

LOCAL DEVELOPMENT FRAMEWORK

Annual Monitoring Report 2010

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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.

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:

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:

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 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 **Building 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 CABI (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 1 st year of revised target	
NI 172 - Registered businesses in the area showing growth	Maintain performance at 110.1% of regional figure	N/A as 1 st 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.

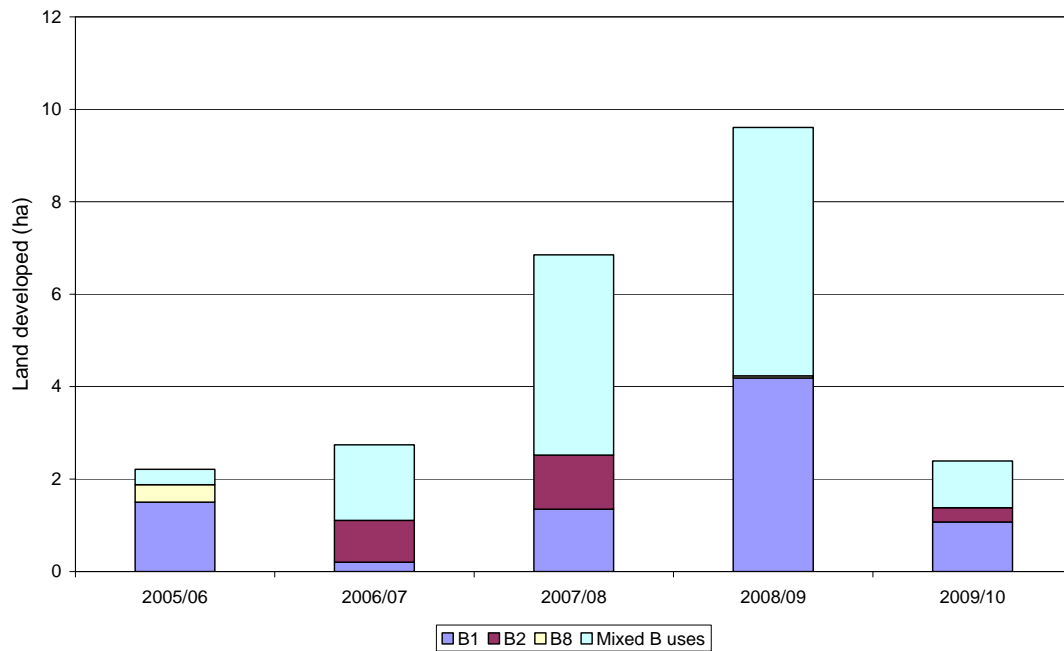


Figure 1 Land developed for employment use by type

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

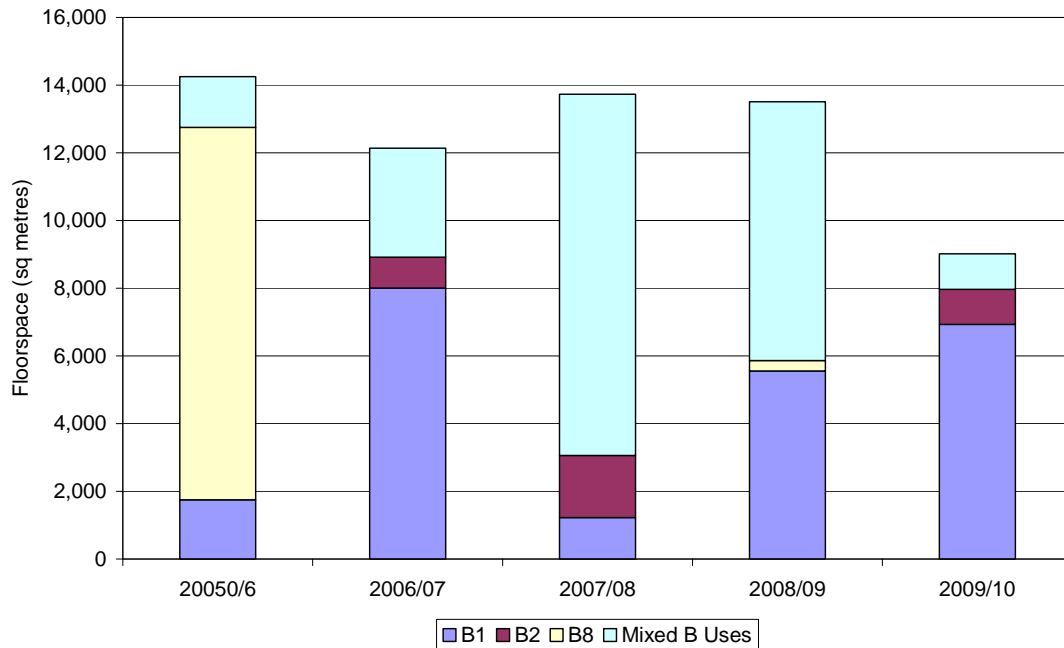


Figure 2 Developed employment land floorspace by use class

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.

