2021/22 AUTHORITIES MONITORING REPORT

PERFORMANCE SUMMARY

produced by West Devon Borough Council, South Hams District Council and Plymouth City Council

Contents

1. Introduction

What is an Authority Monitoring Report?

The production of an Authority Monitoring Report (AMR) is an annual requirement for plan making authorities. Each report is subject to the procedures set out in the Planning and Compulsory Purchase Order Act 2004 (as amended by the 2011 Localism Act) and The Town and Country Planning (Local Planning) (England) Regulations 2012. The performance measures included in this report are those agreed with the assigned Planning Inspector at the adoption of the Plymouth and South West Devon Joint Local Plan (JLP), but where possible we also have sought to include extra information to support a greater understanding of trends associated with the Plan Area.

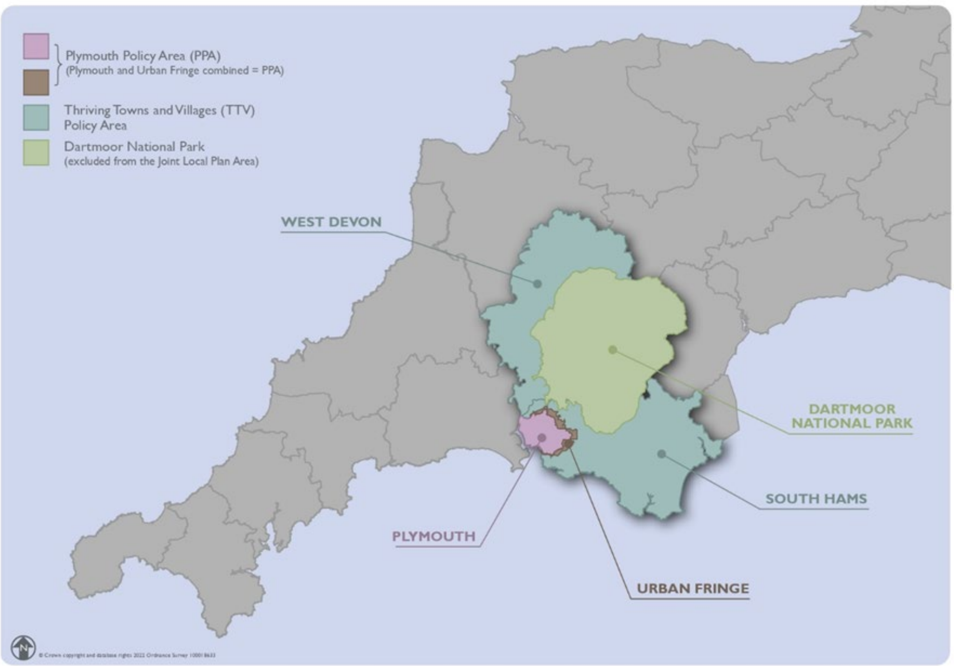
What area does the Joint Local Plan cover?

The JLP was adopted on 26 March 2019 by Plymouth City Council, South Hams District Council and West Devon Borough Council and forms part of the Development Plan for each area. The JLP identifies the Plymouth Housing Market Area as the Plan Area, and uses two policy areas to deliver a spatial strategy.

1. The Plymouth Policy Area (PPA) comprising Plymouth and parts of the city's edge which fall within the South Hams ("the urban fringe"); and,

2. The Thriving Towns and Villages Policy Area (TTV) which comprises the parts of the South Hams and West Devon which are not within the PPA or within Dartmoor National Park. Dartmoor National Park is excluded from the JLP area.

Figure 1.1 Map of JLP Policy Areas



2. Annual Monitoring Summary

Table 2.1 provides a summary of plan progress based on the 'direction of travel' indicators agreed with the Planning Inspectorate in 2019. Further details on each indicator are provided throughout the remainder of this report and can be accessed by clicking on the relevant indicator title within the table.

Table 2.1 Progress of JLP direction of travel indicators

JLP Indicator	Policy Area	Summary of progress at 2022 Monitoring Point	Performance
Number of Neighbourhood Plans Adopted	PPA & TTV	21 Neighbourhood Plans had been made within the Plan Area, one of which was made this monitoring year. Two additional Neighbourhood Plans were also in production and will feature as being made in next year's report.	On track
Plymouth's Population	PPA	Plymouth's population continues to grow, with an estimated 4,188 more people living within the authority area since the start of the plan period (Census, 2021). When published, more detailed Census 2021 data will provide a better understanding of growth in the urban fringe which is technically within South Hams but a functional part of Plymouth as recognised by the Plymouth Policy Area.	Some progress
Total Homes Built	PPA & TTV	The market is currently outperforming the JLP's minimum housing requirement for the Plan Area when annualised. Since 2014, 11,107 net new homes have now been added to the housing stock. The impact of recent market uncertainty has resulted in lower than expected completions in the PPA. There is continued wider departmental monitoring and exploration of funding mechanisms to support delivery on sites which are currently considered marginal or financially unviable by the market.	On track
Distribution of New Homes Built Within the JLP Settlement Hierarchy	TTV	The majority of new homes built to date within the plan period were the result of planning permissions granted prior to JLP adoption in 2019. It is therefore too early to understand the effects of the new spatial strategy. Notwithstanding this, most new homes to date have been built in the Plymouth Policy Area and our Main Towns in accordance with the adopted settlement hierarchy.	On track
Development of Homes on Previously Developed Land	PPA & TTV	58% of new homes in the Plan Area have been built on previously developed land, including 81% of all sites built in the Plymouth Policy Area. The remainder of development sites have been on previously undeveloped land, less than 3% of which have been in residential gardens.	On track

JLP Indicator	Policy Area	Summary of progress at 2022 Monitoring Point	Performance
Affordable Homes Built	PPA & TTV	The delivery of affordable housing across the Plan Area is behind the annualised policy target. This is primarily due to the demolition of poor-quality affordable homes within the early phases of regeneration projects in the Plymouth Policy Area. These losses are projected to be regained later in the plan period. When considered in isolation, the Thriving Towns and Villages Policy Area is exceeding the annualised affordable homes policy target by 131 homes. A review of planning permissions suggests developers proposing new homes on previously developed sites continue to struggle to commit to meeting the JLP 30% onsite affordable homes target at the planning permission stage. The primary reasons being the level of abnormal costs associated with redeveloping such sites impacting development viability and/or site eligibility for Vacant Building Credit.	Some progress
Housing Supply	PPA & TTV	JLP authorities can currently demonstrate a joint 5.97 year supply of deliverable sites for potential new homes to be built. This means the JLP and made Neighbourhood Plans retain full planning weight when decisions are being made on planning applications.	Target being met
Delivery of Employment Floorspace	PPA & TTV	The market currently appears on target to deliver the JLP policy targets for light industrial uses in 2034. However, there is national uncertainty regarding future demand for office space which may impact future completions of existing planning permissions for office uses. Trends will continue to be monitored to understand if such permissions are being implemented or relevant phases are being built out on mixed use sites.	Some progress
Distribution of Built Employment Floorspace Across Settlement Hierarchy	PPA & TTV	The PPA continues to be the centre of new economic development in accordance with the spatial strategy of the JLP, delivering 76% of all new employment floorspace since the start of the plan period. Outside of Plymouth, figures are skewed due to existing locations for floorspace intensive uses being located outside, but near to settlements, being counted as being within the countryside. In the next monitoring year figures, we will separate sites in the countryside to those on existing employment sites to give a better understanding of geographic trends.	Some progress

JLP Indicator	Policy Area	Summary of progress at 2022 Monitoring Point	Performance
Working Age Population in Employment	PPA & TTV	The working age population has reduced in each JLP authority area consistent with an ageing population in South Hams and West Devon and estimated net outwards migration patterns in Plymouth (ONS, 2021). These trends highlight the long-term importance of attracting and retaining working age people in the Plan Area to sustain local businesses and public services. The percentage of those in employment has risen in South Hams and Plymouth by 5%, but reduced in West Devon by 5% (ONS, 2022).	Some progress
Number of Jobs in Dockyard and Naval Base	PPA	Due to commercial sensitivities and national security issues, we can no longer publish the employment numbers at Her Majesty's Naval Base, therefore this measure is no longer monitored as an indicator.	N/A
GVA Per Hour	PPA	The latest available Gross Value Added per hour index figure for Plymouth was 82.8% of the UK average in 2020 in comparison to 83.1% of the UK average at the beginning of the plan period in 2014 (ONS,2022).	Limited influence
Delivery of food and non-food floorspace	PPA & TTV	There is no target for retail development within the JLP, instead an assessed sustainable market retail capacity is identified. Both policy areas have already surpassed their identified capacity for food retail floorspace. The Plymouth Policy area also currently has enough sites under construction or with planning permission to potentially fulfil the whole of its identified non-food retail capacity by 2034. Market demand for non-food retail space in the TTV is not evident from solely reviewing existing planning applications.	On track
Plymouth City Vacancy Rates	PPA	The city centre vacancy rate of 17.27% was above the national average vacancy rate of 13.9% and the South West average of 13.4%. This is despite reported recovery of footfall and spend within the City Centre to pre-lockdown levels (Centre for Cities, 2022). High vacancy rates before and after lockdown highlight the continued need to revaluate the role and function of Plymouth City Centre. A strategy for future investment has been secured working with a variety of stakeholders.	Action required to deliver improvement
City Centre Catchment Area	PPA	Updated city centre catchment modelling is currently not available. The latest dataset is now 4 years old and thus not a reliable indicator of the current strategic role and function of the city centre beyond what was known at the adoption of the JLP in 2019.	N/A

