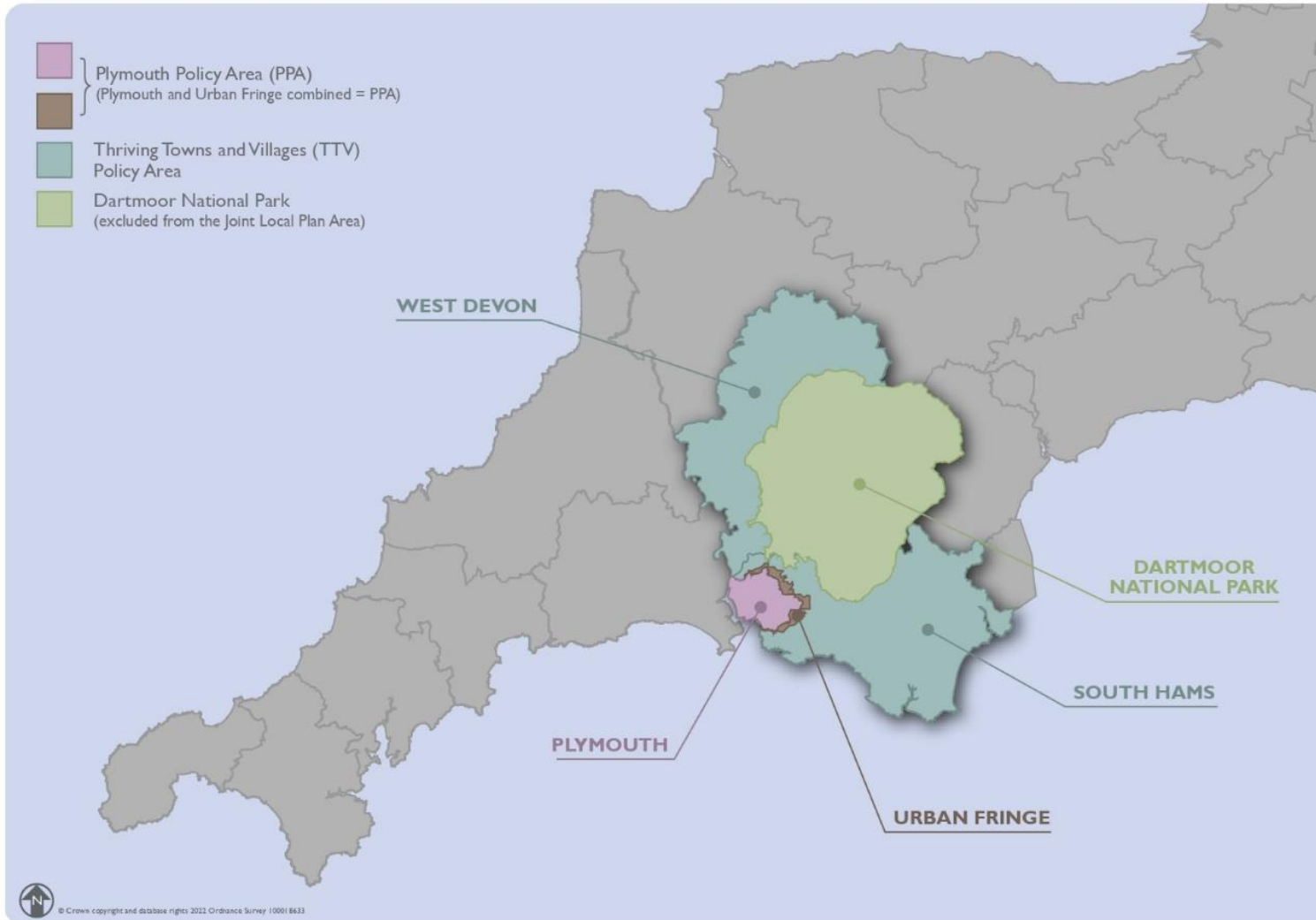




2021/22  
**AUTHORITIES  
MONITORING  
REPORT**

Contact me:  
[ed.mannings@swdevon.gov.uk](mailto:ed.mannings@swdevon.gov.uk)

# REMINDER: WHAT IS THE AMR?



## The Authorities Monitoring Report

- Covers the three Joint Local Plan (JLP) Authorities.
- Focuses on the two policy areas within the Joint Local Plan (JLP) area, the Thriving Towns and Villages Policy Area (TTV) and Plymouth Policy Area (PPA) rather than individual Local Authorities.
- Provides an update on the performance of the Joint Local Plan at the monitoring point (March 31<sup>st</sup> of the previous year) based on the indicators agreed with national planning inspector at adoption of the plan in 2019.
- Focuses on strategic policies and objectives of the JLP.

# WHAT DO WE MONITOR?



Strategic Objective or Policy	JLP Indicator
S06	Number of Neighbourhood Plans
S01	Plymouth's Population
SPT3	Total Homes Built
SPT1, TTV1	Distribution of new homes built within the JLP Settlement Hierarchy
SPT3	Affordable Homes Built
SPT1	Development of Homes on Previously Developed Land
SPT3	Housing Supply
SPT 4	Delivery of Employment Floor Space
SPT1, TTV1	Distribution of Employment Floor Space Across Settlement Hierarchy
S02, S03	Working Age Population in Employment
S02	Number of Jobs in Dockyard and Naval Base
S02	GVA Per Hour
SPT6	Plymouth City Centre Vacancy Rates
SPT6	Main Town Vacancy Rates

Strategic Objective or Policy	JLP Indicator
SPT5	Delivery of Food and Non-Food Retail Floor Space
SPT6, PLY1	City Centre Market Catchment Area
SPT3, SPT4	Progress of Strategic Allocations
SPT1, SPT9, SPT10	Method of Travel to Work (Car and Van)
SPT8	Rail Station Passenger Numbers
SPT1, SPT9, SPT10	Train Journey Time Between Plymouth and London
SPT8, SPT10	Number of Passengers and Freight Tonnage at Plymouth's Ports
SPT13	Progress of Improvements to Plymouth's Northern Travel Corridor
SPT12	Annual Carbon Emissions Vs 2005 Base Year
SPT12	Air Quality Management Areas
SPT12	% Deaths From Air Particulate Matter
SPT12	Bathing Water Quality
SPT13	Access to Internet
PLY1	Visitor Spend

# NEIGHBOURHOOD PLANS



**SOUTH MILTON NEIGHBOURHOOD PLAN 2019-34**

**PARISH VISION**  
We would like South Milton to be an even better place in which to live and work, with a strong sense of identity and community spirit. Our ambition is to protect and enhance our coastline, and the rural nature of the parish.

August 2019

**BRIXTON PARISH NEIGHBOURHOOD PLAN 2014-2034**

**Aveton Gifford Neighbourhood Plan to 2034**

5th August 2020

**Referendum Version**

Referendum Version

**NORTH TAWTON NEIGHBOURHOOD PLAN 2016 to 2034**

"North Tawton, embracing the past, planning the future"

**Highampton Neighbourhood Plan**

Highampton Neighbourhood Plan

**Stoke Fleming Neighbourhood Plan 2018-2034**

Referendum Version

**Stoke Fleming Neighbourhood Plan 2018-2034**

November 2018

**Salcombe Neighbourhood Development Plan 2018 to 2034**

**PLYMPTON ST MARY NEIGHBOURHOOD PLAN 2015-2034**

Adopted Version May 2019

**Thurlestone Parish Neighbourhood Plan 2019 - 2034**

Referendum Version

**Referendum Version Ugborough Neighbourhood Development Plan 2017-2032**

Giving our community more power in planning local development...

**Ivybridge Neighbourhood Plan**

December 2017

A friendly mill town - along the river, beside the moor - offering healthy, creative, sustainable future lifestyles.

**MALBOROUGH'S NEIGHBOURHOOD PLAN 2014-2034**

Referendum Version

**Bickleigh Parish Neighbourhood Plan 2016-2034**

Referendum Version October 2018

**KINGSBRIDGE, WEST ALVINGTON and CHURCHSTOW NEIGHBOURHOOD PLAN 2022 to 2034**

Referendum Version September 2022

**Bigbury Neighbourhood Plan 2019-2034**

**Kingston Neighbourhood Plan 2019-34**

Made by South Hams District Council in their meeting on 20th May 2021

**Kingswear Parish Neighbourhood Plan 2019 - 2034**

Referendum Version October 2020

**South Huish Neighbourhood Development Plan 2019 to 2034**

Referendum Version October 2020

**STRETE NEIGHBOURHOOD PLAN**

Made Plan as Amended by Formal Modification

19th March 2022

**Our Frogmore & Sherford Community NEIGHBOURHOOD PLAN**

Neighbourhood Planning (General) Regulations 2012 Plan Period 2016-2034

Referendum Version February 2022

**DARTMOUTH NEIGHBOURHOOD PLAN**

Referendum Version SEPTEMBER 2022

**Milton Abbot, Chillaton and Kelly (MACK) Neighbourhood Plan 2022 to 2034**

Referendum Version March 2022

"Our community - embracing our heritage - planning for our future"

# COVID-19 IMPACT & RECOVERY



- The previous monitoring year and AMR was dominated by the impacts of Covid-19 on the plan area.
- This year's report continues to catalogue the disruption caused by Covid-19 and begins to show the extent at which our services and construction industry had begun to recover as well as indicate potential long term trends in changes to behaviour relating to the JLP area.
- It does not cover the period of further disruption to the economy which followed the monitoring point (March 2022) including the ongoing continued period of rapid inflationary pressure on the cost of living and build costs.