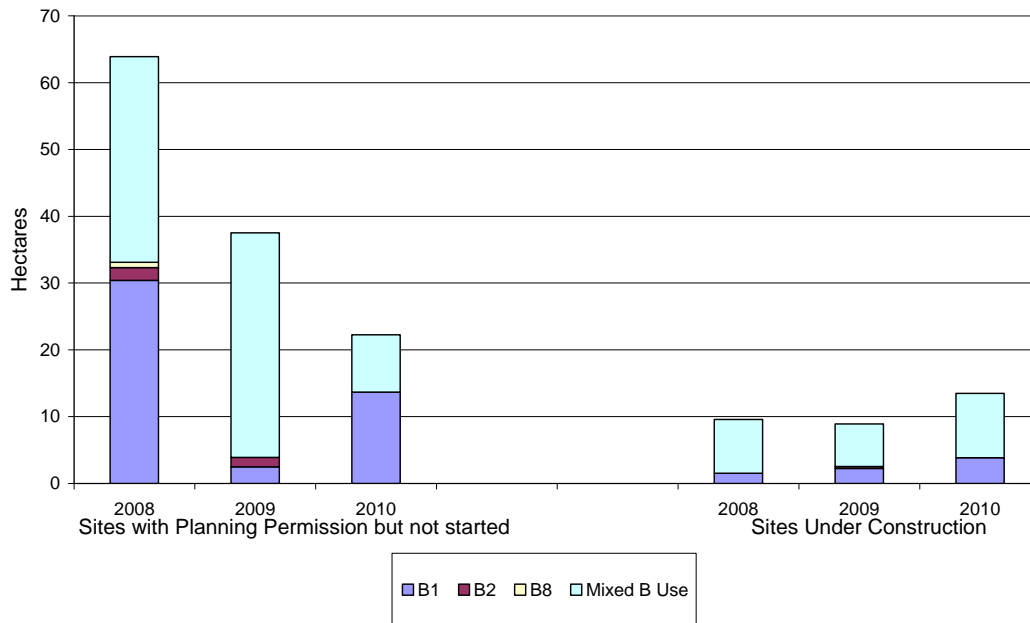


Figure 3 Employment land in the development pipeline

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.

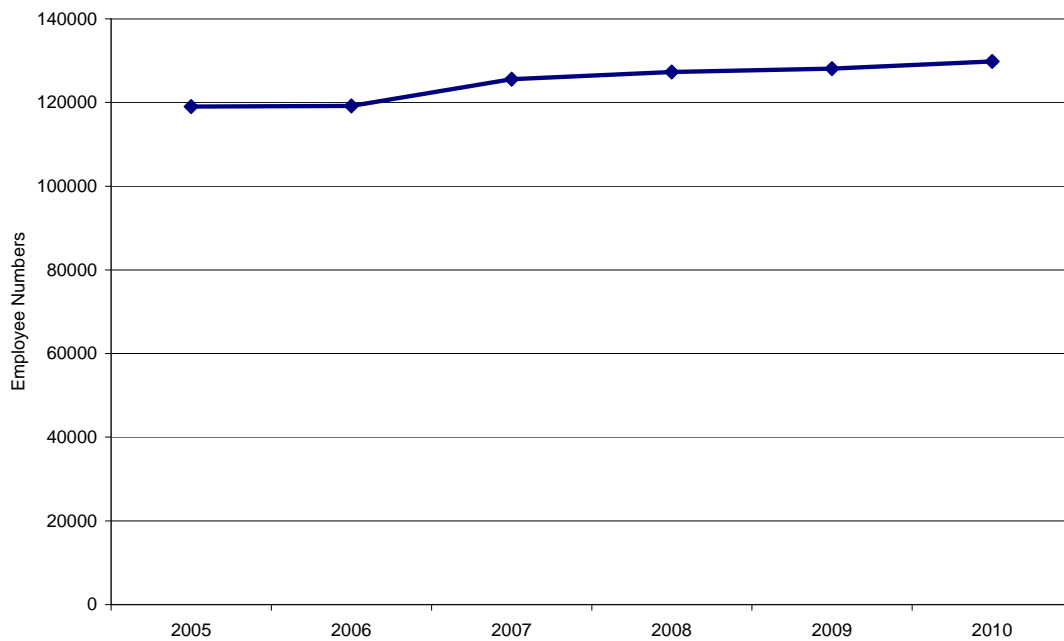


Figure 4 Numbers of Economically Active in Plymouth

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 confidentiality 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