JLP Indicator	Policy Area	Summary of progress at 2022 Monitoring Point	Performance
Main Town Vacancy Rates	TTV	All of our Main Towns continue to perform strongly in comparison to the national average. The highest vacancy rates recorded in this year's survey were at Kingsbridge where 12% of shopping units in the primary frontage were vacant.	On track
Visitor spend	PPA	No national surveys have been undertaken since the COVID-19 lockdown. In their most recent data release, Visit Britain estimate annual visitor spend in the Plymouth Local Authority area between the years of 2017 and 2019 to be around £114,000,000. This compares favourably with an average of around £106,000,000 in the three-year period of 2014 to 2016.	On track
Percentage of premises with access to superfast broadband	PPA & TTV	All authorities have increased availability of superfast broadband across the Plan Area however our target of 30/Mbps download speeds across the JLP area has not yet been achieved. Availability in Plymouth is currently reported at 97% of all premises. Works have begun in South Hams and West Devon to raise availability levels to 96% and 91% of all premises respectively by 2024.	On track
Delivery of land use allocations	PPA & TTV	41% of JLP Allocated Sites have been either completed, under construction or are part complete with 12 years remaining of the plan period.	On track
Method of Travel to Work	PPA & TTV	No change. The latest published Census Travel to Work statistics (2011) suggest the majority of workers (over 50% in all three authorities) commute by car or van with the next most popular mode being walking (around 15% in each authority area). New Travel to Work statistics from the Census are expected shortly.	Limited influence
Rail Station Passenger Numbers	PPA & TTV	There has been a strong recovery in rail passenger numbers since the COVID-19 lockdown, however less passengers were using services than were recorded pre pandemic with the exception of Ivybridge and Okehampton train stations. There are also fewer overall passengers using train services within the plan area than in 2014. Overall passenger numbers in West Devon have increased dramatically due to the successful opening of Okehampton train station which attracted over 54,000 passengers in its opening year.	Some progress
Train Journey Time Between Plymouth and London	PPA	Pre COVID-19, improvements were made to the regularity of services between Plymouth and London, however services have not yet recovered. The average journey time is three hours and 34 minutes.	Limited influence

JLP Indicator	Policy Area	Summary of progress at 2022 Monitoring Point	Performance
Number of Passengers and Freight Tonnage at Ferry Ports	PPA	The impacts associated with COVID-19 led to large reduction of sea passengers and figures are yet to recover. However, Freight tonnage begun to recover to pre pandemic levels increasing 20% in 2021 from 2020 levels.	Some progress
Progress of Improvements to Plymouth's Northern Travel Corridor	PPA	73% of planned improvements have either begun construction or been completed.	On track
Carbon Emissions	PPA & TTV	The latest national carbon emissions data produced by BEIS in 2022 is for 2020. 2020 is the first year on record to be impacted by COVID-19 lockdown. Despite substantial reduced driving activity in each authority area, only Plymouth met the 2034 target with the artificially reduced emissions results. This highlights the scale of change which may be required to reduce emissions consistently to target levels. Apart from road transport, the largest reductions in emissions when comparing carbon emissions to the base year (2005) were domestic and commercial electricity use. The largest emission categories across JLP authorities in 2020 continued to be road transport (593.2 kilotons) and domestic gas (285.6 kilotons).	Some progress
Air Quality Management Areas	PPA & TTV	Plymouth has one Air Quality Management Area (AQMA). Latest results show agreed monitoring points were meeting national air quality objectives. Monitoring will continue in order to check for future compliance. South Hams has three AQMAs, the latest survey results show Ivybridge and Totnes results meeting national air quality objectives, however Dean Prior is still exceeding its objectives for Nitrogen Dioxide. Monitoring will continue in order to check for future compliance. There are currently no AQMAs in West Devon.	Some progress
Percentage of deaths from air particulate matter	PPA & TTV	JLP authorities continue to have some of the lowest percentage fatalities associated with air particulate matter within the UK. All three authorities recorded a lower percentage of deaths associated with air particulate matter than the average for the South West of England.	On track
Bathing water quality	PPA & TTV	All 19 bathing water locations monitored by the Environment Agency were rated as good or above.	On track
Delivery of Plymouth's strategic green spaces	PPA	50% of planned greenspace improvements have either commenced or are part complete.	On track

3. Development Plan Status and Administration

The Joint Local Plan and Supplementary Planning Document

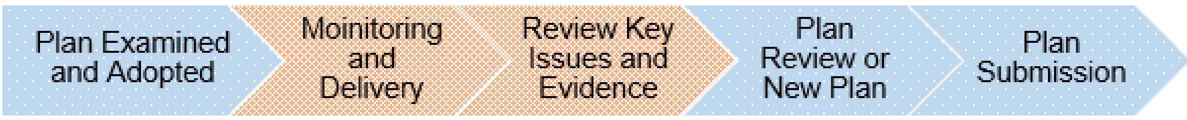
The Plymouth and South West Devon Joint Local Plan (JLP) is adopted and up to date. The plan provides the spatial strategy and planning requirements for new development up to 2034 through its planning policies. This report represents an annual update on the performance of such policies. It will form part of the evidence base when considering the need for future changes to the JLP in 2024.

The Plymouth and South West Devon Supplementary Planning Document was adopted by all JLP authorities in 2020 and provides further guidance on how the policies of the Development Plan will be interpreted by decision makers.

In November 2022 the Climate Emergency Planning Statement was also adopted. This introduces additional requirements for new development and is a material consideration in determining planning applications.

The Joint Local Plan strategy is currently being delivered and progress monitored. The JLP team is also beginning to consider the key issues and evidence which may be required for any future review work to ensure the plan is kept up to date.

Figure 3.1 Current status of the Joint Local Plan



Made Neighbourhood Plans (Indicator 30)

While this report focuses on the JLP, the JLP only forms one part of the decision making framework for planning applications within the Plan Area. The Plan Area hosted 21 made Neighbourhood Plans at the 2022 monitoring point as listed in Table 3.1.

Table 3.1. Neighbourhood Plans made at the March 2022 Monitoring Point

Name of Neighbourhood Plan Area	Date Made
Plympton St Mary	Made May 2019
Salcombe	Made September 2019
South Milton	Made April 2019
Stoke Fleming	Made November 2018
Bickliegh	Made October 2018
Malborough	Made December 2018
Ivybridge	Made December 2017
Ugborough	Made May 2018
Thurlestone	Made July 2018
Newton and Noss	Made July 2018
Brixton	Made November 2019
Bigbury	Made April 2020
Bere Peninsula	Made October 2018
Aveton Gifford	Made May 2021

Name of Neighbourhood Plan Area	Date Made
Kingston	Made May 2021
Kingswear	Made May 2021
South Huish	Made May 2021
Strete	Made October 2021
Highampton	Made May 2021
North Tawton	Made May 2021
Bridestowe & Sourton	Made September 2021

Documents under preparation

We are currently awaiting clarity from central Government on changes to the planning system before we confirm our timetable for future work on the Joint Local Plan with an updated Local Development Scheme. You can keep up to date with the latest information in relation to the Local Development Scheme at https://www.plymouth.gov.uk/local-development-scheme.

Consultation activity with other Local Planning Authorities

Neighbouring authorities are at various stages of plan making. Table 3.2 indicates plan consultation activity where Joint Local Plan Authorities have taken part in consultation activity within the monitoring year.

Table 3.2. Consultation activity with other Local Planning Authorities

Authority Area	Consultation Activity Taken Part In	Consultation Period
Teignbridge District	Regulation 18 Draft Plan Consultation	August 2021 and January 2022
Cornwall	Climate Emergency DPD Submission	November 2021
Torbay District	Housing Update Options Regulation 18 Consultation	January 2022

Processing planning applications

Central Government sets target times for decisions on planning applications. Unfortunately, there will always be individual circumstances where a planning decision cannot be made within those timeframes.

Late decisions can have negative impacts for Local Authorities and communities. They have an increased risk of planning appeal which can remove decision taking from local officers and councillors who know their local areas. If there are too many late decisions, authorities may also be subject to longer term central intervention measures.

All three decision taking authorities within the JLP area are performing within the target decision taking thresholds set out by the Planning Inspectorate. You can find further information about Local Authority Performance at https://www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics.

Planning Obligations and the Community Infrastructure Levy

Information on the money collected by JLP Authorities from planning applications to be spent on identified local and strategic infrastructure needs can be found at the following locations:

- Plymouth City Council - https://www.plymouth.gov.uk/annual-infrastructure-funding-statement
- South Hams Borough Council - https://www.southhams.gov.uk/Developer-contribution
- West Devon District Council - https://www.southhams.gov.uk/Developer-contribution

4. Socio-Economic Indicators

Plymouth's population (Indicator 17)

The Joint Local Plan (JLP) supports the role of Plymouth as a key driver of regional economic growth. Consequently, we monitor the population growth of the city since the start of the plan period in 2014.

The population of Plymouth is estimated to have grown by 4,188 people since 2014 (ONS, 2021 and Census 2021). This figure does not include the new population in Plymouth's urban fringe which is subject to significant development associated with Plymouth through the Joint Local Plan, but located in South Hams District Authority Area. When released, more detailed Census 2021 results will allow us to better estimate the growth in population in Plymouth's urban fringe.

Figure 4.1 shows the latest known position following the first release of Census 2021 data. For further information we have also provided Census population estimates for other JLP authority areas.