# STRATEGIC CONNECTIVITY



## Travel By Rail (ORR, 2023)

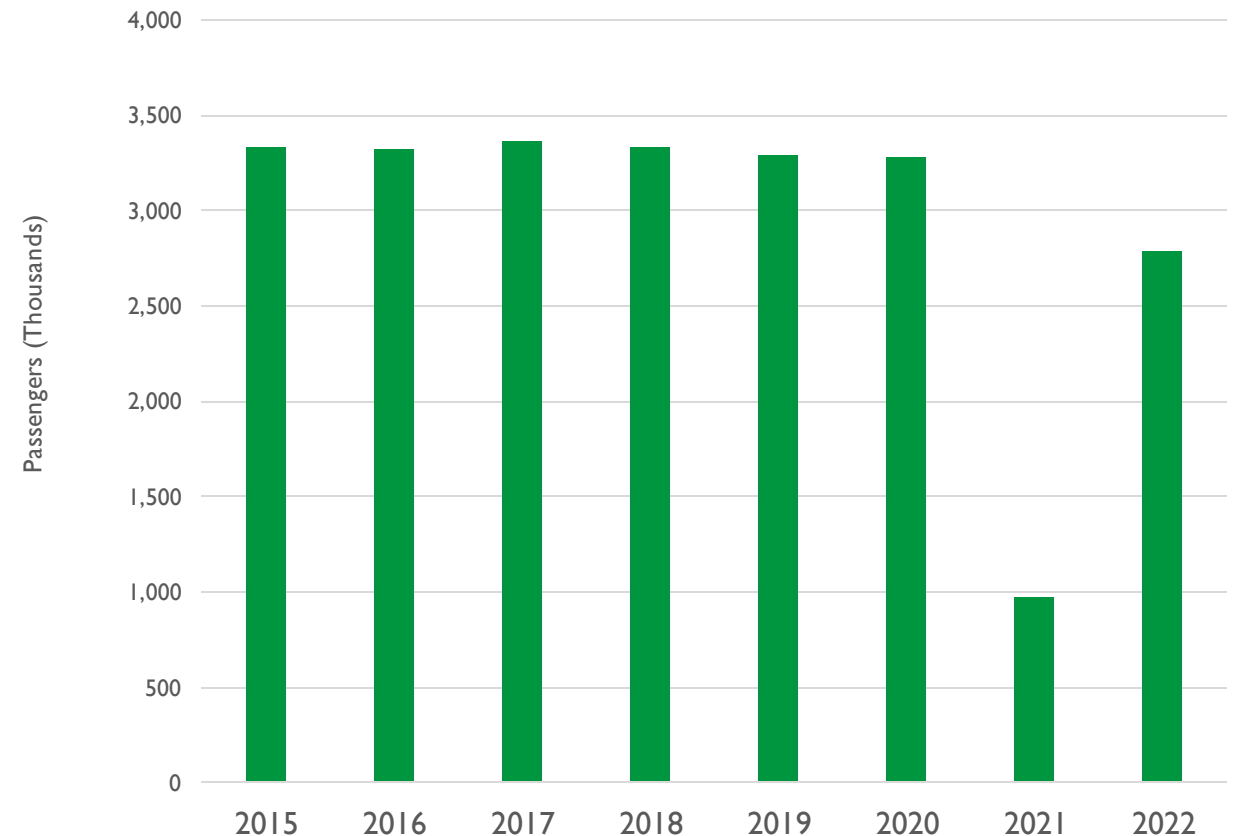
**66% increase** in train passengers year on year at PPA train Stations.

**20% fewer** train passengers than recorded in 2019 across the PPA pre-pandemic.

**65% increase** in train passengers at TTV train stations.

**13% fewer** train passengers than recorded in 2019 across the TTV pre-pandemic.

Passengers at Train Stations in the JLP Area



# STRATEGIC CONNECTIVITY



## Okehampton Train station opening

More than 54,000 passengers are reported to have travelled through Okehampton Train Station in its opening year.

# STRATEGIC CONNECTIVITY



## Ferry Passengers and Freight (DFT, 2023)

There are no published figures for 2022 yet.

In 2021, there was:

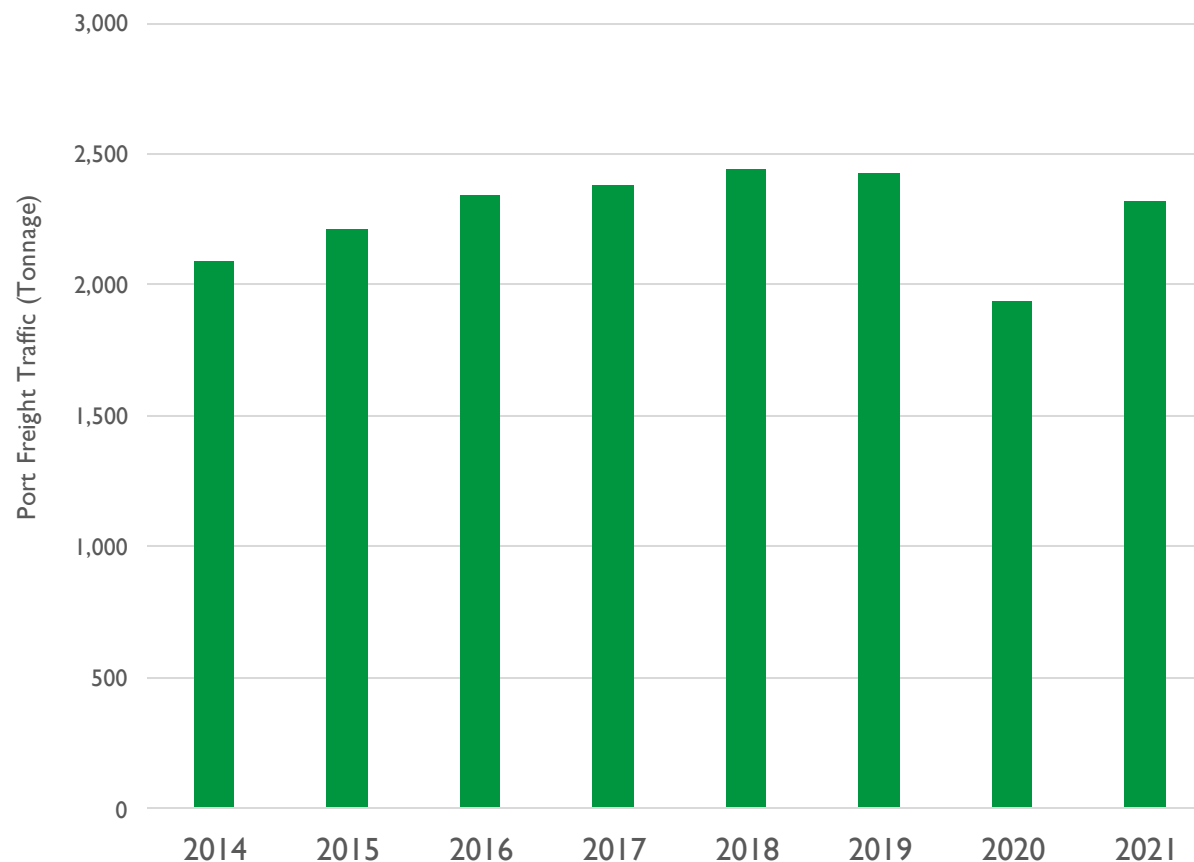
**8% fewer** ferry passengers than in 2020.

**83% fewer** ferry passengers than in 2019 pre-pandemic.

**16% more** freight traffic moving through Plymouth ports year on year.

**5% less** total freight traffic than in 2019 pre-pandemic.

Freight Traffic at Plymouth Ports





# RETAIL VACANCY RATES



## Retail Vacancy Rates In Plymouth City Centre

**17.27%** vacancy rate in Plymouth City Centre consistent with pre-covid vacancy rates.

**11.20%** of units persistently vacant since last year's retail survey.

Drake Circus performing stronger than the rest of the centre with low vacancy rates.

First year of national changes to planning law boost flexibility for high street owners and occupiers by removing planning control over changes of use. There has been no noticeable effects on vacancy rates to date.



# RETAIL VACANCY RATES



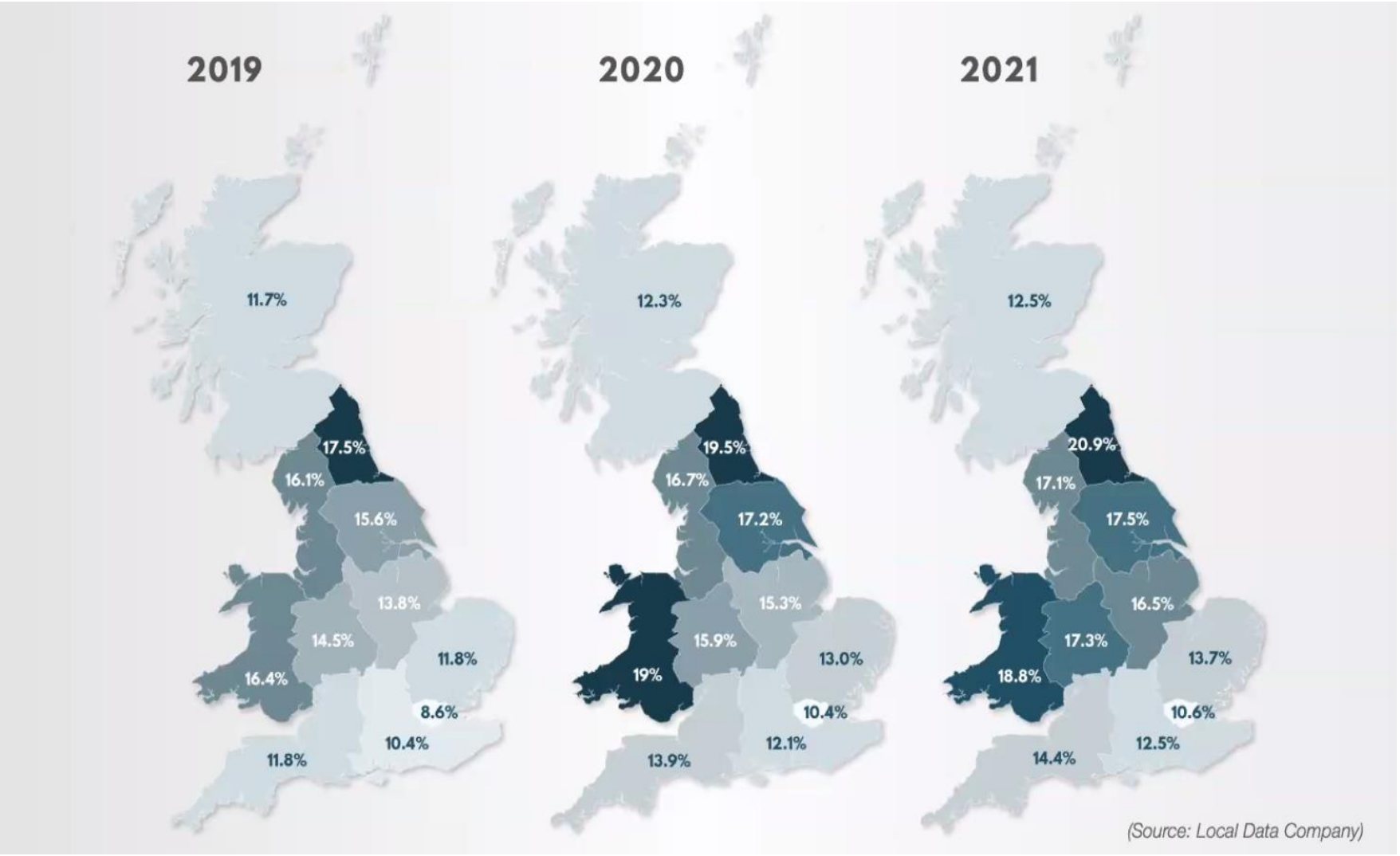
## Retail Vacancy Rates

**6%** average vacancy rate across primary frontages our main towns in the TTV consistent with pre-covid vacancy rates.

Consistent performance above overall national average vacancy rates and reported high street specific average vacancy rates (BRC, 2022).



