facilities Grants, supporting people to live independently in their own homes
- Preventing 500 families from becoming homeless last year
- Issuing over 685 Houses in Multiple Occupancy (HMO) licences; investigating 655 HMO licensable properties; and, carrying out 292 HMO inspections.
- Responding to 2628 complaints from tenants and landlords
- Removing 341 Category 1 Health and Safety Hazards through reactive and proactive interventions
- Bringing 251 empty private sector homes back into use against a target of 234

However much remains to be done as we still have:

- Growing numbers of households on our waiting list rising from 6,500 a year ago to over 10,500 at present.
- Relatively unaffordable housing as 50% of Plymouths residents have a household income of under £20,000, while a first time buyer needs nearly £30,000 to achieve a home of their own.
- A sluggish housing market with 60% of all new homes built last year through publicly subsidised affordable homes.
- Significant waiting times for an adaptation against a backdrop of an ageing population and reduced resources

- 80 families currently in temporary housing because they are homeless
- Poor conditions of private sector housing stock, especially in the private rented sector where 43% of private rented homes are non-decent – this is 2% lower than the average for England in 2007.
- 680 private sector dwellings in the city that have stood empty for over 6 months
- 11,000 households living in fuel poverty, many living in poor health in older ‘hard to treat’ homes.
- 12 year gap in life expectancy between neighbourhoods at the bottom (Devonport) and top of the spectrum (Widewell).
- Around 200 larger families with complex needs require support so that they do not materially affect their neighbours lives , and can achieve more etc

The city now needs to take stock of these and other challenges, and determine key priorities and targets to tackle health, and economic inequalities, support growth and regeneration, and build aspiration and capacity for successful communities on the route to our 2020 vision.

Priorities

Our Plymouth 2020 partnership has determined four key priorities and we set out below how we think that strategic housing themes relate to them. Housing and housing services by their nature are cross cutting within and between these priority areas. We should consider less how many interventions we make and more about, for example:

- How we can give older people the option to remain safely in their own homes, or in a better independent or supported solution, rather than going into a care home.
- Whether children are able to find a quiet space to do homework in a comfortable home environment and not live in poor, cold and overcrowded conditions
- That we have a wide and attractive housing offer for both existing and potential residents at a price they can afford.
- A material improvement in health and opportunities for people living in our most deprived neighbourhoods
- Our most vulnerable, including the very young, and old, are able to access good housing and support when they need it.

The chart over the page shows how the proposed strategy themes link and contribute to our Plymouth 2020 Partnership priorities.

CITYWIDE PRIORITIES	HOUSING STRATEGY THEMES
DELIVERING GROWTH	**GROWING THE CITY** The delivery of new homes to create a better city housing offer, and tackling regeneration to meet the needs of local people and support economic and physical growth.
RAISING ASPIRATIONS	**SUCESSFUL COMMUNITIES** Supporting communities to improve resident engagement and increase satisfaction within vibrant, safe and cohesive neighbourhoods.
REDUCING INEQUALITIES	**BETTER HOMES – HEALTHY LIVES** Tackling poor housing conditions, improving housing management, and creating warm, accessible and decent homes to improve people's health and reduce inequalities.
PROVIDING VALUE FOR COMMUNITIES	**HOUSING CHOICES AND SMARTER SOLUTIONS** Promoting independence, choice and support to reduce homelessness and increase access to homes that people can afford with advice and support if they need it.

Policies and Strategies
We currently have (too?) many strategies related to housing eg Empty Homes Strategy, Private Sector Housing Strategy, Homelessness Strategy, Home Energy Strategy etc. Our aim is to develop just one Housing Strategy, with a clear set of measurable and specific Delivery Plans covering specific areas of work to drive change and improvement across the priority themes.