Figure 4.1. JLP authority area populations in 2021 (Census 2021)

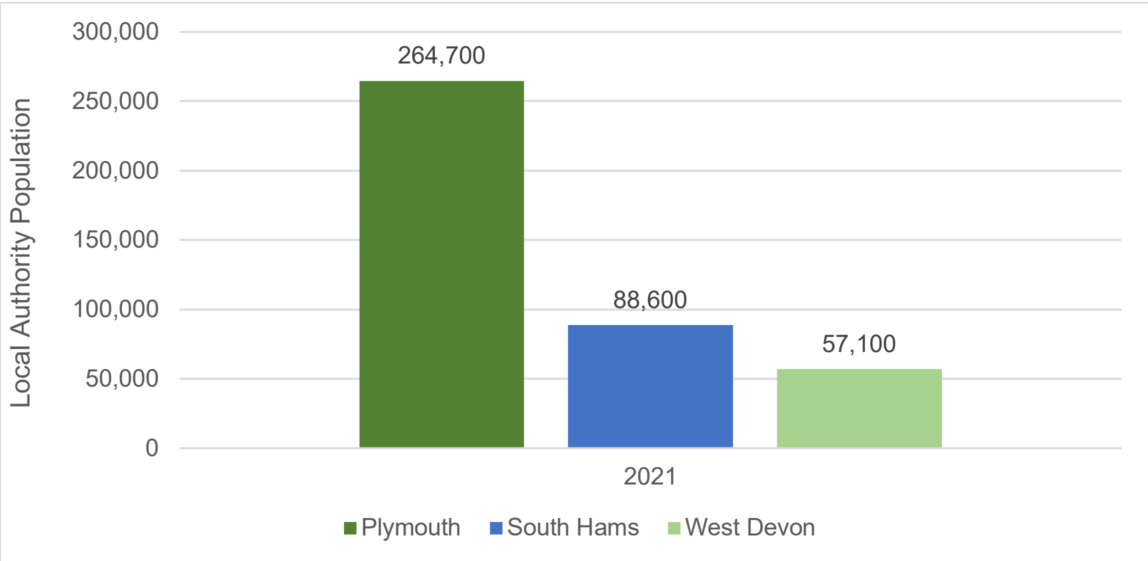


Table 4.1 JLP authority area populations in 2021(Census 2021)

Council Area	2021 Population (Census 2021)
Plymouth City Council Authority Area	264,700
South Hams District Council Authority Area	88,600
West Devon Borough Council Authority Area	57,100

Average age of the population

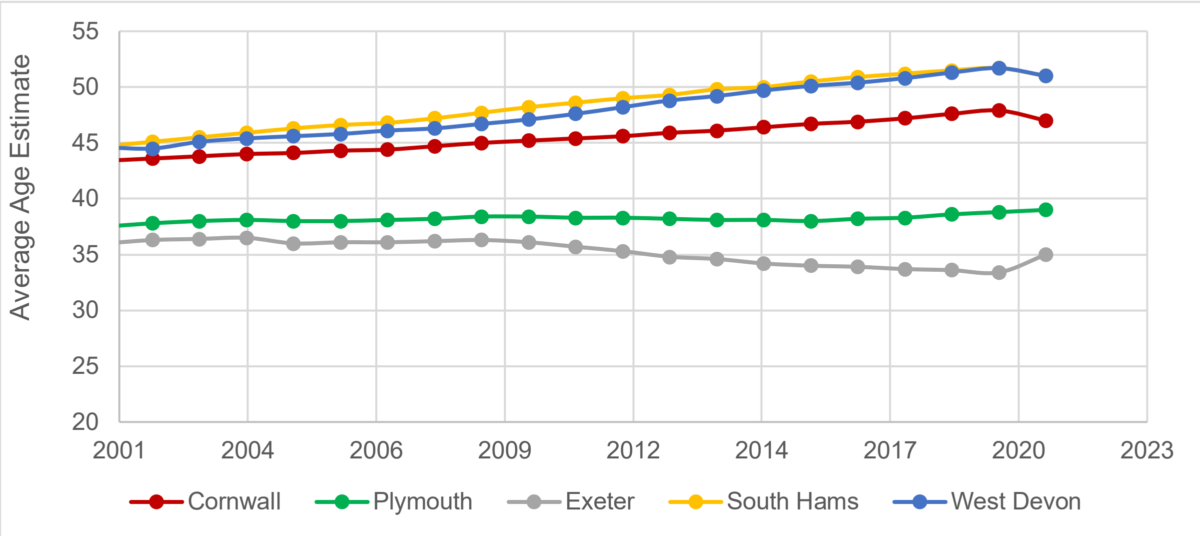
The average age of the population in each JLP authority has been increasing over time in keeping with the national trend. This trend is more prominent in rural areas where the average age of the populations were already higher than urbanised areas.

The average age in both South Hams and West Devon is currently estimated to be 51 in comparison to an average of 40 within Plymouth (Census 2021).

The resident population of both South Hams and West Devon is estimated to have begun shrinking with more deaths than births in both areas within the latest ONS data (ONS, 2021). This suggests the future replacement of the working age population leaving the labour market in both areas will need to be driven by people moving from other areas of the UK and abroad (ONS, 2021).

Figure 4.2 shows the long-term trend of increasing average age across the JLP authorities with the most marked six year increases in South Hams and West Devon. This trend is similar to neighbouring Cornwall authority area but contrasts with Exeter which has seen a one year reduction in average age across its population since 2001.

Figure 4.2. Estimated average age by Authority Area (ONS, 2021 and Census 2021)



Number of employees and working age population (Indicator 19)

The Joint Local Plan (JLP) supports the role of Plymouth as the centre of regional economic growth and employment. Therefore, we monitor the number of employees and percentage of the working age population in employment against national averages. For consistency, we also provide figures for other JLP authorities.

The latest statistics from the ONS annual population survey suggest the following:

- The overall number of people in employment in Plymouth Authority Area is estimated to have increased from around 119,500 in 2014 to 124,800 in 2022. This is despite a reduction in the overall working age population of around 1,100 people within that time period. An estimated 76% of the working age population were in employment which is consistent with the UK national average employment rate.

- The overall number of people in employment in South Hams Authority Area is estimated to have increased from around 33,300 in 2014 to 37,400 in 2022. This is despite a reduction in the overall working age population of around 2,400 people. An estimated 73% of the working age population were in employment which is below the UK average employment rate.

- The overall number of people in employment in West Devon Authority Area is estimated to have decreased from around 24,200 in 2014 to 22,100 in 2022. There has also been an estimated reduction in the overall working age population of around 1,100 people. An estimated 73% of the working age population were in employment which is below the UK average employment rate.

Number of jobs and workers at Plymouth's naval base (Indicator 21)

Plymouth's Naval base is a key source of employment across the JLP area, therefore the safeguarding and strengthening of Plymouth's strategic defence role was seen as a suitable direction of travel indicator for the Joint Local Plan at plan adoption. However, due to commercial sensitivities and national security issues we cannot publish up to date employment numbers at the Her Majesty's Naval Base and this measure is no longer actively monitored and reported on.

The share of the total economy of the city based on the latest available reporting (taken from the Plymouth Report 2019) attributes 14.1% of Plymouth's Gross Value Added (GVA) to Her Majesty's Naval Base, including the wider supply chain. This equated to 10.1% of Plymouth's full time employment figure at that time.

Plymouth's gross value added per hour index rating (Indicator 18)

The latest GVA per hour index figure for Plymouth was 82.8% of the UK average in 2020. The 2019 GVA per hour index figure for Plymouth has been revised to 83.5% in the most-up-to-date reporting, suggesting an adjusted annual fall in productivity of 0.7%.

This remains above the average across the Heart of Southwest LEP where the average GVA per hour figure was 80.9% of the UK average for 2020.

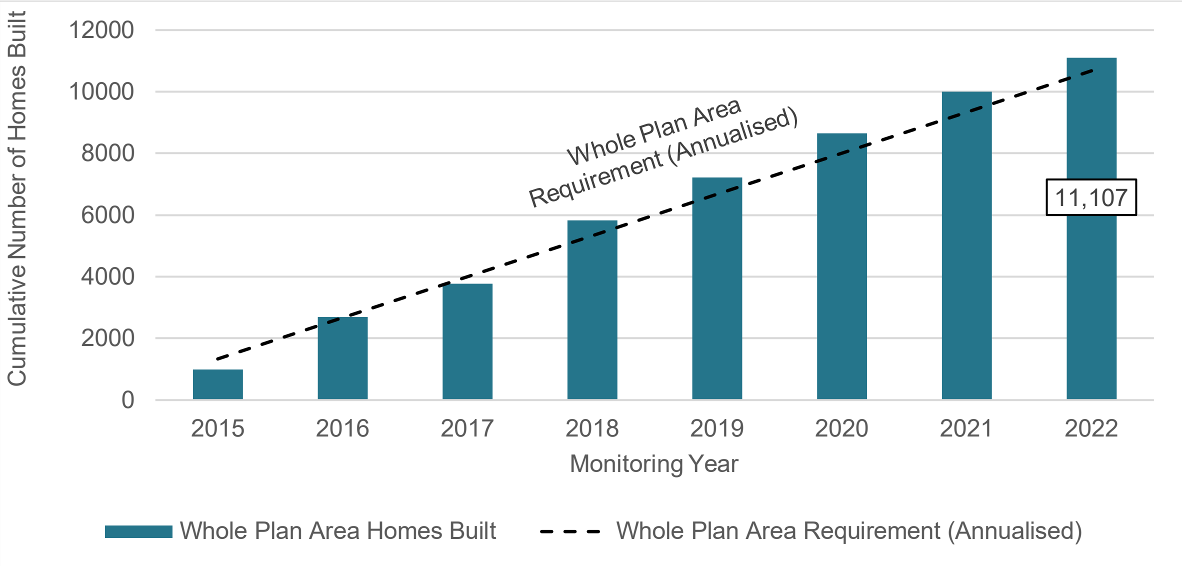
5. Housing Indicators

The Joint Local Plan (JLP) seeks to deliver a minimum of 26,700 net new homes between 2014 and 2034 to meet the needs of the future population. To achieve this, it sets a target to deliver 19,000 new homes in the Plymouth Policy Area (PPA) and 7,700 new homes in the Thriving Towns and Villages Policy Area (TTV). We monitor the total number of net new homes built each year against an annualised target to understand whether the JLP is successfully facilitating enough homes being built and whether further actions may be required to support housing delivery.