# RETAIL VACANCY RATES



(Source: Local Data Company)

# CARBON EMISSIONS



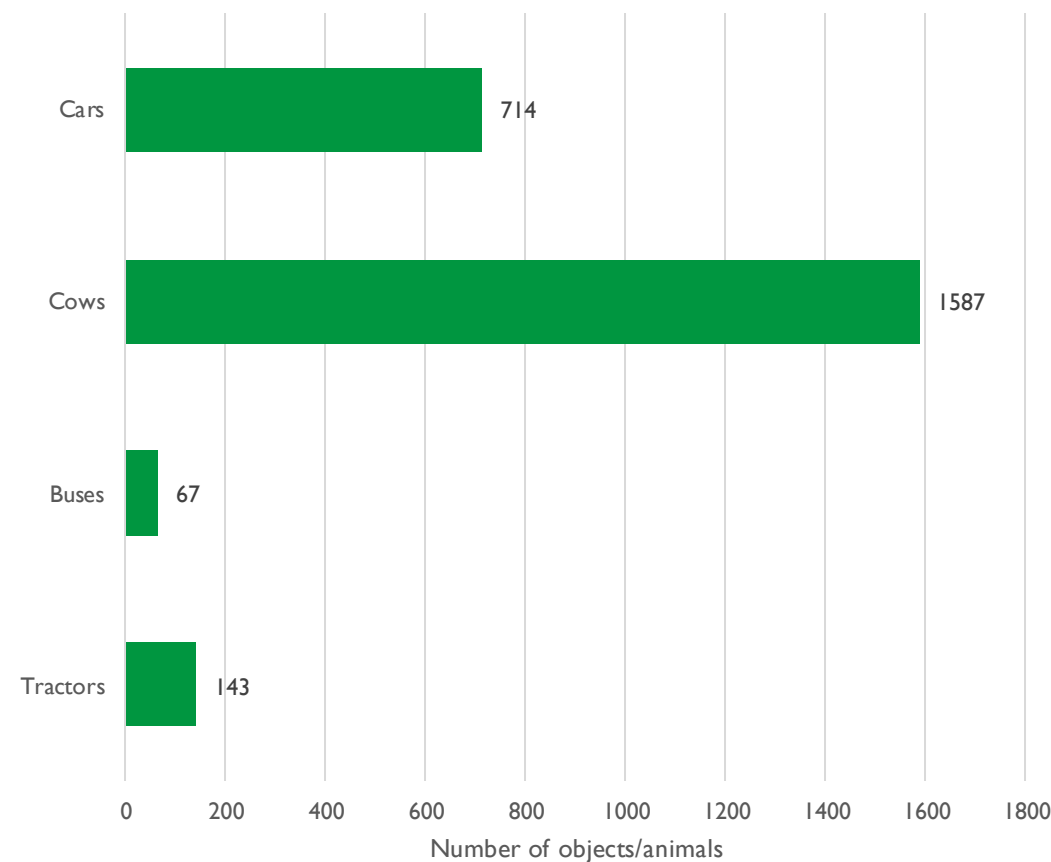
## Carbon Emissions

A JLP target of 50% reduction in emissions vs 2005 base year by 2034.

Agreed with inspector to use national Department for Business, Energy and Industrial Strategy. BEIS Data is measured in kilotons and is published 2 years in arrears so always an element of data lag. The latest results are for 2020, the first year including a COVID-19 lockdown on record.

The dataset are limited in that it selectively disregards some sectors, including consumer emissions from products produced overseas but purchased and used within the UK.

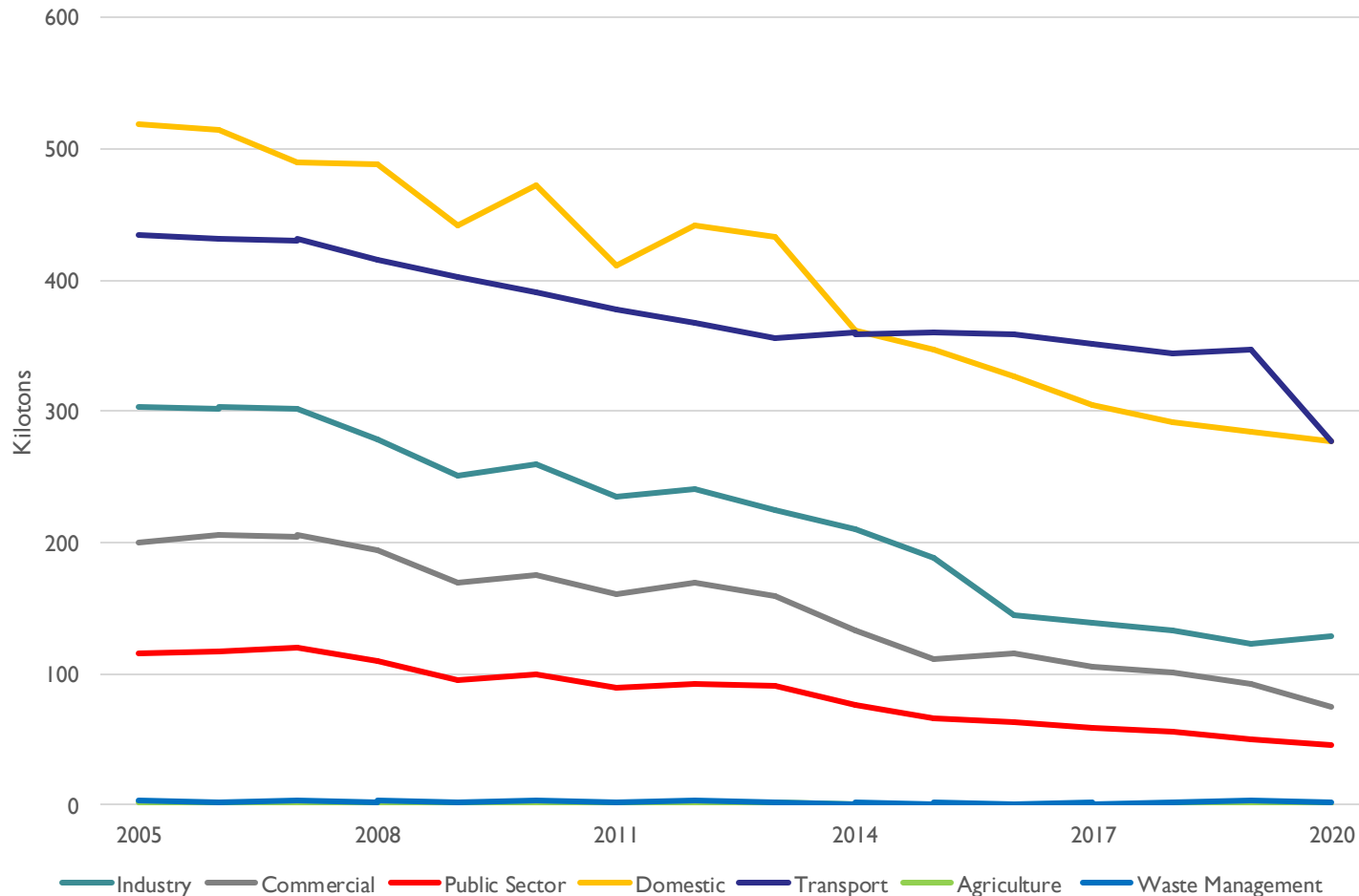
How Heavy is a Kiloton?