Equally, the housing strategy priorities should connect with and support wider outcomes within other plans, such as the Local Economic Strategy, Children and Young Peoples Plan, Health Action Plan, Older Peoples Strategy etc

We have developed a planned process to develop a robust and inclusive Housing Strategy for the city that is not just about a key document, but is equally a process to shape agencies responses to housing issues which will:
- Engage all sectors, interests and available resources
- Focus on our 2020 aspirations and engage the partnership
- Reflect the common position statement ‘State of Plymouth’
- Join up and works across different agencies and disciplines
- Set a clear policy priority framework for decisions on resourcing
- Define clear delivery plans for housing and related outcomes for the city so that we can track progress.

Process
The process to develop this begins with this multi-agency conference, which aims to:
1. Evaluate progress on our existing priorities
2. Determine the current challenges and issues on which we need to focus
3. Outline the strategic direction and key housing objectives and priorities to achieve our Plymouth 2020 vision
4. Consider how collectively we can deliver better on cross cutting targets and priorities across the themes of the strategy:
   - Better Homes and Healthy Lives
   - Growing the City
   - Housing Choice and Smarter Solutions
   - Successful Communities
5. Consider how we can apply our collective resources effectively to deliver these objectives
6. Agree which agencies will work together on short task and finish groups to develop solutions to the priority areas

The conference is arranged into two parts
- The first part will explore our progress and achievements against our current strategy, together with an overview of our new challenges and what options we have to meet them.
- The second part will feature facilitated themed workshops to discuss the options and define clear objectives to tackle our cities housing challenges based on the themes set out above.

Timing for Strategy Development
In outline we expect to follow the broad sequence set out below to develop the strategy, but will refine this to make sure we fit with consultations from government on key policy changes.

January:
- Run the conference to;
    - Consider key issues, challenges and options and debate and define outline priorities
    - Form multi agency thematic task and finish groups to develop them

January / February
- Task and finish groups to begin work on the strategy priorities to align priorities with other plans
- Start to develop the delivery plans which articulate how the priorities will be met

March / April / May
- Develop a draft strategy and achieve sign off through the task and finish multi agency groups – bring to cabinet planning.
- Consult wider reference groups, and LSP theme groups relevant to the strategy and Delivery Plans

June
- Finalise the strategy and submit to both Cabinet and Plymouth 2020 Partnership for approval

July/August
- Submit to Plymouth City Council Meeting for endorsement
- Launch strategy

Annually thereafter
- Delivery plan actions/ targets reported to Plymouth 2020 Partnership to show progress against the agreed priorities

Conclusions
The process is deliberately inclusive, engaging agencies all through its development, and while we will set out some key challenges, issues and options to start the debate, they are by no means exclusive.

We welcome the engagement and involvement of all agencies in forming a clear five year direction that is grounded in our key priorities, and which we hope will capture innovation and imagination, to ensure that we make better places to live for our residents in homes where they can thrive and prosper.

Agenda Item 12

CITY OF PLYMOUTH

Subject: Growth & Prosperity Overview and Scrutiny Panel Quarterly Report

Committee: Growth & Prosperity Overview and Scrutiny Panel

Date: 10 January 2011

CMT Member: Anthony Payne (Director for Development & Regeneration)

Author: Gill Peele (Growth & Prosperity Overview and Scrutiny Panel Lead Officer)

Contact: gill.peele@plymouth.gov.uk

Ref: GP-OSP 2010.11

Part: Part I

Executive Summary:

This report sets out a review of the Growth & Prosperity Overview and Scrutiny Panel for the period September 2010 to November 2010

Corporate Plan 2010-2013:

The Growth & Prosperity Overview and Scrutiny Panel provide strategic scrutiny of the following City and Council Priorities and key areas:

- Delivering Growth
- Raising Aspiration
- Reducing Inequalities
- Value for Communities
- The strategic and operational activities of the Department for Development & Regeneration

Implications for Medium Term Financial Plan and Resource Implications: including finance, human, IT and land:

None

Other Implications: e.g. Section 17 Community Safety, Health and Safety, Risk Management, Equalities Impact Assessment, etc.