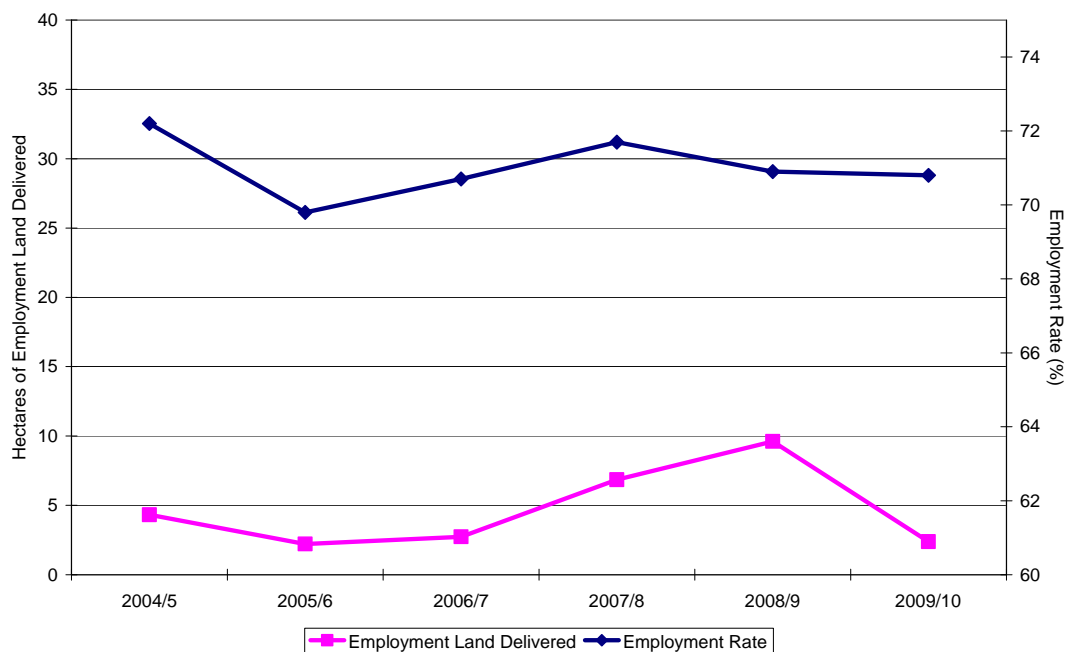


Figure 5 Employment Land Developed and Employment Rate

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%

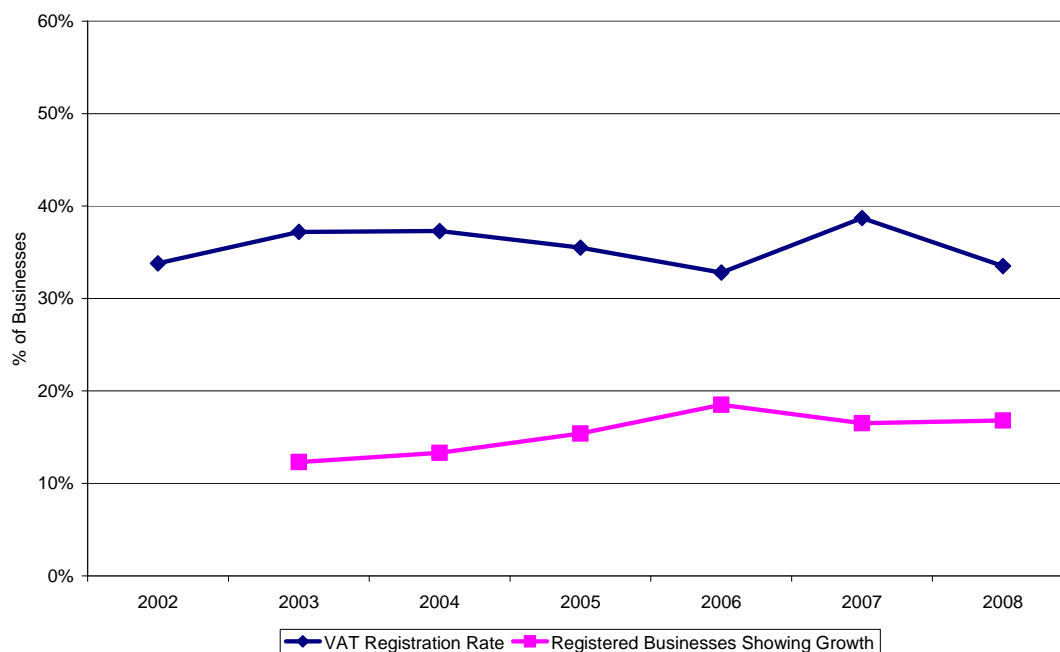


Figure 6 VAT Registration Rate and Businesses Showing Growth

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 average¹ 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. Clifford 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 Whiteleigh campus, by 2008-2016.

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 amalgamation 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 Plymstock 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