# CARBON EMISSIONS



## Carbon Emissions – Plymouth Authority Area (Kilotons)



### Change in overall emissions

Category	Change
Overall Annual Carbon Emissions Vs Base Year	-48.95%
Annual Per Capita Carbon Emissions Vs Base Year	-51.93%

### Largest emission categories

Top Three	Carbon Emission Category	% Overall Emissions
1	Road Transport	34%
2	Domestic Gas	24%
3	Domestic Electricity	9%

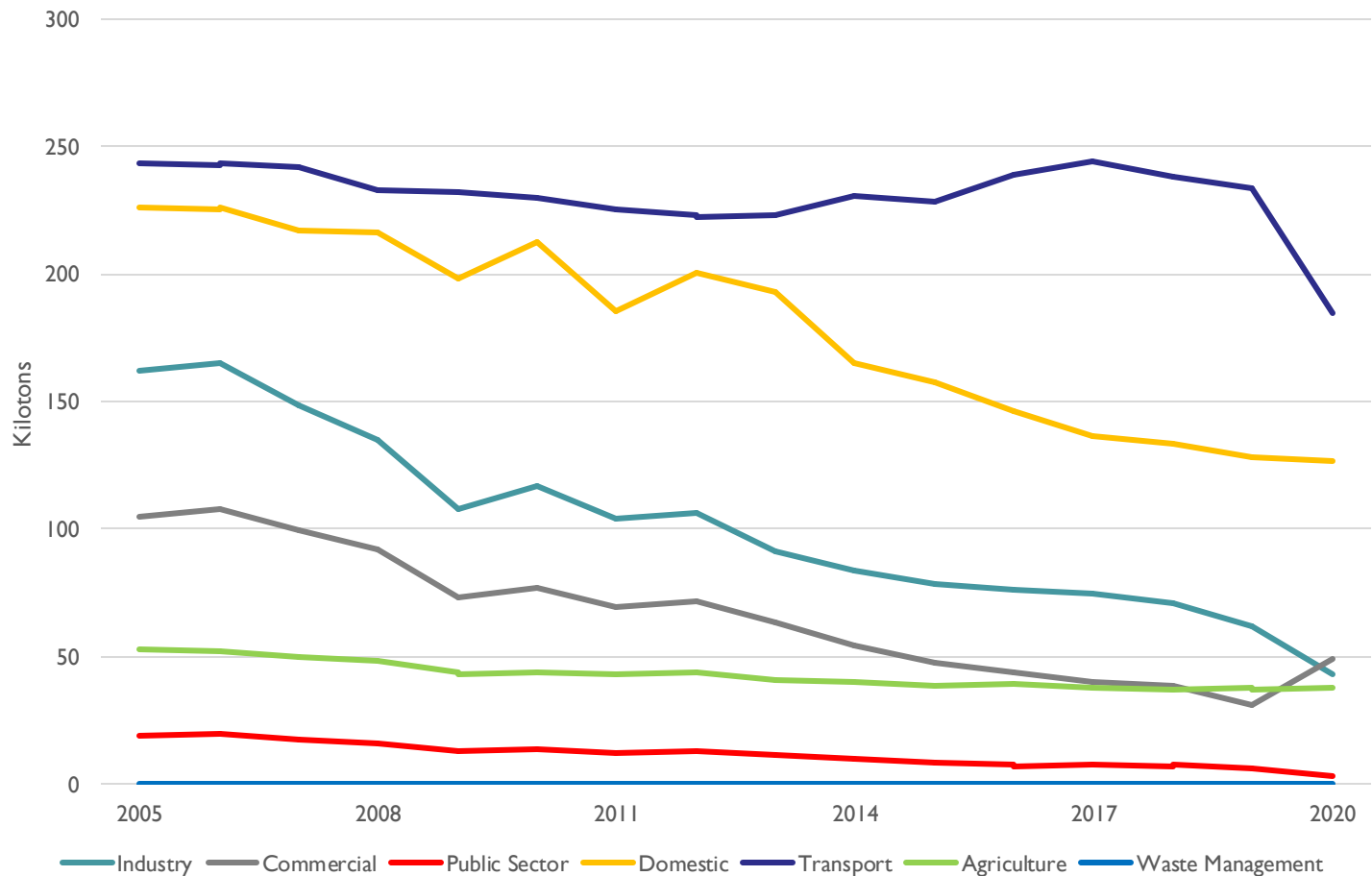
### Most improved emission categories

Top Three	Carbon Emission Category	% of Overall Improvement (All Sectors) Since Base Data
1	Domestic Electricity	22%
2	Road Transport	19%
3	Commercial Electricity	14%

# CARBON EMISSIONS



## Carbon Emissions – South Hams Authority Area\* (Kilotons)



### Change in overall emissions

Category	Change
Overall Annual Carbon Emissions Vs Base Year	-47.60%
Annual Per Capita Carbon Emissions Vs Base Year	-50.85%

### Largest emission categories

Top Three	Carbon Emission Category	% Overall Emissions
1	Road Transport	43%
2	Domestic Gas	14%
3	Industry Other Fuels	10%

### Most improved emission categories

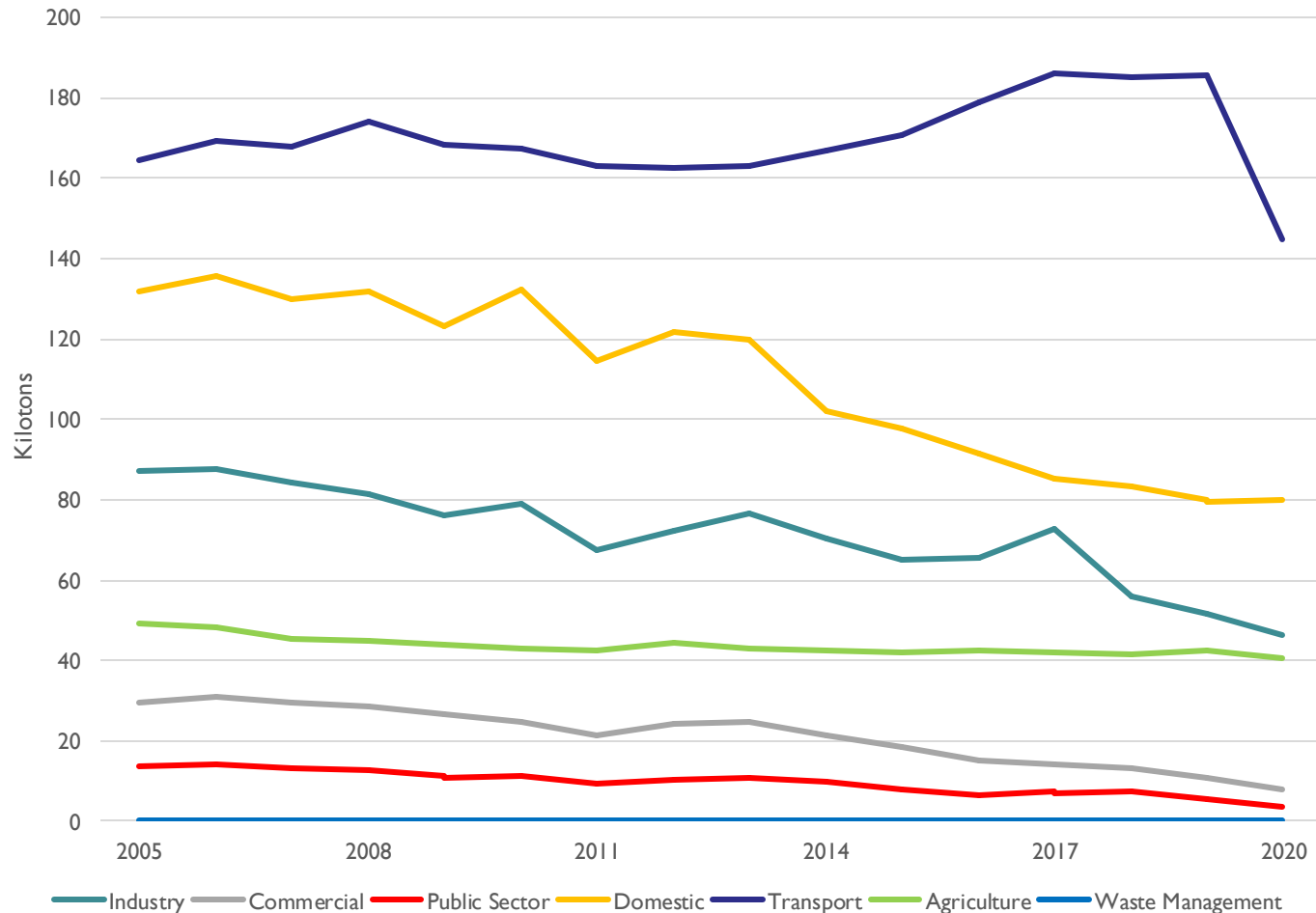
Top Three	Carbon Emission Category	% of Overall Improvement (All Sectors) Since Base Data
1	Domestic Electricity	22%
2	Commercial Electricity	16%
3	Road Transport	15%

\*Includes figures for Dartmoor National Park.

# CARBON EMISSIONS



## Carbon Emissions – West Devon Authority Area\* (Kilotons)



### Change in overall emissions

Category	Change
Overall Annual Carbon Emissions Vs Base Year	-37.5%
Annual Per Capita Carbon Emissions Vs Base Year	-43.81%

### Largest emission categories

Top Three	Carbon Emission Category	% Overall Emissions
1	Road Transport	53%
2	Domestic Gas	12%
3	Domestic Electricity	12%

### Most improved emission categories

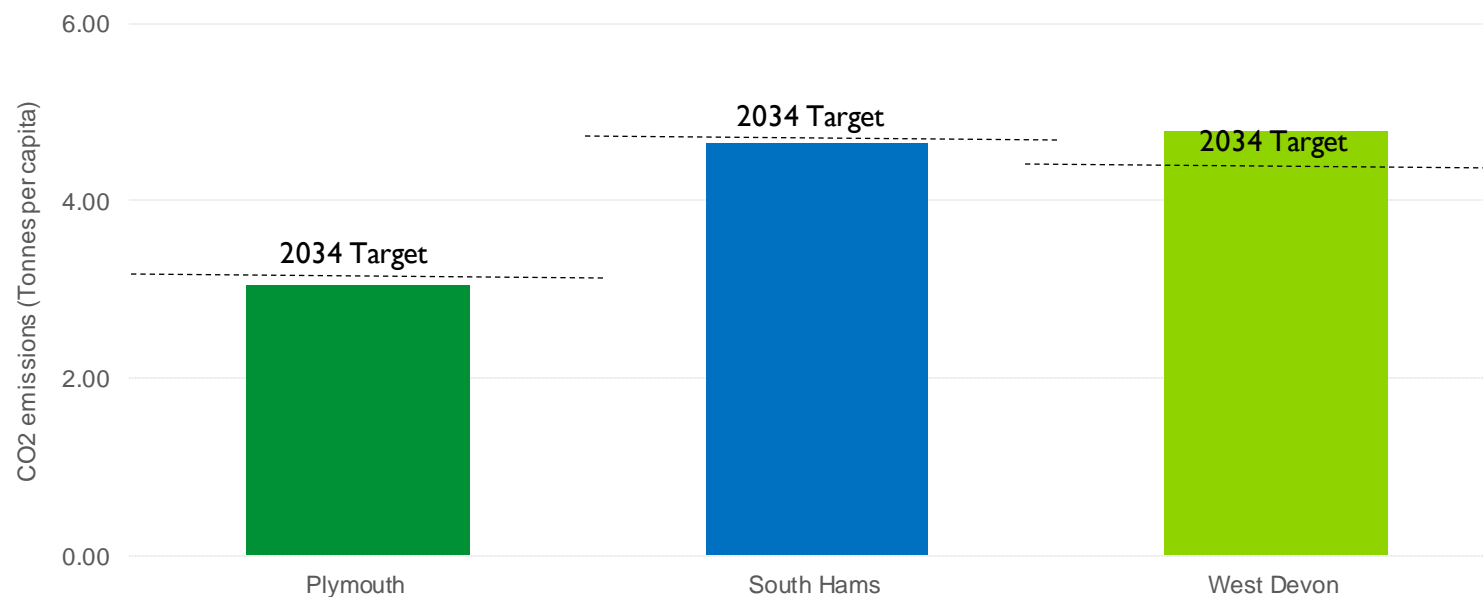
Top Three	Carbon Emission Category	% of Overall Improvement (All Sectors) Since Base Data
1	Domestic Electricity	27%
2	Road Transport	17%
3	Industry Electricity	14%

\*Includes figures for Dartmoor National Park.