None

Recommendations & Reasons for recommended action:

That the report is noted

Alternative options considered and reasons for recommended action:

N/A

Background papers:

Growth & Prosperity Overview and Scrutiny minutes and forward plan

Sign off: N/A

Growth & Prosperity Overview and Scrutiny Panel Report

Key achievements during the period September – November 2010

3.1 Community Events and Road Closure Policy

A task and finish group was established to review the Councils role in the management of road traffic orders for event organisers. The group wanted to ensure that the requirements were not too bureaucratic for small events organisers and also to provide a fairer fee structure when temporary traffic regulation orders are necessary.The members were successful in working with officers to resolve that cheaper and less bureaucratic arrangements could be introduced for organisers of street parties and fetes.The appropriate advice is now being published on the Councils website. The panel also resolved that the Cabinet Member for Transport approve an annual list of events for which the Council will provide the temporary traffic regulation orders free of charge. This will include civic and other similar events that have been held across the city for over five years

3.2 Review of Plymouth Community Homes

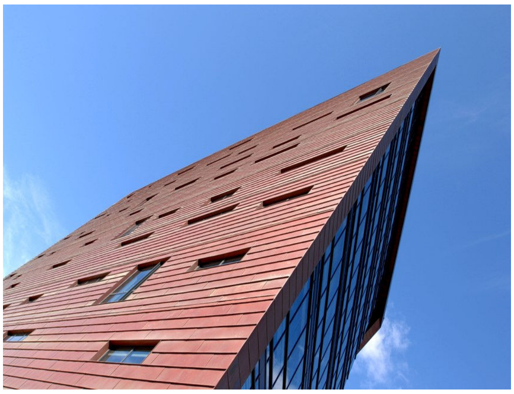
The panel hosted the second review of Plymouth Community Homes to receive progress against the commitments made to tenants in Plymouth on transfer of the housing stock.The Chief Executive of PCH reported that 50 of the 125 promises have been completed and the the improvements to the homes were continuing at the rate anticipated.Members were particularly interested in progress with the North Prospect development and the potential impact of central government Housing and funding policies.

3.3. Local Transport Plan 3

Officers from Transport and Highways have been engaged with the panel to ensure that consultation arrangements for the proposed Local Transport Plan 3 and Implementation Plan are robust and inclusive. The panel were assured that LTP3 will seek to improve access to services across the whole city and how the planned improvements to the network will need to be affordable. The panel will receive feedback for the public consultation at its next meeting.

3.4 Section 106 Revenue; Planning Obligations

Members requested that officers provide a comprehensive analysis of all section 106 monies due to the Council and of these how much had been spent or committed and details of the schemes.The panel wanted to ensure that schemes were progressing in a timely fashion by officers across the Council departments and that funding was not being lost due to lack of progress. The panel were provided with very thorough information and were pleased with the extent of the work being completed.The information has been made available to all Council members and will enable them to track progress in their respective wards.



3.5 Tourism / Visitor Strategy and Place Management

Members gave feedback on the new Place Management Strategy and the aim to create a further 7,500 jobs in the tourism sector over the next 15 years. The new Waterfront Partnership with local businesses will start to connect the Waterfront with the City Centre, and Destination Plymouth, with the new city branding Positively Plymouth, will develop and deliver a new coherent Visitor Strategy that will help achieve the city's vision for economic growth.

3.6 Review of Highways Maintenance

A task and finish panel reviewed the current maintenance arrangements across the city to identify better value for money for residents, first starting with a site visit with an inspection team.The panel reported that the current long term maintenance programme for carriageways and footways is not sustainable and recommended a package of measures that address different ways of working and the assessment of priority areas across the city. The proposals will deliver a more targeted regime and which will allow for a more flexible and proactive approach for the determination of temporary/ permanent repairs, potholes, patching and materials used.The panel have also recommended to the Council that funding for highways maintenance should be given appropriate emphasis within the budget setting process and that opportunities for additional funding be considered.