Total net homes built in the plan period (Indicators 1, 5 and 6)

A total of 11,107 net new homes had been built in the JLP Area up to the monitoring point. This represents 427 more dwellings than the minimum which would be expected at this stage of plan delivery when using an annualised target. Figure 5.1 shows a total of 11,107 homes have been built since the beginning of the plan period in March 2014.

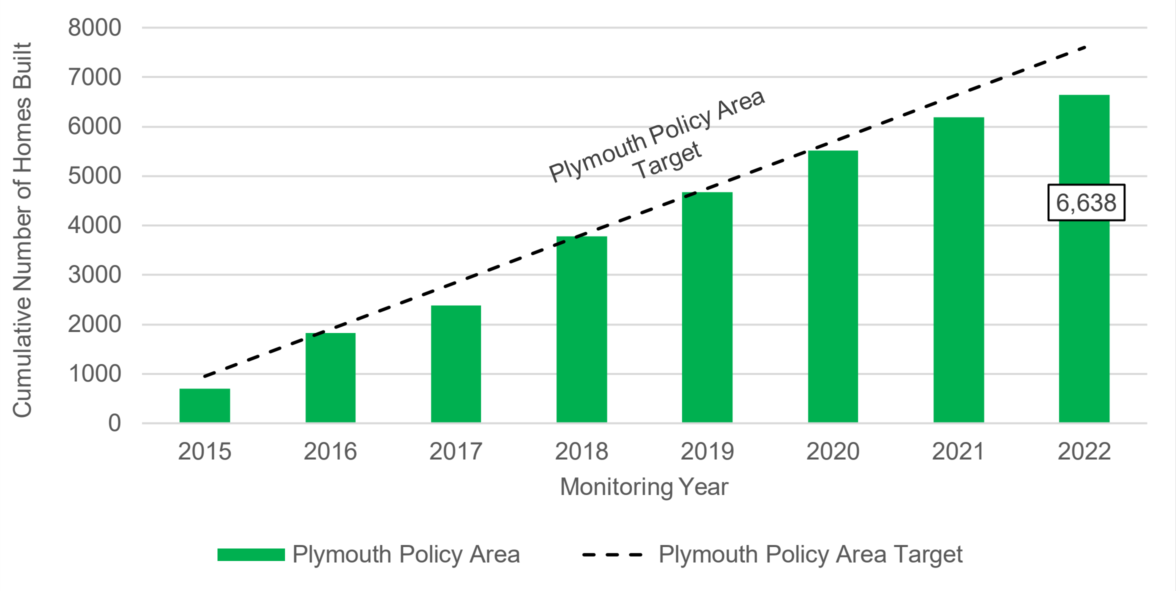
Figure 5.1 Total net new homes by monitoring year against an annualised delivery target



We monitor and publish results for individual Policy Areas to help understand the successes and challenges of building homes in different parts of the plan area.

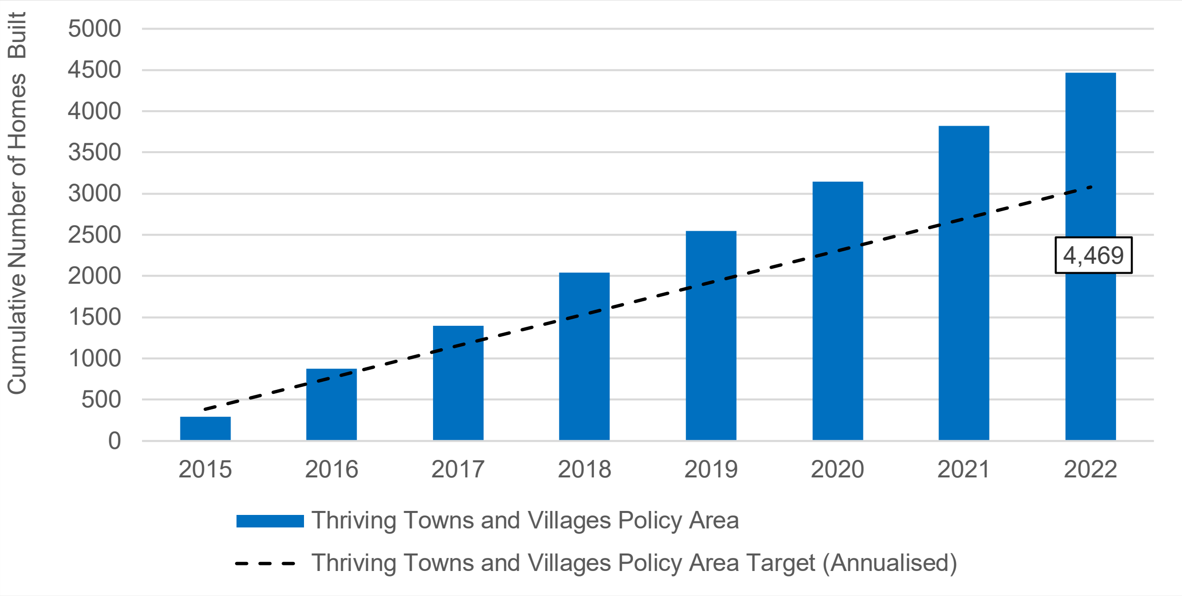
The PPA remains the focus of new housing development, with 6,638 net new homes built within the plan period to date. This constitutes 62% of all net new homes provided in the plan area since March 2014. Figure 5.2 shows that 962 less homes have been provided in the PPA than would be expected if applying an annualised housing target. There are multiple combining factors leading to the slowdown of market delivery. These include supply side issues, rising build costs, COVID-19 lockdown and reduction in demand for homes at new build market prices. Market impacts are most evident on strategic and previously developed sites in the PPA where development has slowed or stalled. Previously developed sites are often most affected by market volatility because of the higher financial risk for developers associated with them.

Figure 5.2 Total net new homes in the PPA by monitoring year against an annualised policy target



The market continues to perform strongly in the Thriving Towns and Villages Policy Area. Figure 5.3 shows a total of 4,469 homes have been provided in the TTV at the monitoring point, this represents 1,389 more homes than would be expected if applying an annualised housing target for the area.

Figure 5.3 Total net new homes in the TTV by monitoring year against an annualised policy target



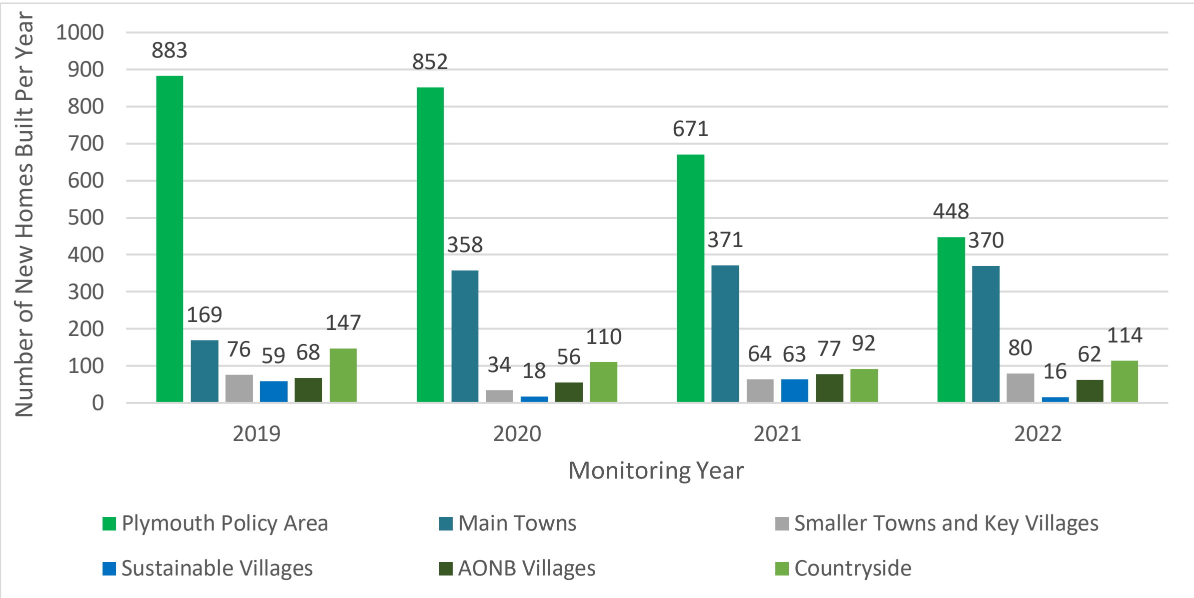
Market supply has been strong in the TTV due to the strong demand to live in the area and high price of housing products. Average house prices have continued to rise year on year making home ownership more unaffordable than ever for first time buyers. At the monitoring point, homes in South Hams were 12.56 times the average wage in the area in comparison to 5.74 times the average wage in the year 2000. In West Devon homes were 11.96 times the average wage in the area in comparison to 5.63 times the average wage in the year 2000. This is in keeping with the national trend of increasing unaffordability in the housing market over the last twenty years leveraged by national fiscal and monetary policy.