# CARBON EMISSIONS



## Carbon Emissions – Per Capita By Authority Area (tonnes)



Authority Area	2019 Carbon Emissions per Capita (tonnes)
Plymouth City	3.06
South Hams District	4.65
West Devon Borough Council	4.79

\*Includes figures for Dartmoor National Park.



# BUILDING HOMES



## Construction Activity - Number of Homes Built



Construction is keeping ahead of the JLP housing minimum requirement (when annualised) despite the impacts from COVID-19.

**1,098 new homes** were built in the monitoring year and we are still on track to meet the JLP policy requirement for 2034.

**11,107 new homes** had been built over the whole plan period up to 1 April 2022.

# AFFORDABLE HOMES



## Construction Activity - Number of Affordable Homes Built



**2,103** net new affordable homes have been built since the start of the plan period in 2014.

**233** net affordable homes were built in the monitoring year.

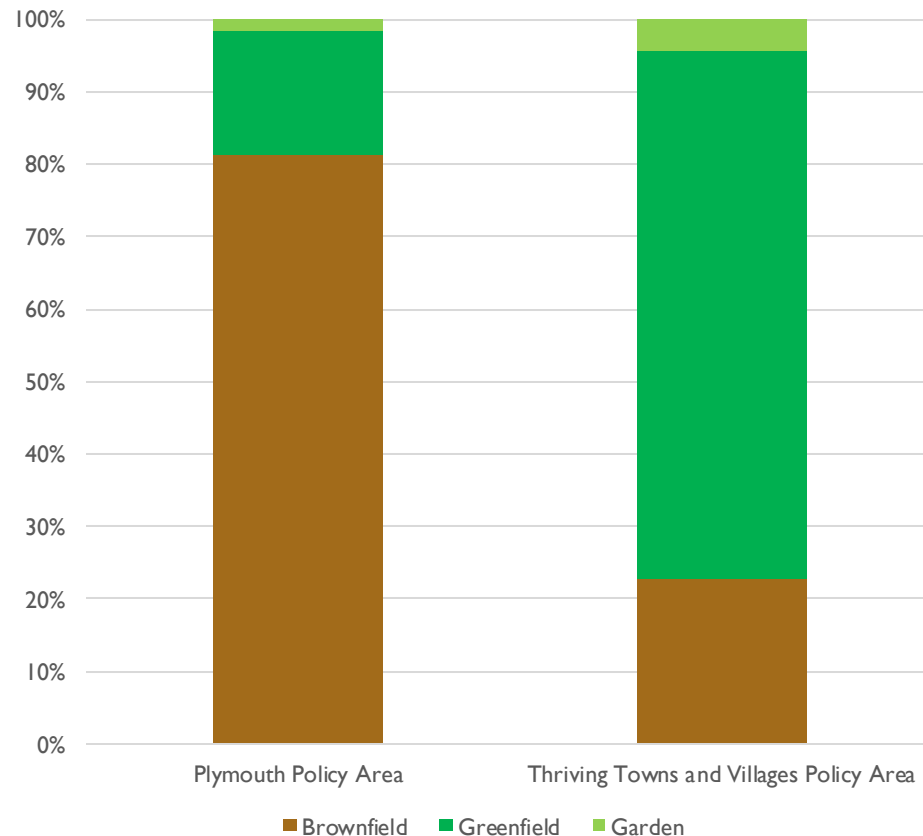
We are currently **537** homes behind the overall JLP target for affordable homes when annualised. The main reasons being a net loss of affordable homes early in the plan period and a slow down of market delivery within the PPA during the COVID-19 lockdown period.

Strong delivery of affordable housing by the market in the TTV, which is **131** dwellings ahead.

# HOMES ON PREVIOUSLY DEVELOPED LAND



## Number of Homes Built – % on Previously Developed Land



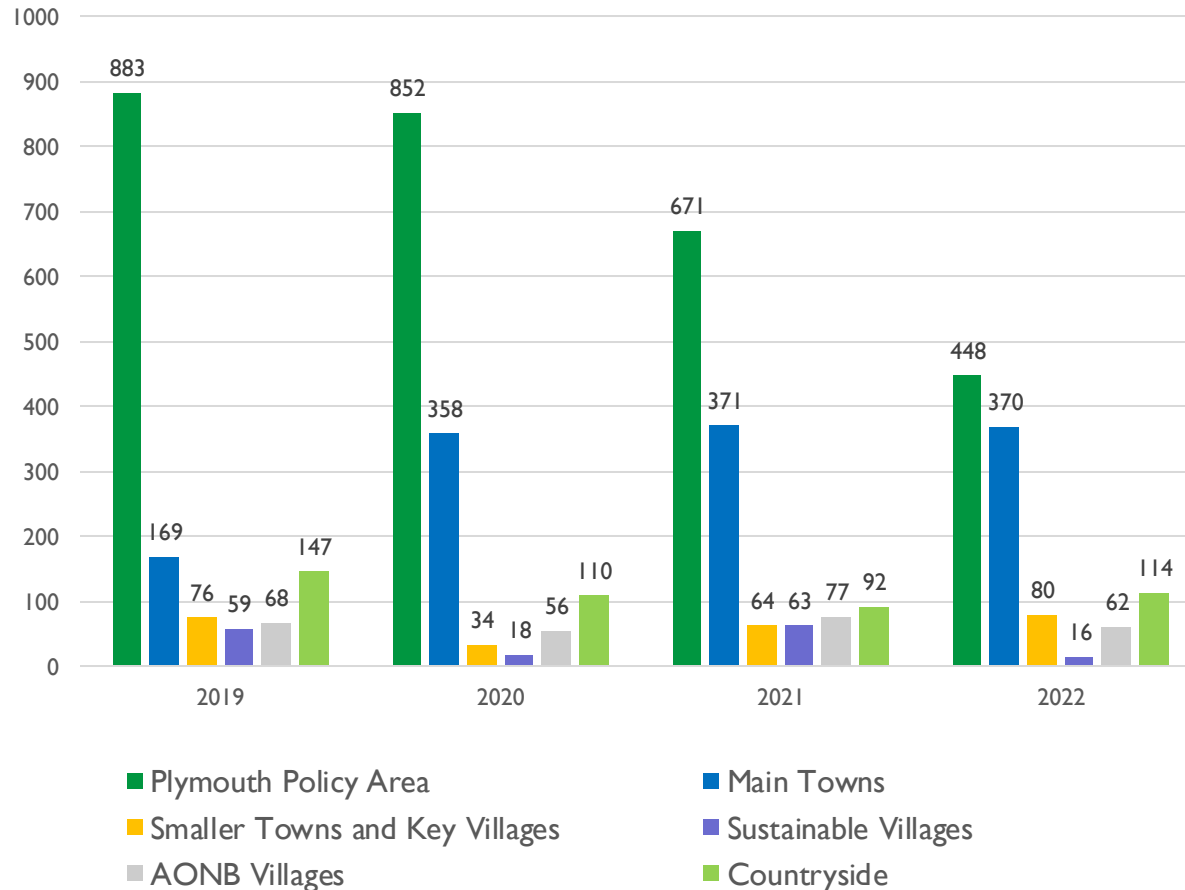
The majority of homes built in the PPA since 2014 have been on previously developed land, including **82%** of homes built in the Plymouth Local Planning Authority Area.

**23%** the TTV have been built on previously developed land since monitoring began with some of the larger residential allocations on previously developed land yet to be delivered.

# SETTLEMENT HIERARCHY



## Number of Homes Built – Settlement Hierarchy



**60%** of all homes built in the plan period have been in the Plymouth Policy Area, however market delivery has been impacted by instability of the market predominantly on previously developed and strategic sites.

The TTV housing market has delivered homes consistently and faster than expected since the plan was adopted reflecting high sales values across the area and greater proportion of medium size greenfield sites.