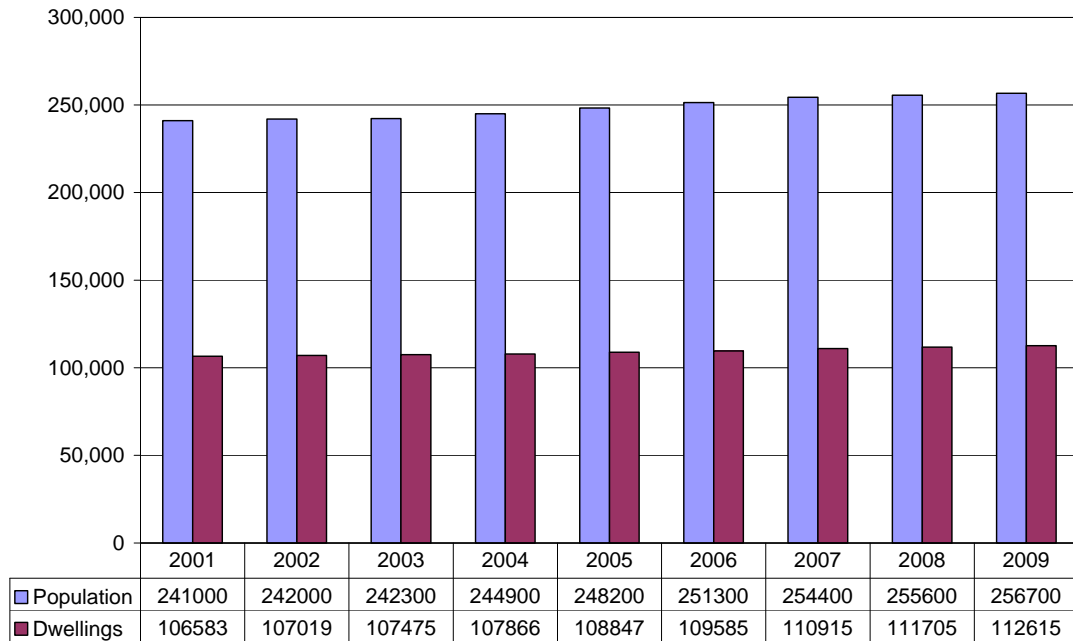


Figure 7 Population and housing growth

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

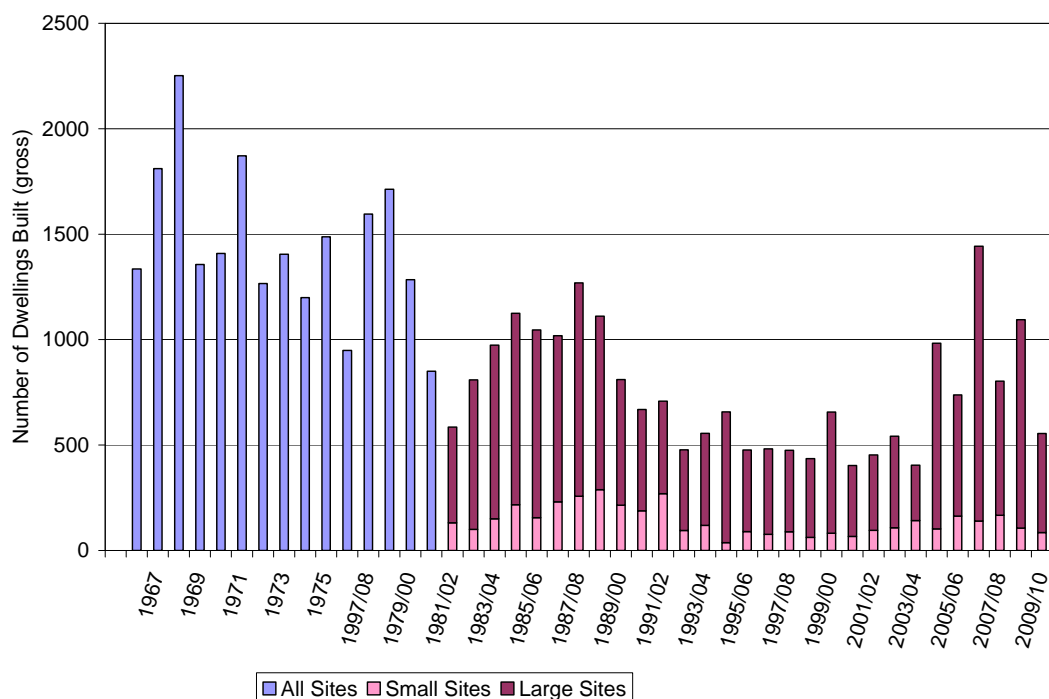


Figure 8 Dwelling Completions

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.