Location of net new homes built (Indicator 5)

The JLP aims to concentrate new housing development in the most sustainable and accessible locations which are available. In order to do so, the JLP sets out a settlement hierarchy to prioritise development at locations which have the greatest existing range of services and facilities which would be available to potential residents. We monitor the location of all the new homes built to understand whether the JLP spatial strategy is steering development to these locations as aspired to.

Since the adoption of the JLP, the majority of development up to the monitoring point has been located in the Plymouth Policy Area and at our Main Towns in accordance with the spatial hierarchy of the JLP (see figure 5.4). Please note development early in the plan period is likely to be associated with planning permissions predating the adoption of the JLP in 2019.

Figure 5.4 Net new homes by settlement hierarchy tier and AONB Villages



There has been more development than expected within villages in the Area of Outstanding Natural Beauty (AONB) and the countryside to date. However, no land has been identified for development within these locations within the Joint Local Plan. New homes in the AONB and countryside tend to be small in scale and spread across a wide area. The majority of these applications are for the conversion, replacement or sub-division of existing buildings.

Larger site completions at AONB Villages within the monitoring year were at Canes Orchard and Parsonage Farm. Planning applications at these sites predate the adoption of the Joint Local Plan to when authorities were unable to demonstrate a five-year land supply for new homes, therefore housing policies at the time were considered out of date for the purpose of decision taking. 13 homes were built at the Portlemore Down Site which was a preferred site location in the Marlborough Neighbourhood Plan. It is expected that the number of new homes built in AONB villages will reduce in future monitoring years as extant permissions predating JLP adoption are completed.

Around one in five new homes in the countryside were secured through national permitted development rights, with this number likely to be higher when accounting for developers using these rights as a fall-back position to achieve planning permission.

Homes built at sites not identified within a Development Plan Document

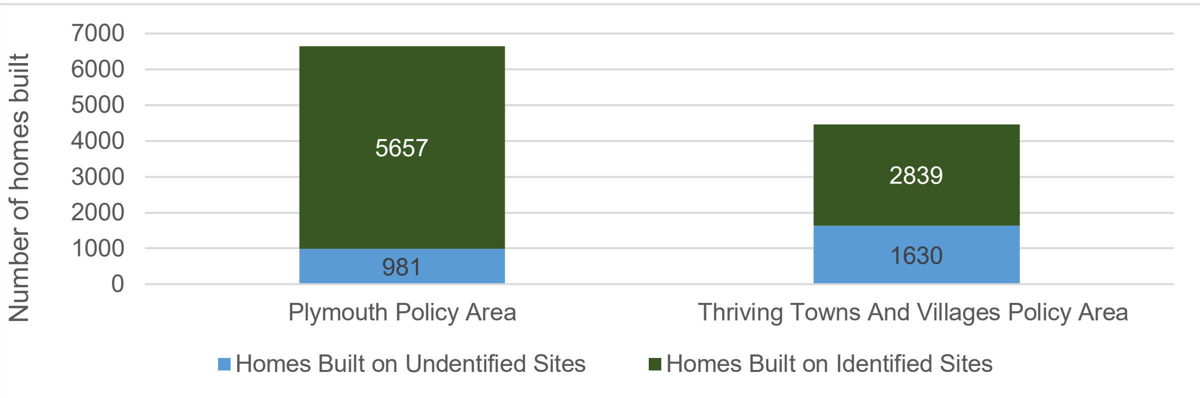
As part of monitoring housing delivery, it is useful to understand how many homes have been provided on sites not specifically identified as an appropriate site for housing development within a Development Plan. Such development sites are usually described as 'windfall sites' within national and local planning policy and evidence.

The type of development sites categorised as windfall sites include:

a) Small sites (including conversions) for which land is not allocated in the JLP, although a numeric estimate is included acknowledging such sites will come forward over time.
b) Large sites which were not identified in the JLP but have subsequently received planning permission. Such circumstances may be due to balanced considerations including the use of previously developed land within proposals, or the delivery of a high proportion of affordable homes as part of a proposal.
c) Sites which achieved planning permission through national Permitted Development Rights (PDR) thus are not controlled by local planning policies.

76% of net additional homes provided since the adoption of the Joint Local Plan have been on sites identified within a Development Plan. The largest source of homes provided on unidentified sites in the plan area are small sites within the TTV Policy Area. These sites constitute 83% of windfall homes provided in the TTV and 52% of all windfall development across the plan area.

Figure 5.5 Net new homes on identified sites since the start of the plan period

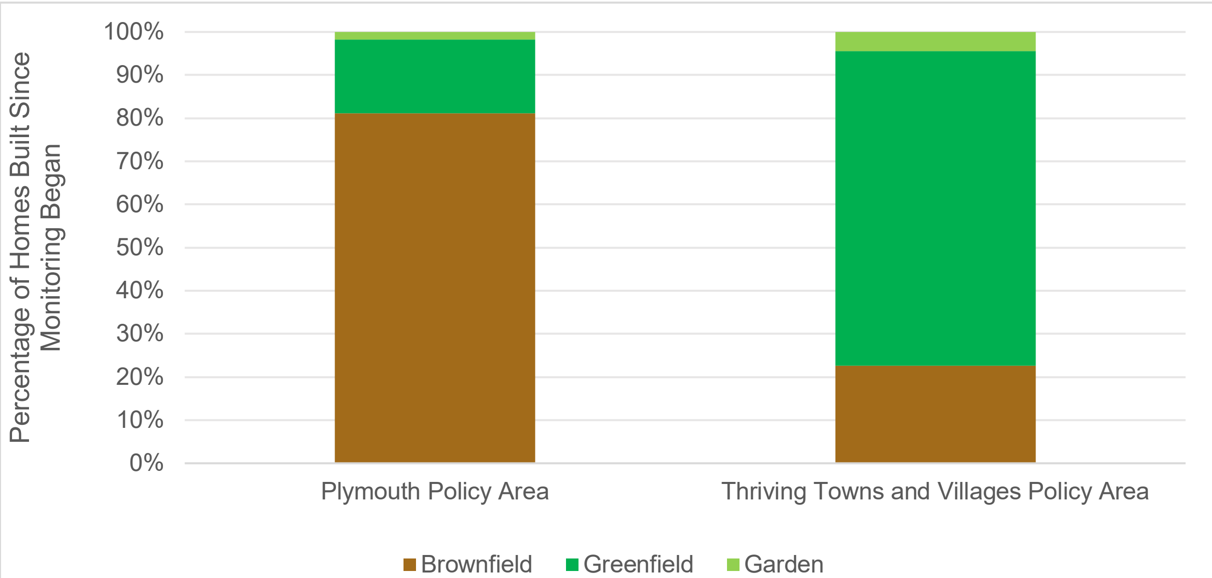


Amount of housing development on previously developed land

Previously developed sites are often in central locations with good access to services and facilities, and where viable the redevelopment of such land can provide an efficient use of land and rejuvenate urban areas. Such development is supported in principle in the JLP and through specific sites allocated for residential development. We therefore monitor the percentage of homes that are delivered on previously developed land to help understand development trends to date.

Figure 5.6 shows that the majority of homes built in the PPA since 2014 have been on previously developed land (81%). This is consistent with Plymouth's geographic characteristics as an urbanised area with the most viable opportunities for the redevelopment of large pieces of land and buildings. It is expected this percentage may begin to reduce over the plan period as strategic green field sites in Plymouth's urban fringe continue to be built out.

Figure 5.6 Percentage of homes built on previously developed land



Around 23% of new homes in the TTV have been built on previously developed land since monitoring began. This is consistent with the geographic characteristics of the area and the sites which available and viable for development which are predominantly green field sites.

Less than 3% of new homes across the plan area have been built in back gardens.

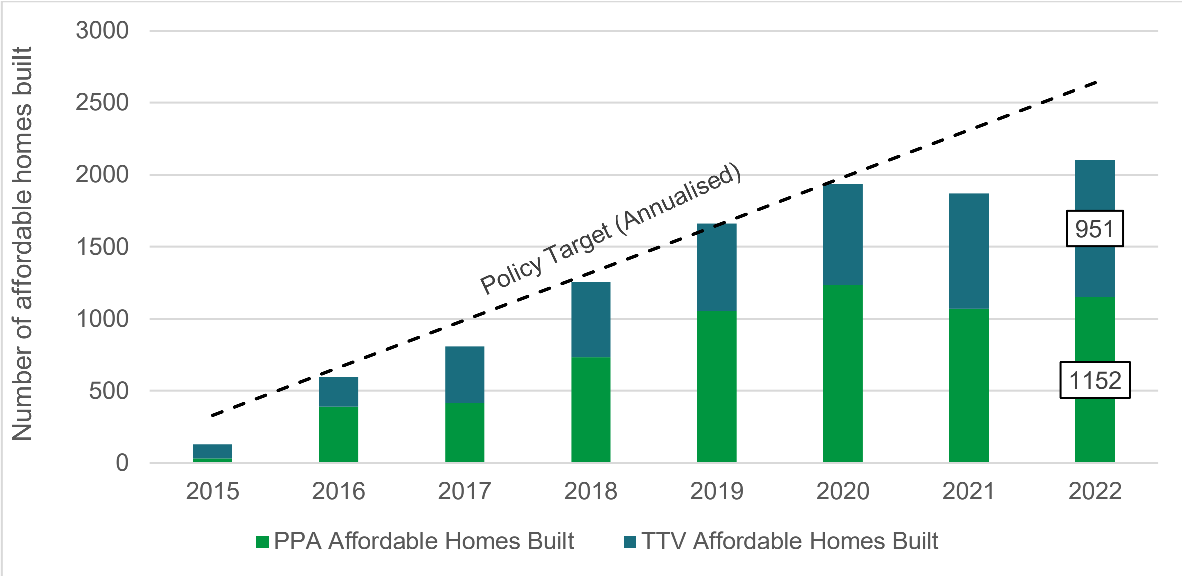
Net new affordable homes built within the plan period (Indicator 2)

The Joint Local Plan (JLP) seeks to enable the delivery of 6,600 new affordable homes between 2014 and 2034, with 4,550 in the Plymouth Policy Area and 2,050 in the Thriving Towns and Villages Policy Areas. We monitor the net new affordable homes built each year to understand whether the development industry is currently on track to provide these homes by the end of the plan period.