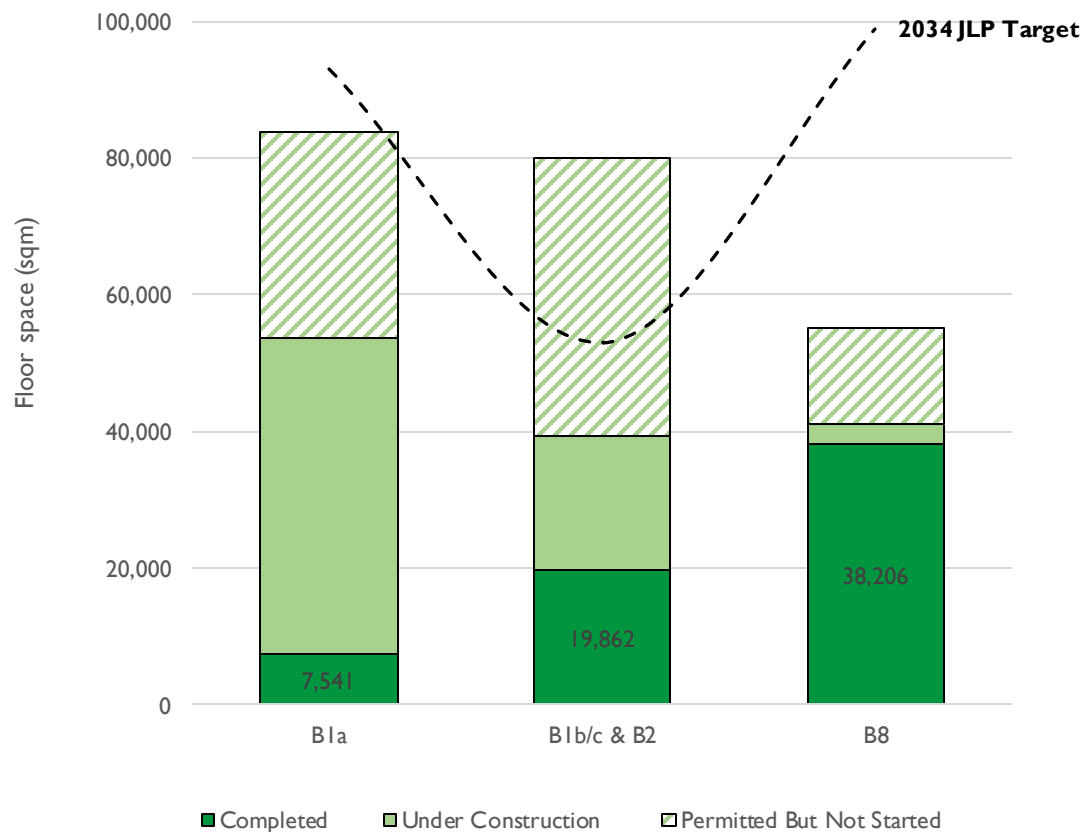
Class Q permitted development continues to be the major source of unplanned development in the countryside.

# EMPLOYMENT

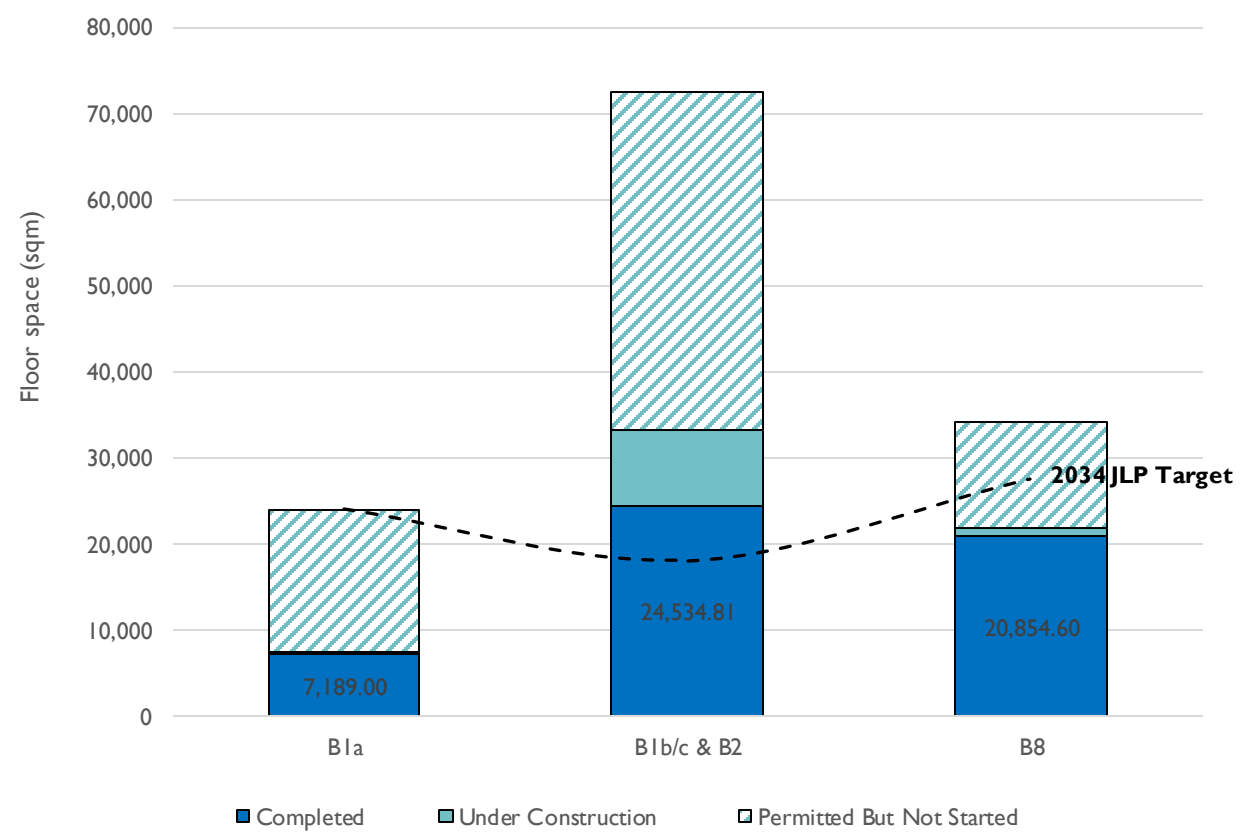


## Net Employment Floor Space

### PPA



### TTV



# FUTURE DEVELOPMENT



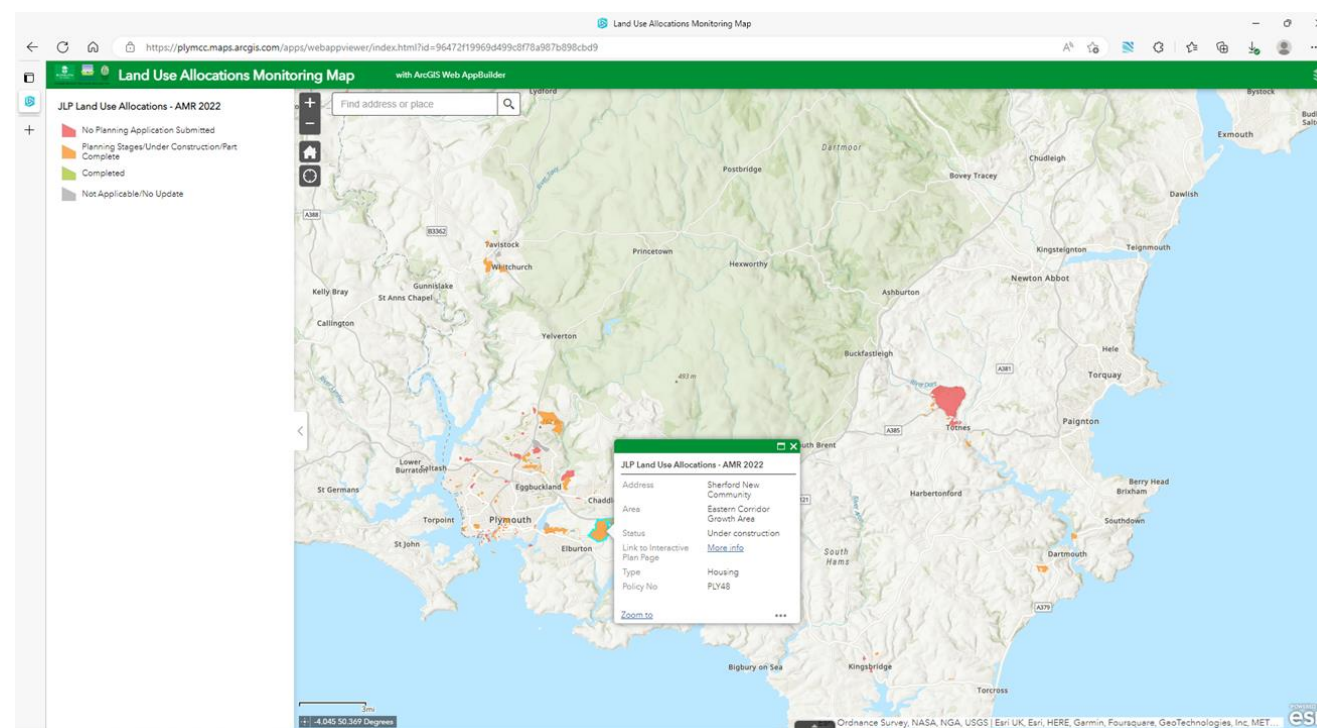
## Land Use Allocations

As with last year's report, a link to an updated high level map of the progress of our JLP land use allocations is included.

The map provides:

- The outline for the land boundary allocated for development in the JLP;
- A RAG rating for the completion of development at the site at the monitoring point (March 2022); and
- A link to the wording of the development allocation policy in the JLP which sets out the expectation for future development at that location.