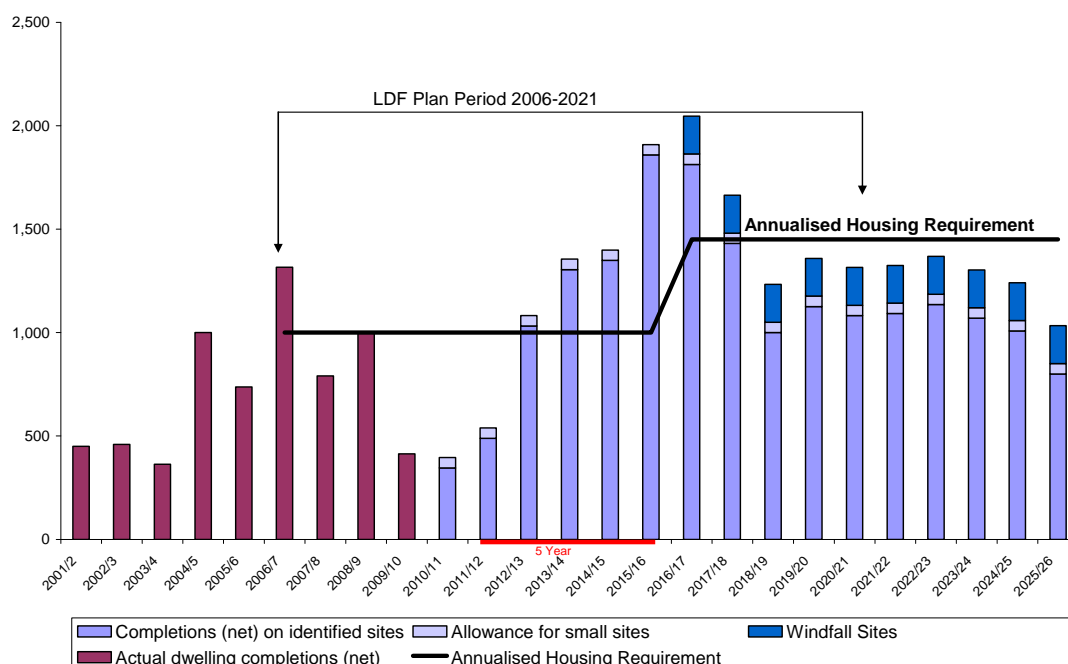


Figure 9 Housing Trajectory

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

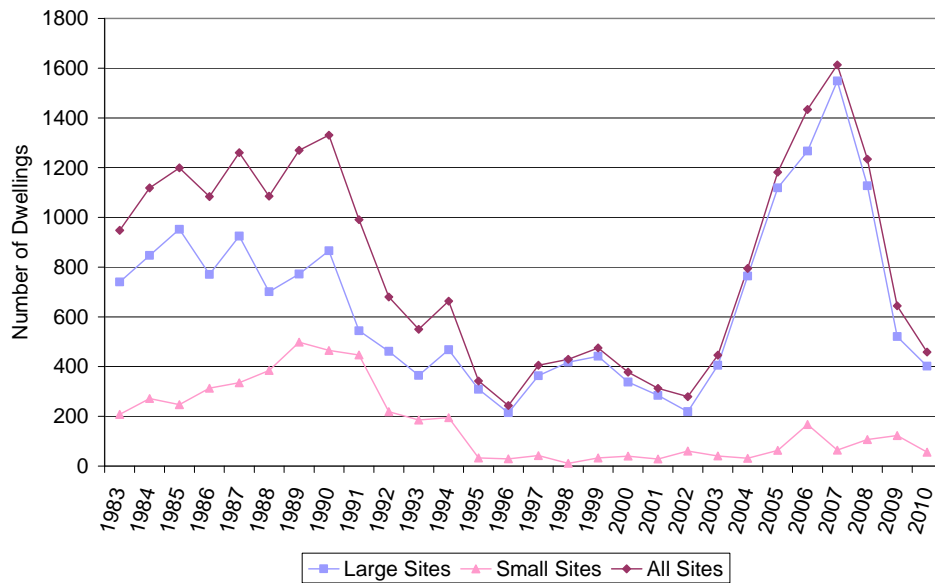


Figure 10 Dwellings under construction

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

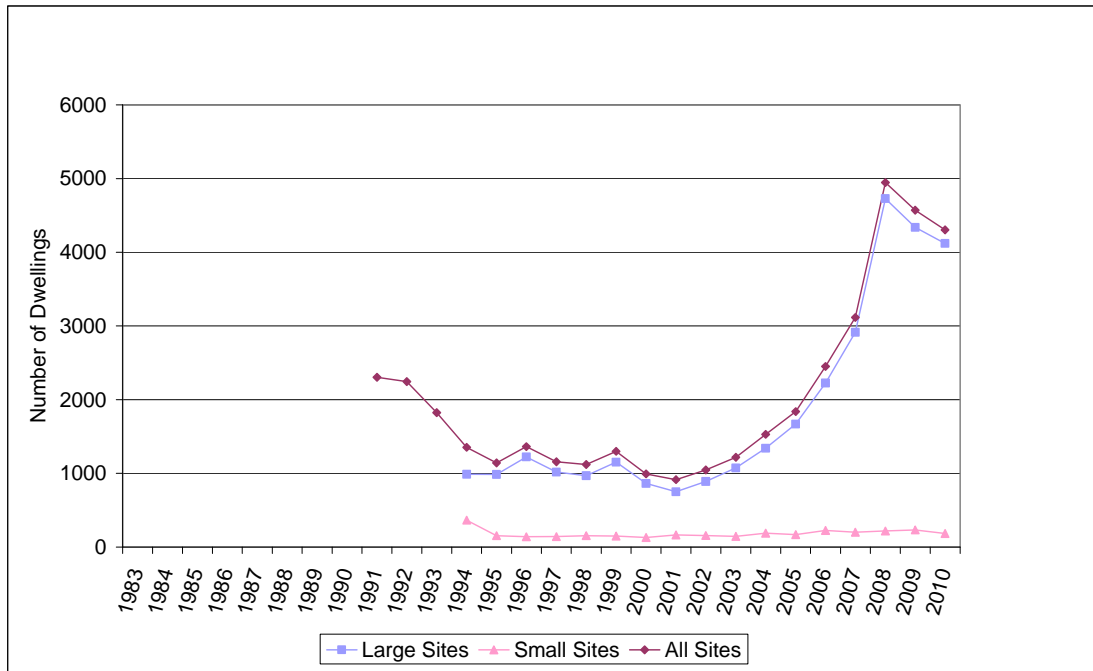


Figure 11 Dwellings not started

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

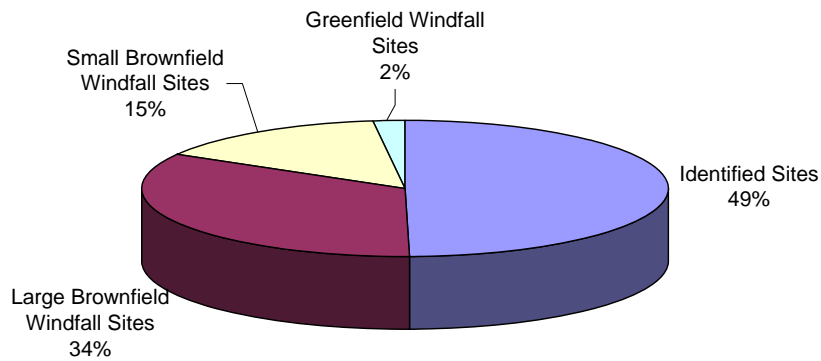


Figure 12 Dwelling Completions 2009/10 by Type of Site

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**

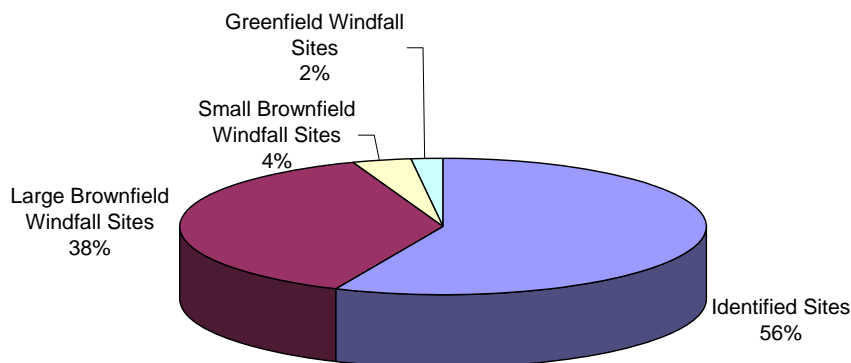


Figure 13 Dwelling commitments 2010 by Type of Site

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.