A total of 2,103 affordable net new affordable homes have been built since the start of the plan period, 233 of which were built within the monitoring year. The total number of affordable homes across the plan area is therefore 537 homes behind the plan target when annualised. The main reasons being a net loss of poor-quality affordable homes early in the plan period associated with the initial stages of regeneration projects in Devonport, North Prospect and Barne Barton, and the slowdown of market delivery across residential sites within the PPA during the COVID-19 lockdown period (see figure 5.7). There is an adequate supply of existing sites identified in the JLP for the remainder of the plan period to still meet the 2034 affordable homes plan target.

The delivery of affordable homes in the TTV is 131 dwellings ahead of its individual plan target when annualised, however house prices remained at the highest they have ever been in comparison to average wages across all tenures.

Figure 5.7 Net new affordable homes by monitoring year against an annualised policy target



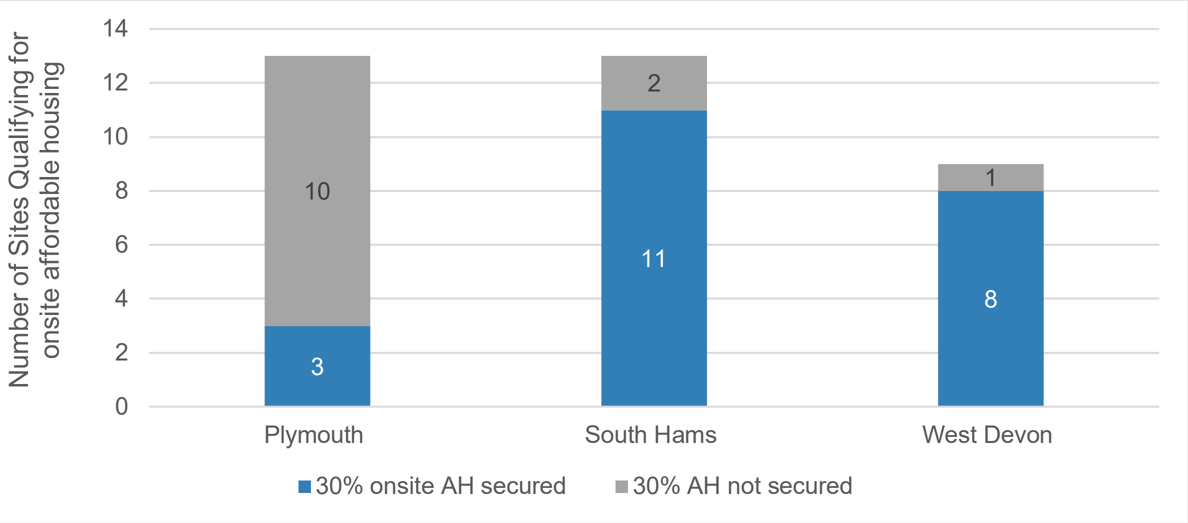
Planning permissions securing affordable housing since JLP adoption

Housing built up to 31 March 2022 is still mainly reflective of planning decisions made prior to the adoption of the JLP. The number of affordable homes secured within planning permissions since the adoption of the JLP up to the monitoring point therefore gives a better indication of the current performance of affordable housing policies in the JLP to date at this early stage of plan implementation.

Out of 35 planning applications qualifying for the delivery of 30% onsite affordable housing, 22 decisions were able to secure the policy target. All but two of the sites unable to achieve the policy target were on previously developed land, the majority of which were in Plymouth Authority Area (see Figure 5.8). At each site developers submitted viability evidence to demonstrate that the delivery of affordable homes would not be viable alongside other planning obligations. Such a trend is consistent with national trends, is recognised by national policy, and is not in conflict with the JLP when read as whole which supports the redevelopment of previously developed land in sustainable locations.

Of two qualifying green field sites failing to meet the 30% on site target, one secured 29% affordable homes on site following the submission of a viability assessment. The other delivered an extra care facility and was not subject to an affordable housing requirement.

Figure 5.8 Number of qualifying sites securing 30% onsite affordable homes at the planning permission stage



Details of total financial contributions to offsite affordable housing are provided in the relevant Infrastructure Funding Statement for each Local Planning Authority. You can access these documents at the following links:

- Plymouth City Council - https://www.plymouth.gov.uk/annual-infrastructure-funding-statement
- South Hams Borough Council - https://www.southhams.gov.uk/Developer-contribution
- West Devon District Council - https://www.southhams.gov.uk/Developer-contribution

Future housing supply

To ensure we can meet future housing needs within the whole JLP Area, we must ensure we have an adequate supply of land which is identified as having a realistic prospect of enabling housing development. Central government require we demonstrate this through publishing evidence of a five-year supply of available land for housing every year. We publish this evidence by a Housing Position Statement which can be accessed at https://www.plymouth.gov.uk/sites/default/files/2022-12/2022-Housing-Position-Statement.pdf. The report includes details of each location for potential new homes to be built and the estimated build out rate for each site over the next five years.

The whole plan area can currently demonstrate a five-year land supply of 5.97 years. This means that the JLP and made Neighbourhood Plans have full weight in planning decisions and there is less risk of speculative planning applications for development in the JLP area.

6. Employment Indicators

The Joint Local Plan (JLP) seeks to deliver a net increase of 375,200 square metres of employment floorspace between 2014 and 2034, with specific targets for different uses within the PPA and TTV Policy Areas. We monitor the amount of new consented floorspace and whether it is built or under construction to ensure we are on track to provide sufficient spaces for new employment opportunities by the end of the plan period.

Changes to the Planning Use Class Order

For the purpose of monitoring, we currently refer to the pre–September 2020 Use Class Order which was the basis of JLP policy making and agreed monitoring targets. These Use Classifications are summarised in Table 6.1.

Table 6.1 Changes to the employment use class order

Employment Uses	Pre-September 2020 Use Class	Current Use Class for Planning Decisions
Offices	B1(a)	E(g)(i)
Research and development of products or processes which can be carried out in a residential area without detriment to its amenity	B1(b)	E(g)(ii)
Industrial processes which can be carried out in a residential area without detriment to its amenity	B1 (c)	E(g)(iii)
Use for industrial process other than one falling within class E(g) (previously class B1) (excluding incineration purposes, chemical treatment or landfill or hazardous waste)	B2	B2
Storage and Distribution	B8	B8

It is important to note that, in future, buildings will usually not need to apply for change of use within the E use class which now includes non-employment uses. This means that monitoring figures, which rely on planning permission data, may no longer accurately reflect potential changes to employment spaces.

Less than half-way through the plan period there remains a healthy pipeline of employment sites throughout the Joint Local Plan Area. Sustainable opportunities for development generating new jobs opportunities will continue to be supported through the JLP including new proposals at the Plymouth and South Devon Freeport.

Wider changes to employment needs will also require reassessment as part of future policy review work for the JLP.

Employment floorspace in the Plymouth Policy Area (Indicators 3 and 5)

The monitoring target for Plymouth Policy Area is based on an evidenced requirement to support the proposed spatial strategy of JLP. The JLP seeks to locate the majority of employment development in the PPA as it is the largest centre for population, services and facilities and thus provides the largest opportunity for sustainable travel patterns.

The PPA has delivered the majority of new employment floorspace during the plan period to date. The city and the urban fringe have been the location of 76% of all new employment floorspace built in the plan period to date.

Figure 6.1 and table 6.2 indicate the total amount of new employment floorspace which has been completed during the plan period as well as potential future employment floorspace in extant planning permissions. Including planning permissions, there is sufficient land to potentially deliver the majority of the plan target for new employment floorspace in the PPA.