This report describes the work of the Growth & Prosperity Overview and Scrutiny Panel during the period September 2010 – November 2010. This includes the following meetings:

a) 13th September 2010
b) 18th October 2010
c) 8th November 2010

Task and Finish Meetings took place on:

26 August and 6 October 2010 – Community Events and Road Closure Policy
8 November 2010, 17th November 2010 and 7 December 2010– Highways Maintenance.

The Panel, through effective strategic and operational scrutiny, supports the following Cabinet members and CMT officers

Title	**Name**
Cabinet Member (Planning, Strategic Housing & Economic Development)	Ted Fry
Cabinet Member (Transport)	Kevin Wigens
Director for Development & Regeneration	Anthony Payne

Scope of the Growth & Prosperity Overview and Scrutiny Panel

The Growth & Prosperity Overview and Scrutiny Panel are primarily concerned with the strategic scrutiny of the following Corporate Improvement Priorities and key areas:

- Delivering Growth
- Raising Aspiration
- Reducing Inequalities
- Value for Communities
- The strategic and operational activities of the Department for Development & Regeneration

Although specific achievements have been mentioned above, the panel have also ensured that they have been updated with the potential impact of changes to central government policies on the growth agenda for the city or to the work of the Development & Regeneration department of the Council. Information on the new housing register Devon Home Choice was received with interest and the panel will continue to monitor any impact of policy change on the sdupply and quality of housing across the city. The panel is also engaged with plans for the delivery of the Local Economic Strategy.Meetings of the Growth & Prosperity Overview and Scrutiny panel have been very focussed with efficient use of senior officer time.

Members of the Panel and their attendance

Sep – Nov 2010	Name	Attendance (3 meetings)
Councillor (Chair)	P.Nicholson	3
Councillor (Vice Chair)	Mrs J.Nelder	2
Councillor	B.Roberts	3
Councillor	K.Foster	3
Councillor	Martin Leaves	1
Councillor	Mrs S.Stephens	3
Councillor	P. Berrow	3
Councillor	M. Wright	3
Councillor	G.Wheeler	3
Lead Officer	G.Peele	3
Democratic Support	H.Rickman	3
Councillor	Wildy	1 as substitute
Councillor	Mrs P. Nicholson	1 as substitute

Task and Finish Group attendance

Community Events	Name	Attendance (2 meetings)
Councillor (Chair)	P.Nicholson	2
Councillor	Mrs J.Nelder	1
Councillor	K.Foster	2
Councillor	P. Berrow	2
Councillor	M. Wright	2
Lead Officer	G.Peele	2
Democratic Support	H.Rickman	2

Highways Maintenance	Name	Attendance (3 meetings)
Councillor (Chair)	P.Nicholson	3
Councillor	Mrs J.Nelder	3
Councillor	K.Foster	3
Councillor	P. Berrow	3
Councillor	M. Wright	3
Lead Officer	G.Peele	3
Democratic Support	H.Rickman	3

The detailed terms of reference for the Panel are contained in Appendix 1.

Gill Peele, Business Manager, Development & Regeneration
Lead Officer Growth & Prosperity Overview and Scrutiny Panel

Growth & Prosperity Overview and Scrutiny Panel

Terms of Reference

Terms of Reference

- To review new and existing policies and consider how they may be improved and developed;
- To monitor the budget and performance of the Cabinet Member, Department and partners to ensure that the priorities for the area are being delivered upon;
- To monitor performance against the relevant Corporate Improvement Priorities;
- To review Policies within the Budget and Policy Framework;
- To consider Equality Impact Assessments against new and existing policies;
- To investigate local issues to find out how the council and its partners can improve to meet the needs of local people;
- To make recommendations about service delivery to the Cabinet (via the Board)
- To review and scrutinise the performance of partner organisations
- To set up Ad-Hoc Working Groups as and when required;
- To produce quarterly progress reports to go to the management board