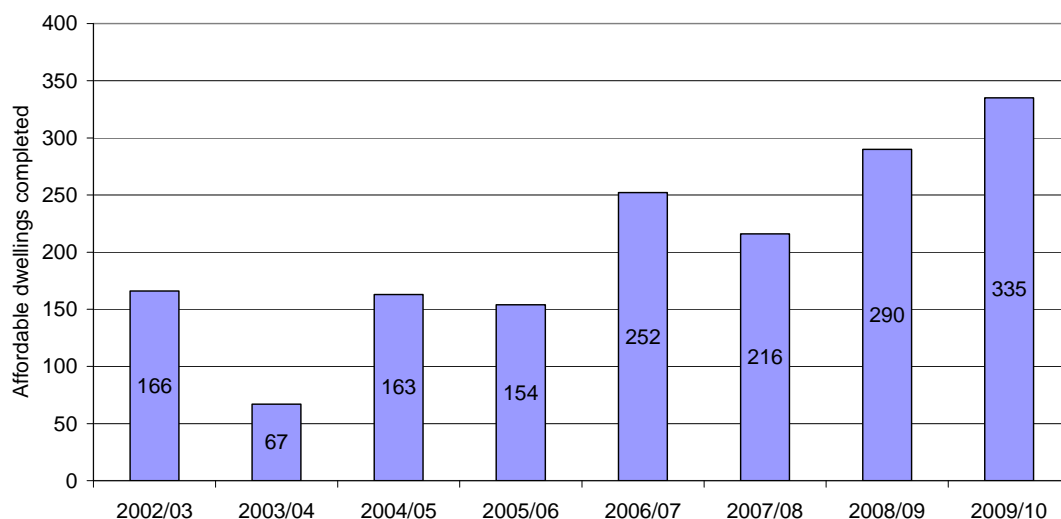


Figure 14 Delivery of Affordable Housing, (Source: PCC Housing Services)

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

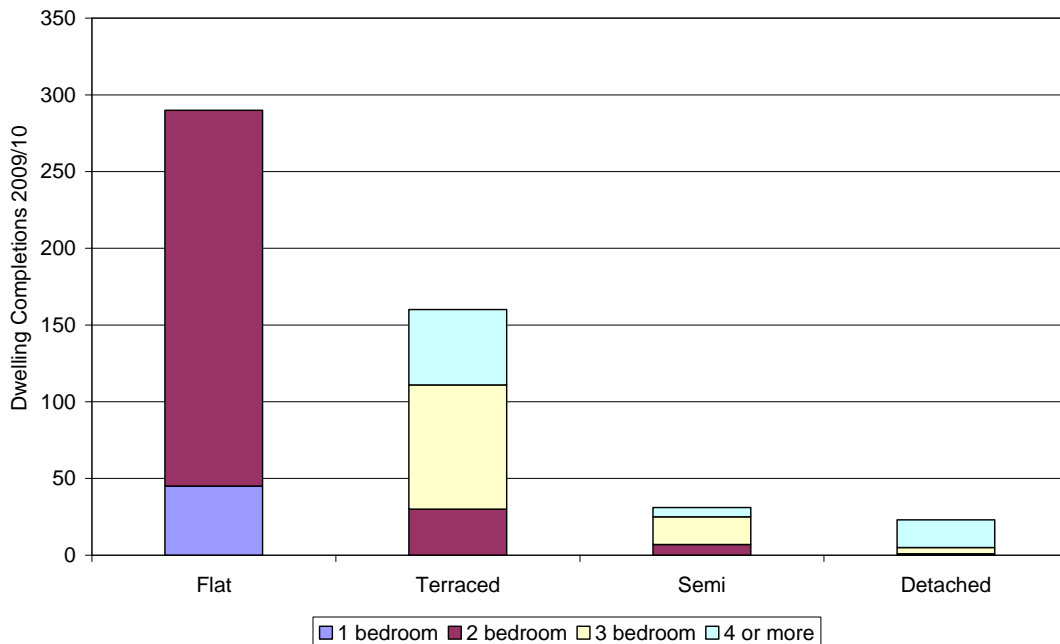


Figure 16 Dwelling completions 2009/10 by size, (Source: PCC Housing Completions Database)

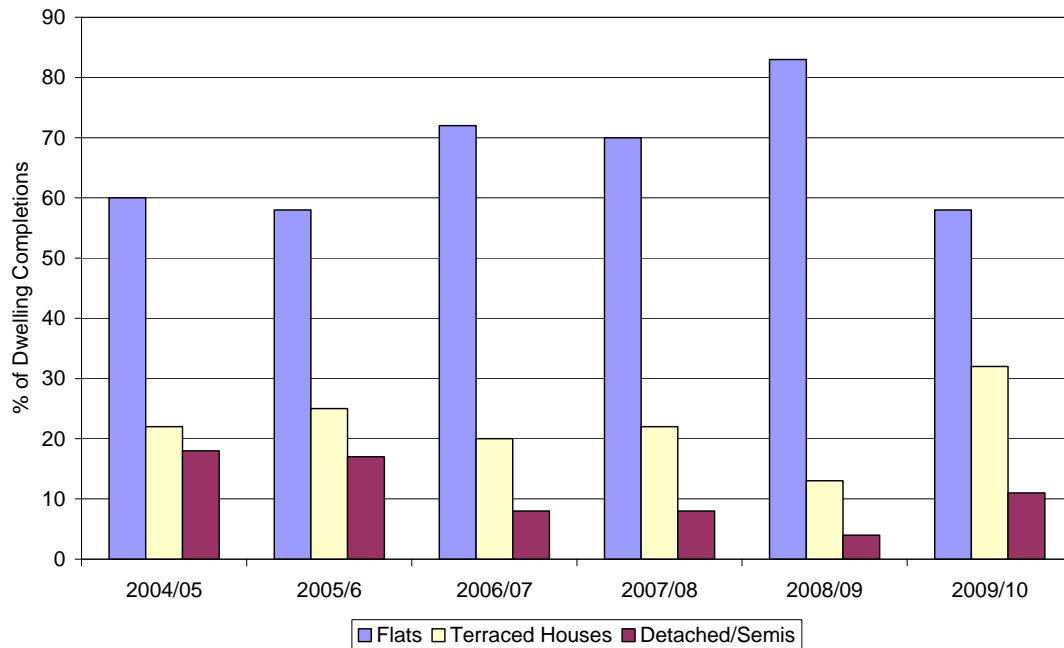


Figure 17 Dwelling completions by type, (Source: PCC Housing Completions Database)