Figure 6.1 Total employment floorspace completed or within planning permissions (PPA)

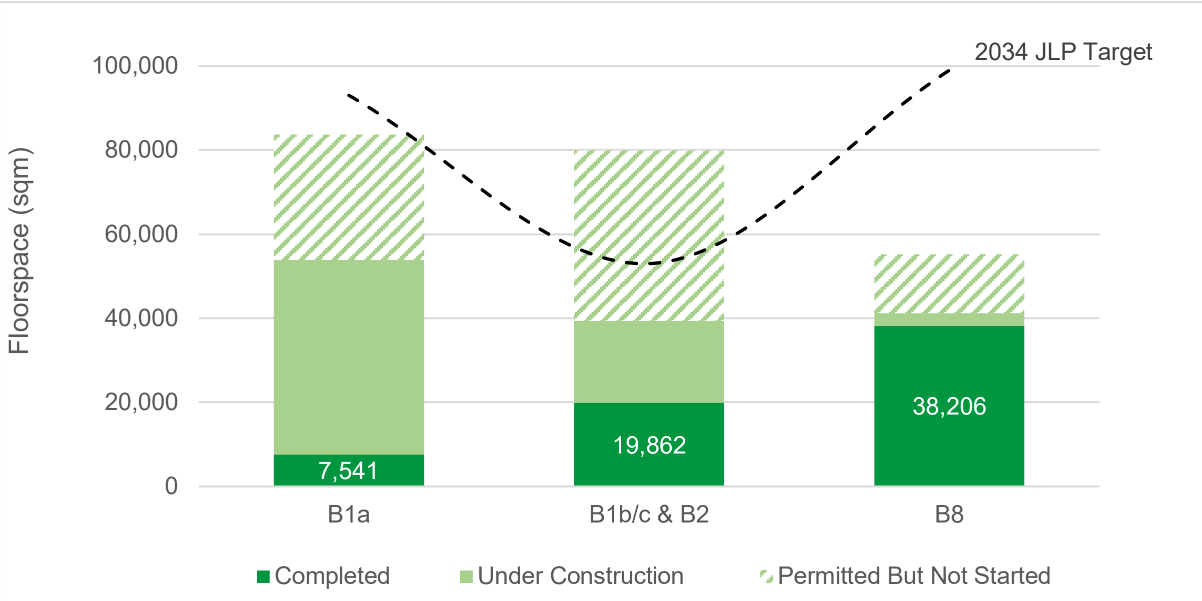


Table 6.2 Total employment floorspace completed or within planning permissions (PPA)

Stage of delivery	B1a	B1b/c and B2	B8
Completed	7,541sqm	19,862sqm	38,206sqm
Under construction	46,288sqm	19,556sqm	3009sqm
Permitted but not started	29,989sqm	40,519sqm	14,049sqm

The long-term market demand for employment floorspace, particularly office space, is likely to of changed during the COVID-19 lockdown with many companies changing working practices. Where possible trends effecting planning applications will continue to monitored and highlighted within future AMRs.

Employment floorspace in the Thriving Towns and Villages Policy Area (Indicators 3 and 5)

The Joint Local Plan (JLP) seeks to direct employment development in the TTV to locations either within or close to Main Towns. Figure 6.2 shows that the majority of newly built employment floorspace since the JLP was adopted is classified as being located within the countryside when defined within the JLP settlement hierarchy.

While technically development is classified as being within the countryside or at AONB villages, new development largely represents extensions to existing, established employment areas. These sites lie beyond the edge of existing settlements and are often geographically separated due to industrial and storage and distribution uses being less compatible with residential use.

Next year's survey data will delineate where development is at existing industrial and business parks to help improve our understanding of the extent of development in the countryside and AONB which may be considered contrary to the spatial strategy of the JLP.

Figure 6.2 Location of new employment floorspace within the TTV since plan adoption

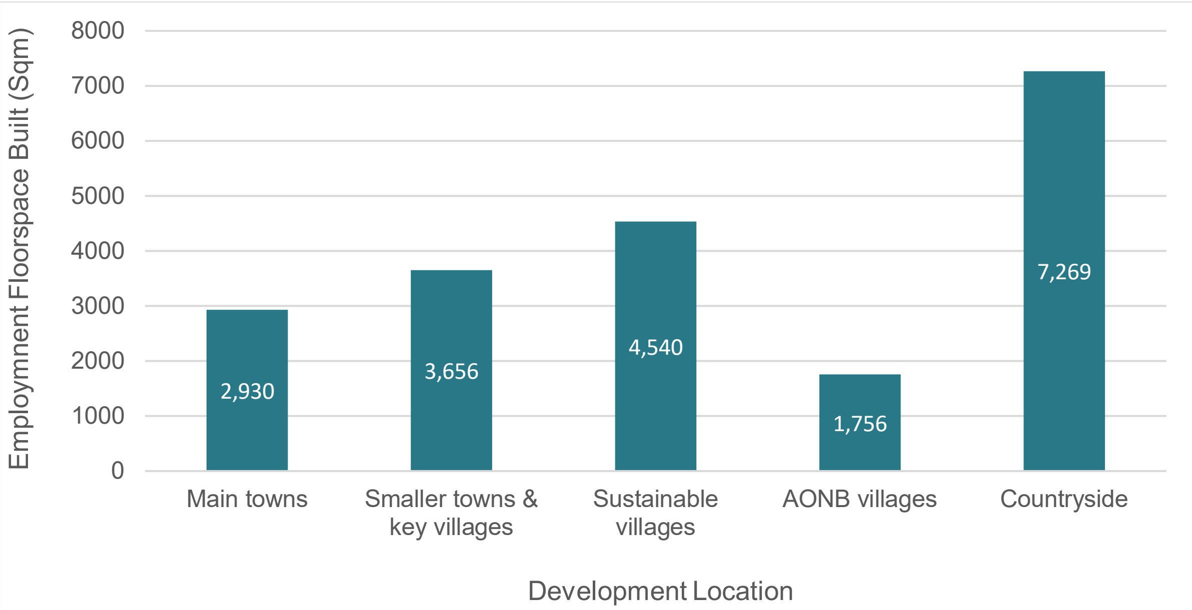


Figure 6.3 and table 6.3 indicate the total amount of new employment floorspace which has been completed during the plan period as well as potential future employment floorspace in extant planning permissions. They show there is currently enough potential employment floorspace either completed or with planning permission to deliver the majority of TTV target for new employment floorspace in 2034. However, planning permissions should not be relied upon as accurate indicator of final build out rates, especially where a site may have a planning permission for a mix of uses and only non-employment elements of the site have been implemented to date. Trends will continue to be monitored and reported within the AMR.

Figure 6.3 Total employment floorspace completed or within planning permissions (TTV)

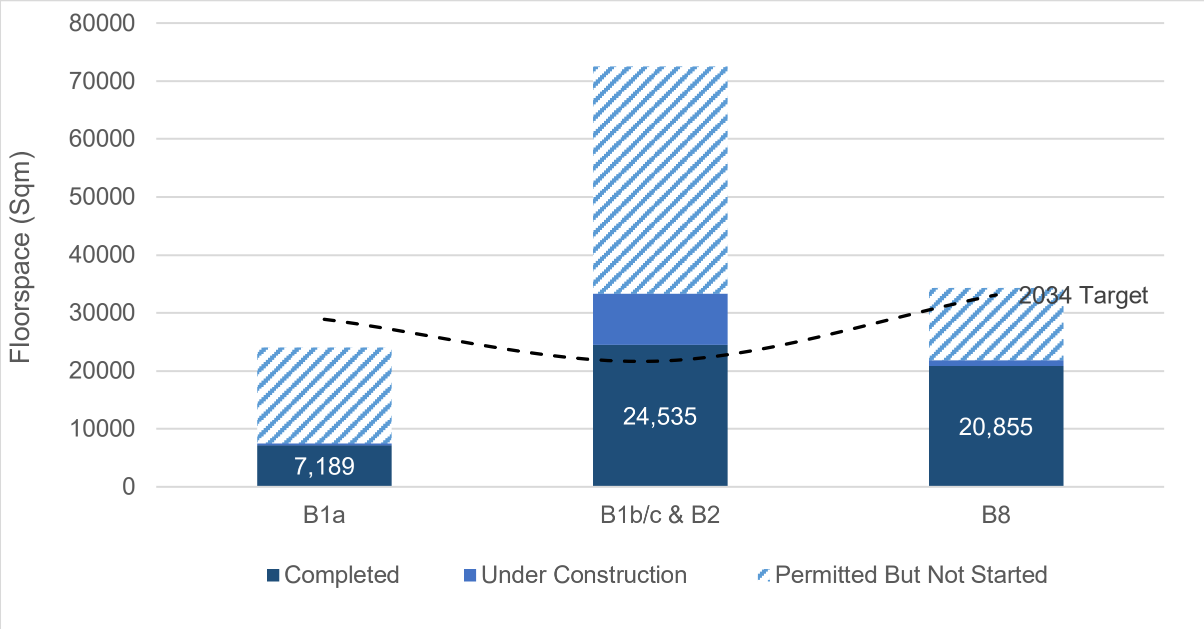


Table 6.3 Employment floorspace completed or within planning permissions (TTV)

Stage of delivery	B1a	B1b/c and B2	B8
Completed	7,189sqm	24,534sqm	20,854sqm
Planning permission implemented	302sqm	8,808sqm	939sqm
Permitted but not started	16,575sqm	39,136sqm	12,477sqm

7. Retail Indicators

Retail vacancy rates in Plymouth City Centre (Indicator 22)

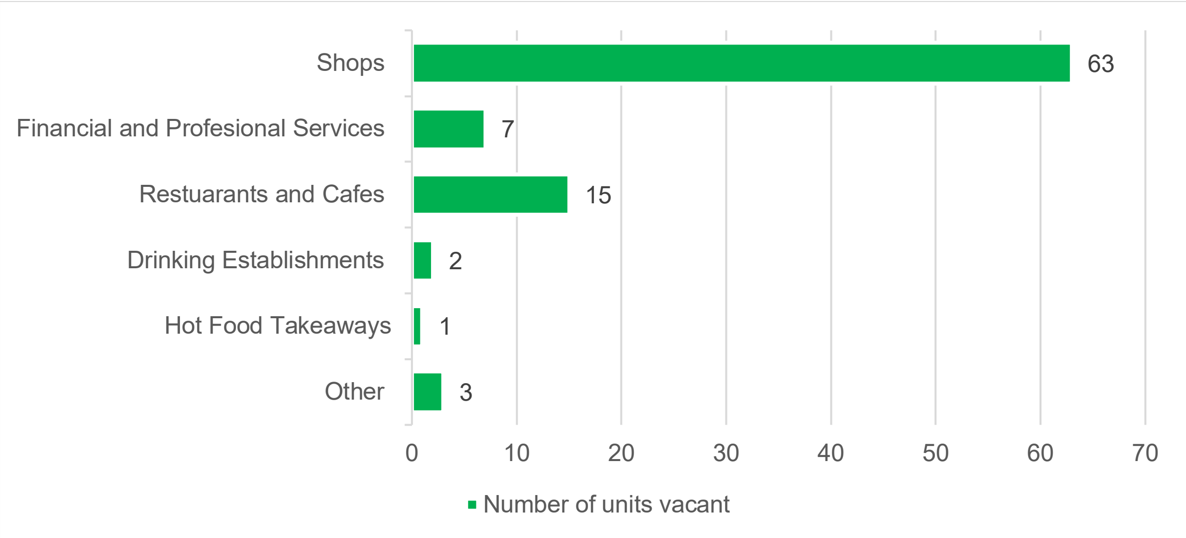
The Joint Local Plan (JLP) supports the important strategic role played by retail in Plymouth's city centre but recognises the need for attracting investment to enable the strategic renewal and enhancement of the centre. To measure performance and change in the city centre over time we monitor annual vacancy rates.