## Land Use Allocation Monitoring Map

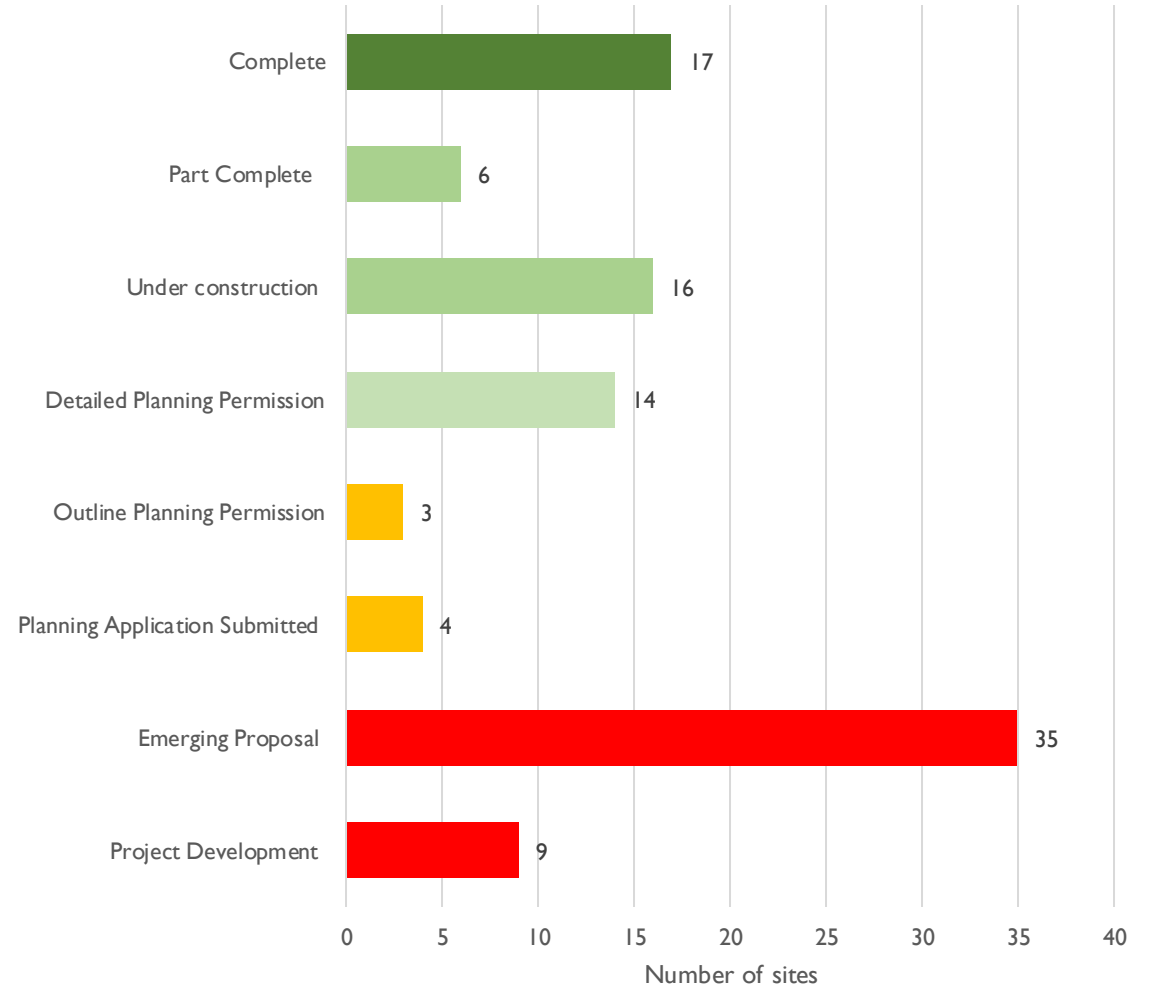
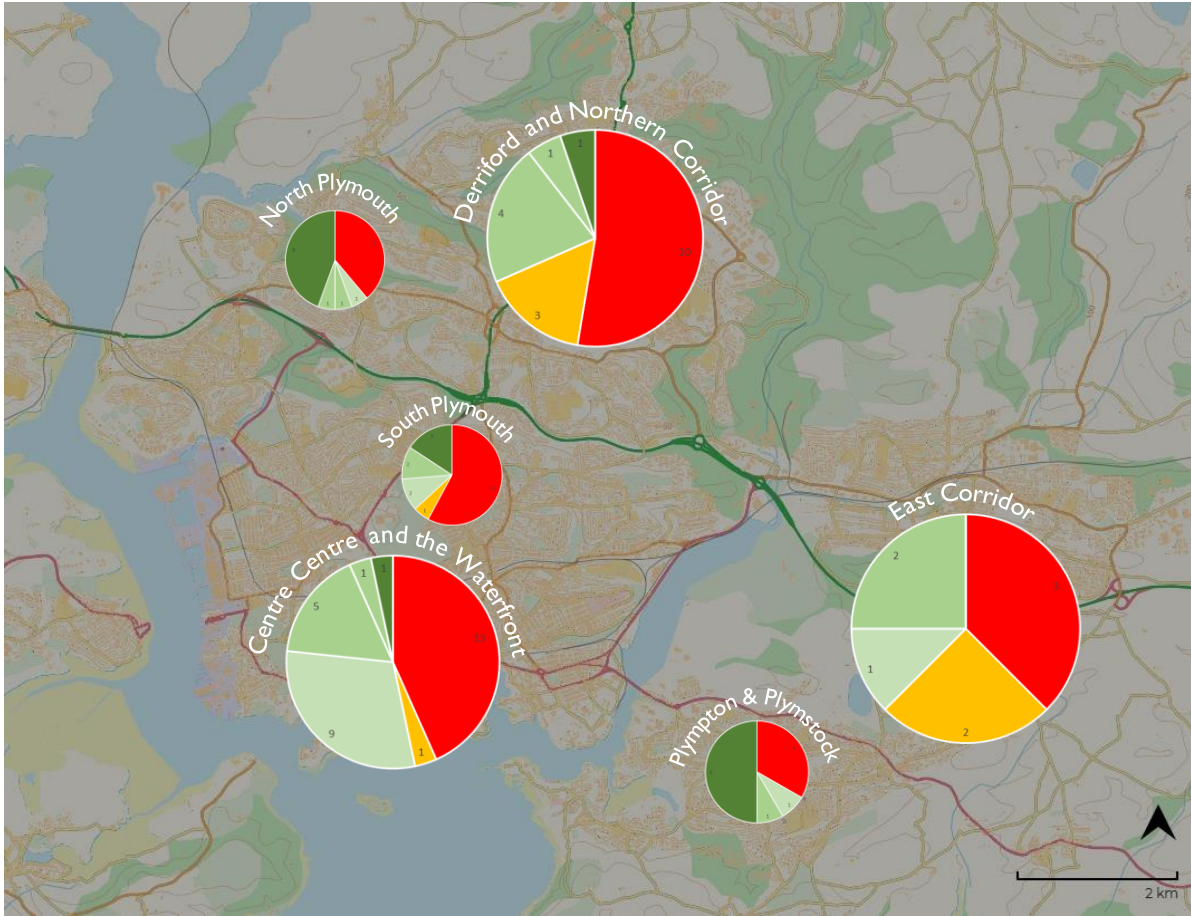


<https://plymcc.maps.arcgis.com/apps/webappviewer/index.html?id=96472f19969d499c8f78a987b898cbd9>

# FUTURE DEVELOPMENT



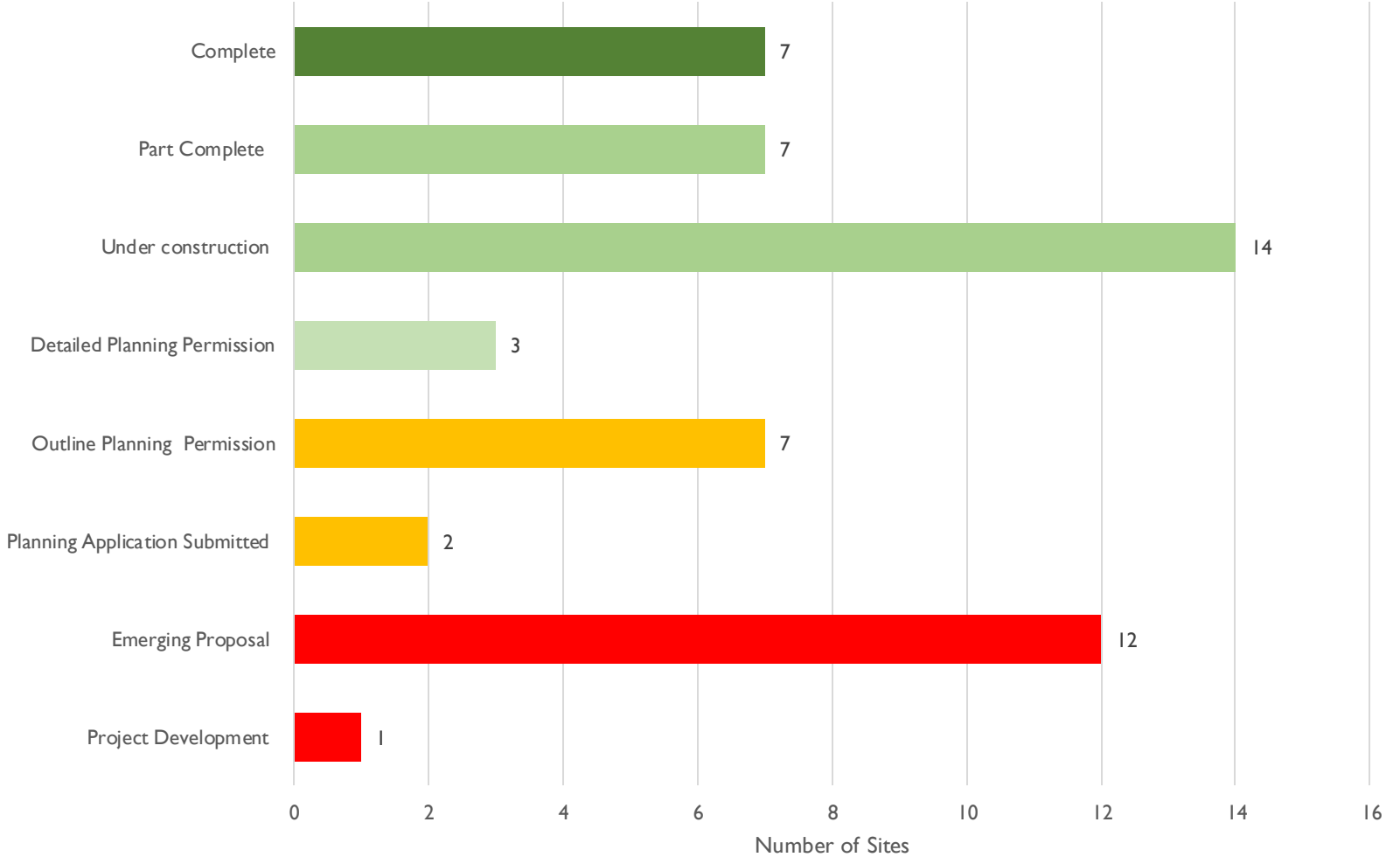
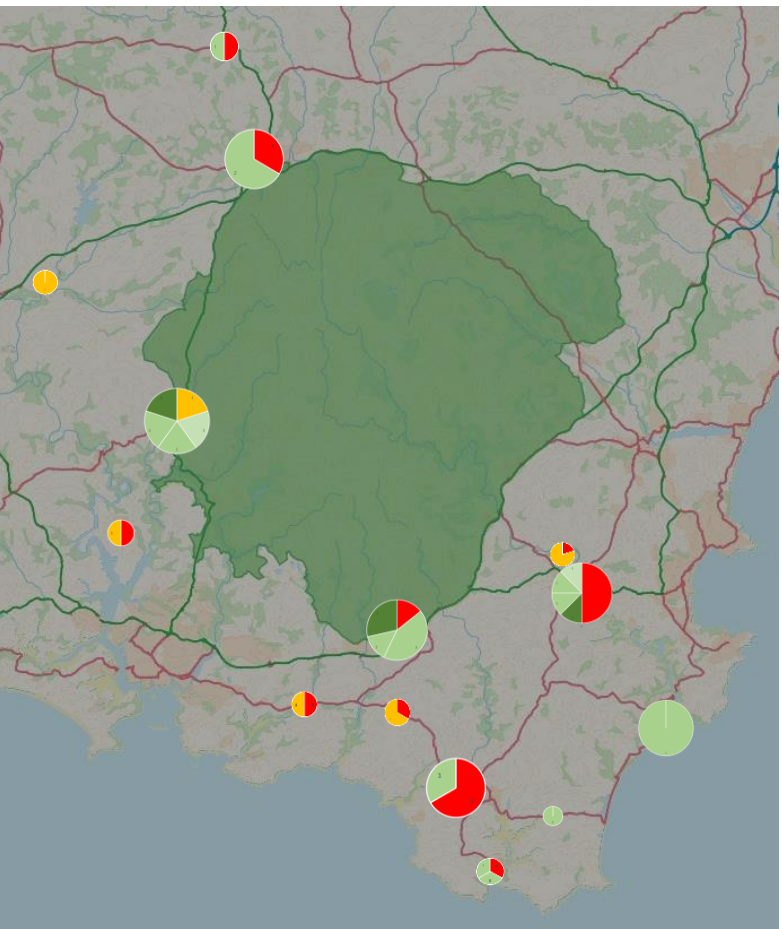
## Development Status of PPA Site Allocations