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

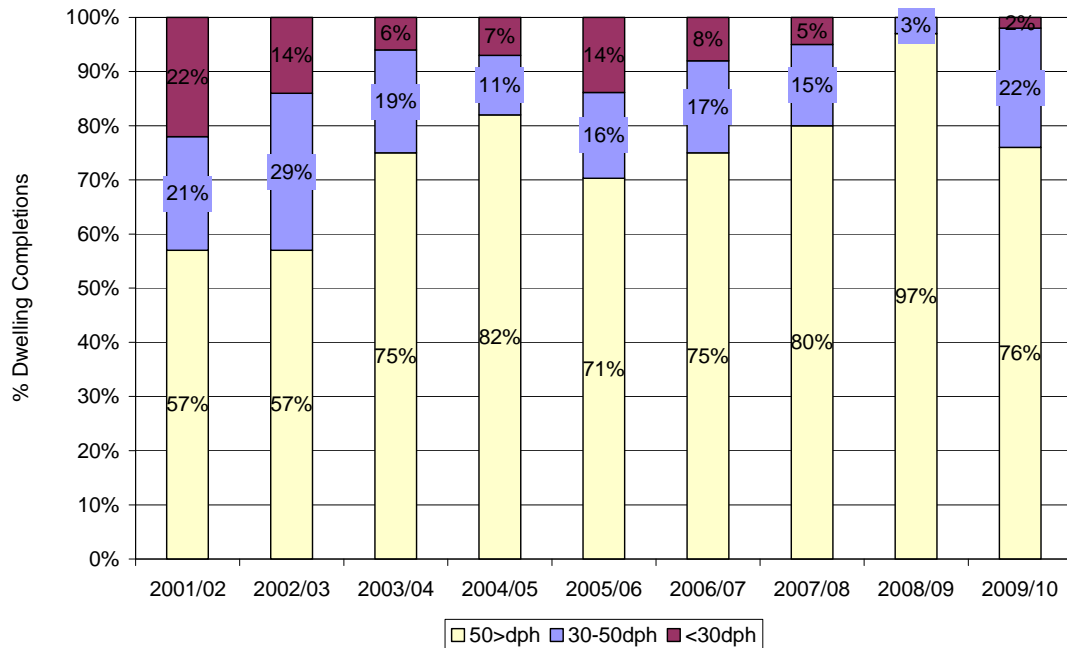


Figure 18 Dwelling completions by density, (Source: PCC Housing Completions Database)

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 were 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 following measures planned in 2009/10 are expected to result in further performance 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's 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. ??

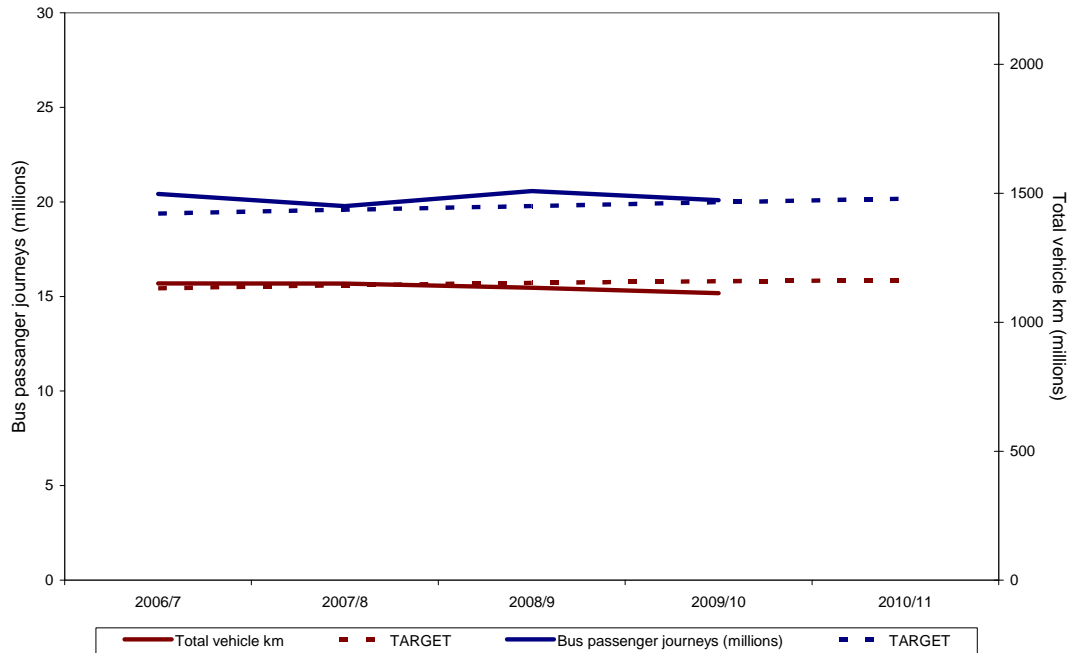


Figure 19 Public and Private Transport Use

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** figure 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.