Cabinet Members

- Transport
- Planning, Strategic Housing and Economic Development
- Customers Services (Street Scene, Waste and Sustainability) formally Street Scene, Waste and Sustainability

Directorate

- Development and Regeneration
- Planning
- Transport
- Strategic Housing
- Economic Development
- Sustainability and Climate Change

Corporate Improvement Priorities (CIPs)

- Better Homes (CIP 5)
- Waste and Recycling (CIP 10) (This is first part only, i.e. long term waste disposal solution)
- Transport (CIP 11)
- Sustainable Growth (CIP 12)

LSP Link

- Wealthy Theme Group

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City of Plymouth

Growth and Prosperity Overview and Scrutiny

Work Programme 2010/11

Work programme	J	J	A	S	O	N	D	J	F	M	A
Growth & Regeneration											
Director briefing on priorities and delivery programmes	**14**										
Written update on Government Policy changes		**12**		**13**	**18**	**8**		**10**		**7**	**4**
Review of Sub regional Growth Governance arrangements and Programme Board delivery plans								**10**			
Local Investment Plan								**10**			
Strategic Housing											
Private Sector Housing Peer Review – Improvement Plan		**12**									
Twice Yearly Plymouth Community Homes – progress report on delivery of transfer promises.(GPOSP host presentation to all members of the council)		**12**				**8**					
Housing Strategy Issues and Options Paper								**10**			
Post implementation review of Devon Home Choice						**8**					

Work programme	J	J	A	S	O	N	D	J	F	M	A
Economic Development											
LSP Wealthy theme group minutes and updated themed action plans	**14**			**13**	**18**			**10**		**7**	
Tourism/Visitor Strategy and Place Management					**18**						
Worklessness										**7**	
Transport & Highways											
LTP3 (15 year Strategy and 3 year Implementation plan)				**13**		**8**		**10**			
Equality of opportunity planning and progress (new name for Accessibility Planning)				**13**		**8**					
Eastern Corridor Briefings		**12**		**13**							
Community Events/ Road Closures; initial report on work in progress to improve event safety and policy development for recovery of costs		**12**									
Planning Services											
Local Development Framework Annual Monitoring Report								**10**			
S106 Revenue; (September) Initial report outlining latest situation regarding revenue (October) Follow up presentation by Officers.				**13**	**18**						
Port of Plymouth Study; presentation on initial findings		**12**						**10**			

Work programme	J	J	A	S	O	N	D	J	F	M	A
Future Waste Disposal											
Waste PFI (Joint scrutiny PCC/Torbay/Devon)		**16/ 18**									
Other Topics not yet included in work programme											
Enterprise and Skills											
Commercial Property Asset Management Strategy											
Joint Finance and Performance Monitoring including LAA Performance Monitoring (subject to the Overview and Scrutiny Management Board referring issues to the Panel)											
Monitor CIPs that the Panel is responsible for – CIP 5 (Providing better and more affordable housing) CIP 10 (Disposing of waste and increasing recycling) CIP 11 (Improving access across the city) CIP 12 (Delivering sustainable growth) *CIPs have been replaced with four priorities and terms of reference will be amended to reflect changes.*		**12** **21** **12**		**13** **13**	**18**	**8** **8**		**10** **10** **10**			
Quarterly Scrutiny Reports				**13**				**10**		**7**	
Task and Finish Groups (brought forward)											
Highways Maintenance (including Transport Asset Management Plan)						8/ 17	7				

Work programme	J	J	A	S	O	N	D	J	F	M	A
Community Events and Road Closure Policy			26		6						
Driving Speeds on the Hoe (held pending Councillor Call for Action)											
South West Devon Waste Partnership (Joint Scrutiny Review)			16/ 18								

Key

New item