# FUTURE DEVELOPMENT



## Development Status of TTV Site Allocations

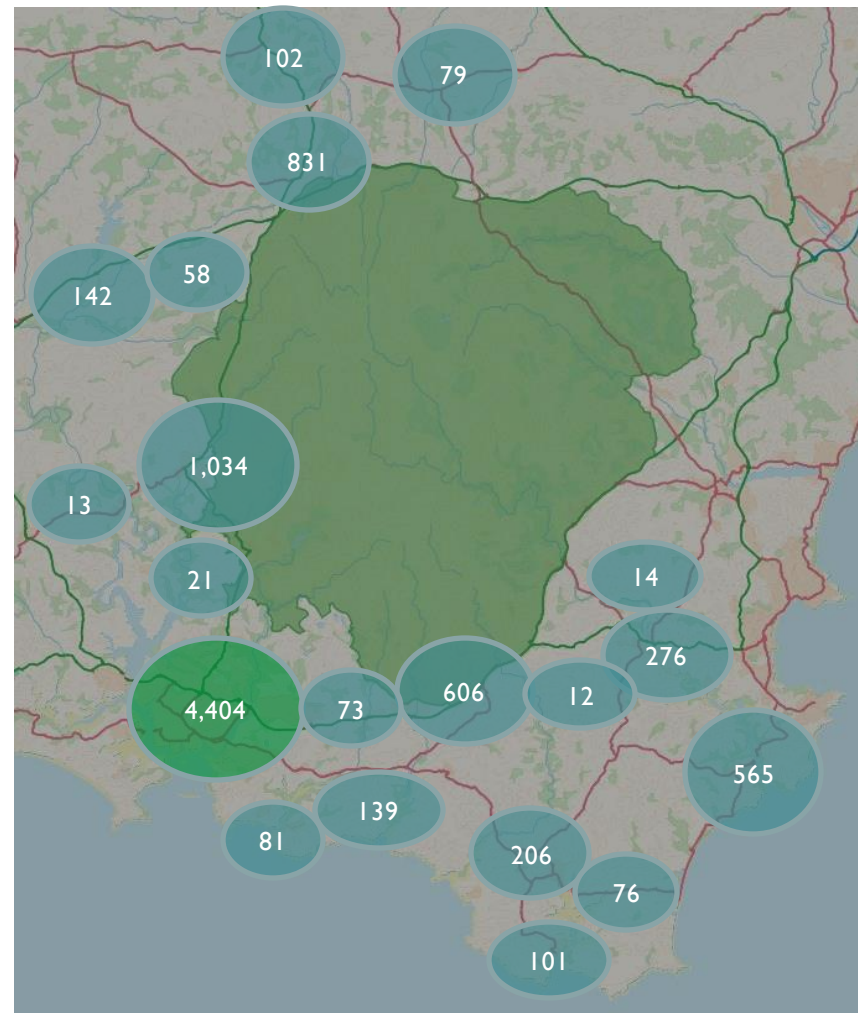
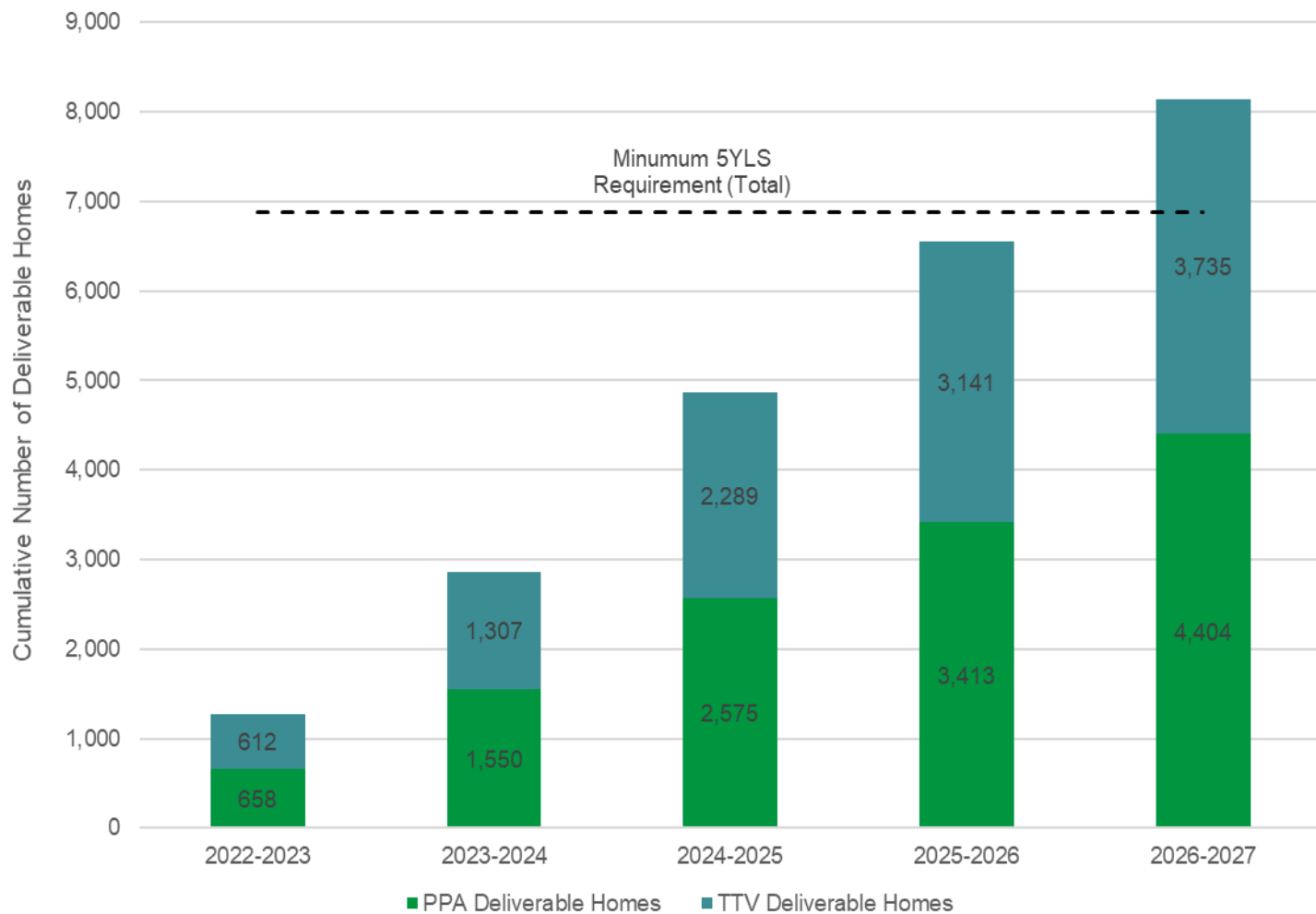




# FUTURE DEVELOPMENT



## 5.97 Year Housing Land Supply



Full details at: <https://www.plymouth.gov.uk/sites/default/files/2022-12/2022-Housing-Position-Statement.pdf>

# SUMMARY



- Positive signs of recovery from COVID-19 impacts on our strategic transport services.
- Initial investment in place to help support the future of Plymouth City Centre.
- Still work to be done to deliver meaningful reduction in carbon emissions and meet our 2034 targets.
- The market is still on track to meet our policy targets for new development and the majority of our site development allocations are now within the planning system or under construction.
- There is continued strong housing market demand and delivery in the Thriving Towns and Villages Policy Area.
- Previously developed land continues to be less attractive to the development industry and usually does not achieve affordable housing targets at the planning permission stage.
- Continued monitoring is needed to understand the lasting impacts of Covid-19 lockdown, changes of the planning use class on developer behaviour, and subsequent macroeconomic challenges on the development industry.

# QUESTIONS



**Could we have an update on progress made towards improving the northern access corridor (A386) which was an objective in the JLP (Ply 47 para 1). Has the study mentioned been completed and if so, what improvements have been progressed?**

- A386 Corridor Study produced in 2018 – Devon County Council
- Focus on active travel and Multi Use Trail preferred option approved by WDHTOC in Oct 2022
- Strategic Business Case for rail reopening submitted Autumn 2022
- Woolwell to the George Scheme split into 3 phases (TCF and LUF)
  - Phase 1 – walking and cycling improvements. Site clearance stated 13 Feb 2023
  - Phase 2 – Road widening and replacement of Woolwell roundabout with signalised junction - Detailed design work in progress
  - Phase 3 – Expansion of The George Park and Ride site – Early survey and design stage