Ref	Type of Application				Total
	Major	Minor	Householder	Other	
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	

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 Plymouth (including Minerals) Area Action Plan.	Target met
CS Target 12.2	Identification of Mineral Resource Protection Area in the North Plymouth (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
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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
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DP04 Mount Street / Ker Street (Planning permission for 129 homes)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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DP05 Curtis Street / Duke Street (Allocation for approx. 20 dwellings)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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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
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DP07 Mount Wise Primary School (Allocation for approx. 20 dwellings)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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DP08 Marlborough Street Primary School (Allocation for approx. 25 dwellings)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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DP09 Richmond Walk (This is an Area Action Plan Policy)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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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
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DP11 New Primary School (Allocation for new primary school)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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DP12 Dental Training School and GP Surgery (Complete)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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DP13 Marlborough Street (This is an Area Action Plan Policy)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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DP14 Sustainable Transport (This is an Area Action Plan Policy)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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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
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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
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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
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MS02 Grain Silo (Now demolished)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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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
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MS04 Bath Street (This is an Area Action Plan Policy)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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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
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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
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MS07 Millbay Marina (Consent for 94 homes, not started)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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MS08 Union Street (This is an Area Action Plan Policy)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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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
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MS10 Stonehouse Creek (This is an Area Action Plan Policy)

emerging proposal	project development	pre app	app	s106 etc	pre construction	construction	post construction
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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
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MS12 Sustainable Transport (This is an Area Action Plan Policy)

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

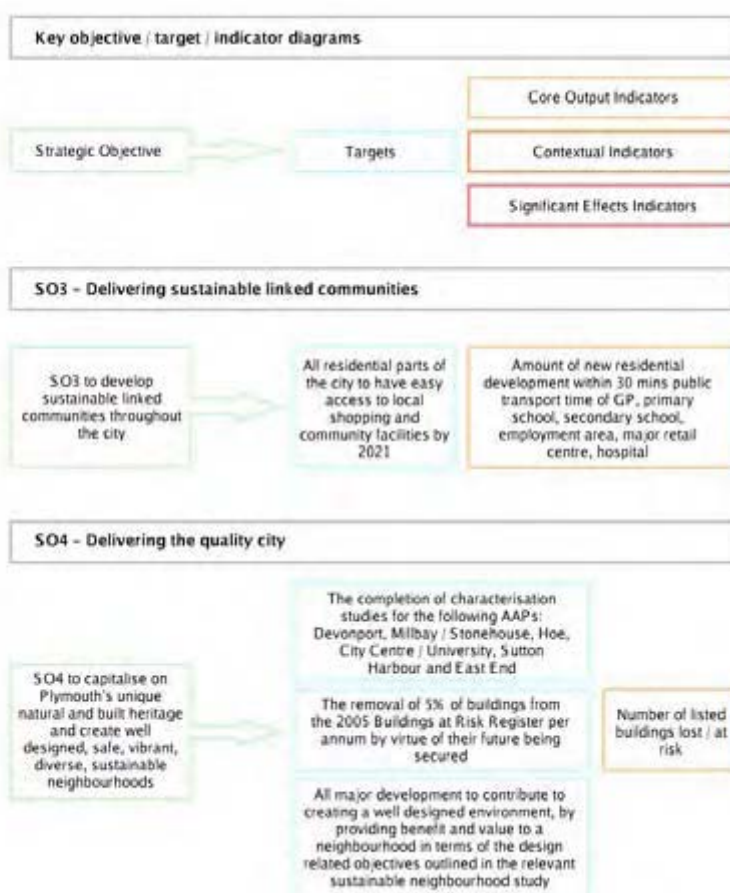
Ref	Project Title	Description	Current Status December 2010
TRA-029-007	Sherford New Community - Park & Ride Interchange at Deep Lane Junction	Provision of a Park and Ride Interchange at Deep Lane, Sherford.	Being progressed as part of development of Sherford new community and eastern corridor HQPT.
TRA-043	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, Milbay, and Plymstock Quarry

A consolidated retail warehouse location on Laura 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 Whitey 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)

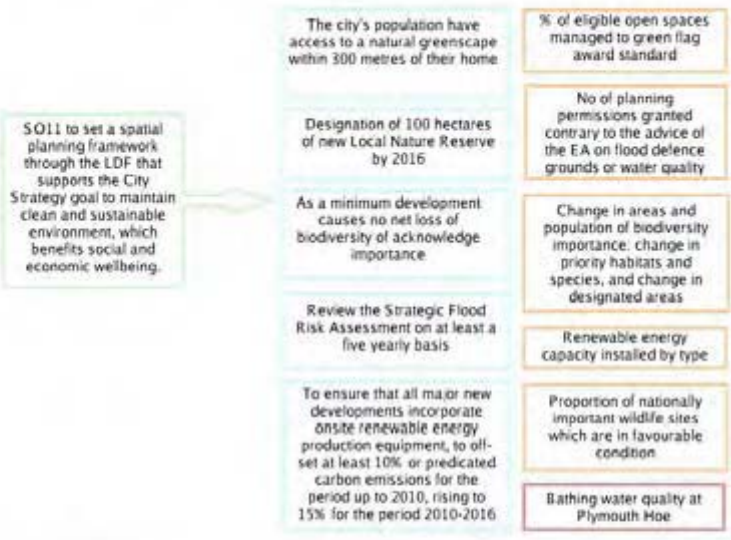
30% of new dwellings on qualifying sites to be affordable (3,300 homes by 2021)

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



SO12 – Delivering future mineral resources



SO13 – Delivering sustainable waste management



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

Amount of development in UCOs A, B and D complying with car parking standards

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

Amount of new residential development within 30 mins public transport time of GP, primary school, secondary school, employment area, major retail centre and hospital

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

Air quality – days when pollution is moderate or high

Commuting (distance)

Ensure traffic growth does not exceed a total of 4.2% between 2004 and 2010

Commuting (mode)

Ensure that all new development is located within 400m of a bus stop

No of bus journeys in and around Plymouth

Have no declared air quality management areas arising from transport across the city

% who travel to work by car

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

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

% residents having limiting long term illness

Life expectancy

Delivery of new investment in healthcare infrastructure

% residents who feel safe / very safe

Crime rates per 1000 population