The overall surveyed vacancy rate in Plymouth City Centre is 17.27% which is higher than the national average vacancy rate of around 14%. The vacancy rate is consistent with the pre COVID-19 vacancy rate so lockdown is not currently considered to be a determining factor. This conclusion is supported by reports that both footfall and spend in the city centre have recovered to pre pandemic levels (Centre for Cities, 2021). Vacancy rates therefore highlight known structural issues with existing retail stock and need for review of the role and function of the centre.

Plymouth City Council has secured long term funding towards improvements to the City Centre, including the Transforming Cities Fund and Plan for Homes with substantive public realm improvements currently planned to commence in 2023.

Figure 7.1 indicates vacancy rate by retail use within Plymouth City Centre. Surveyed figures suggest that traditional shops have been struggling in comparison to stronger performance by service providers and hot food takeaway outlets.

Figure 7.1 Number of Vacant Units in Plymouth City Centre by Use



Other notable trends in the centre include:

- 11.20% of retail units have been recorded as persistently vacant since the last survey. This includes 15.83% of all units within primary shopping frontages.
- While the overall vacancy rate in the City Centre is high, vacancy rates in Drake Circus have reduced to a healthy level.

- There has been no evidence of effects on vacancy rate from the national removal of planning control for changing between high street uses during COVID-19 lockdown. However, this does not mean changes have not and will not support local businesses in future. The removal of planning control over the change of use between high street uses will however reduce the role of retail planning policy within the JLP.

Visitor spend in Plymouth (Indicator 23)

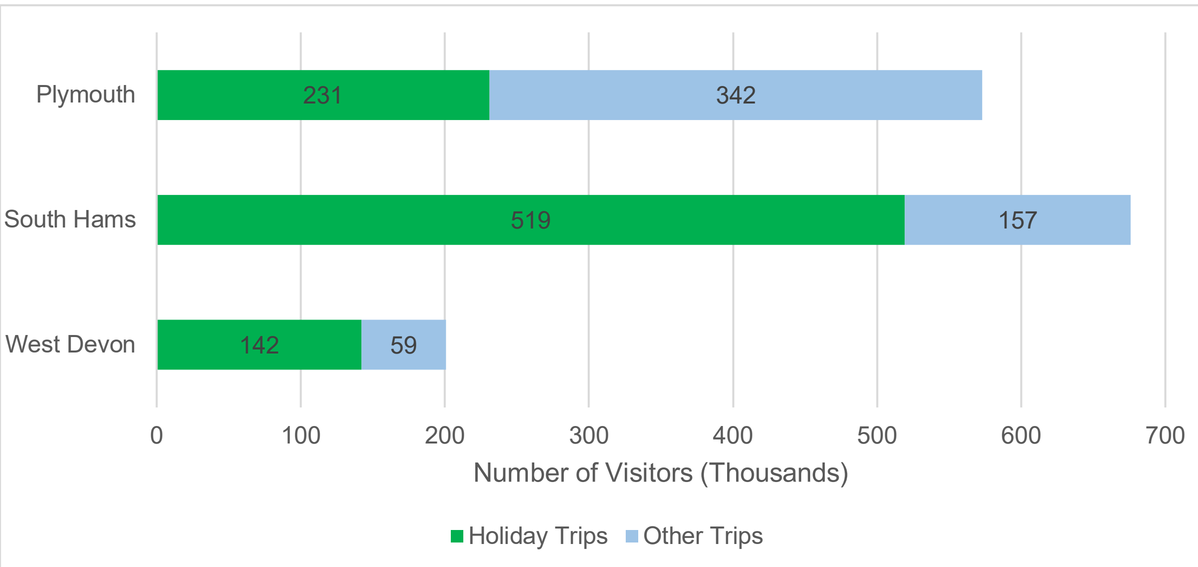
The Joint Local Plan (JLP) seeks to support Plymouth as a destination by enabling redevelopment along the waterfront. We use statistics from Visit Britain to estimate changes in the number of people visiting Plymouth and their associated visitor spend as an indicator for people looking to visit the city for business and recreation.

Visit Britain provides comparable data estimates for annual visitor spend by Local Authority based on three-year averages, however data has not been updated since the COVID-19 lockdown period. The average number of trips to Plymouth per year is estimated to have risen from around 563,000 between 2014 and 2016, to 573,000 between 2017 and 2019. In that same time period, the average annual total spend from trips to Plymouth is estimated to have risen from around 106 million pounds to 114 million pounds.

While up to date statistics are not available from Visit Britain, it is likely that the number of visitors reduced dramatically during the COVID-19 lockdown period. The extent of recovery will be indicated when Visit Britain statistics are updated.

Figure 7.2 indicates the estimated number of trips by JLP authority within the latest Visit Britain Statistics release. South Hams remains the primary destination for visitors in the JLP area with an estimated average of around 676,000 trips per year between 2017 and 2019. An estimated 77% of these trips are associated with holiday visits in comparison to 40% of visitors to Plymouth which attracts a higher proportion of other visitors including business trips.

Figure 7.2 Estimate of Average Annual Visitors in JLP Authorities between 2017-2019

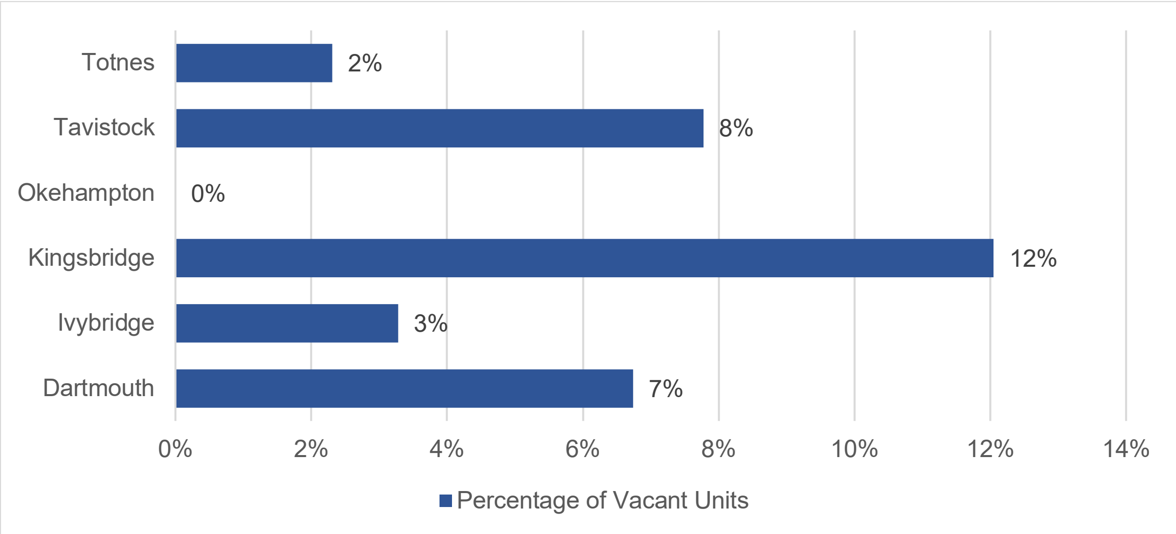


Vacancy rates in our Main Towns (Indicator 29)

The Joint Local Plan (JLP) seeks to sustain and strengthen the role of our Main Towns in providing a broad range of services to support their wider surrounding rural areas. We survey annual vacancy rates in our Main Towns to help flag successes and challenges for retailers and performance of our retail policies.

Figure 7.3 shows that all of our Main Towns continue to perform well with surveyed vacancy rates below the national average of around 14%.

Figure 7.3 Vacancy Rates in Main Town primary frontages



The largest recorded improvement in performance was in Okehampton where a 7% vacancy rate was surveyed in the previous year in comparison to 0% in the current monitoring year. There were no notable increases in surveyed vacancy in the monitoring year in any of our Main Towns indicating retail centres are generally in good health despite recent challenges.

Delivery and future supply of new retail floorspace (Indicator 4)

The Joint Local Plan (JLP) does not provide a 2034 target for new retail floorspace due to the low level of identified unmet need within the plan period. Instead, the JLP provides an indicative sustainable retail floorspace capacity for each policy area and allows for retail planning proposals to be decided on their own individual merits.

At the monitoring point, the level of net food retail development in both the Plymouth Policy Area and Thriving Towns and Villages Policy Area have surpassed the identified retail capacity for new floorspace within each policy area. However, both policy areas still had unmet capacity for non-food retail uses when taking into account potential future supply in extant planning permissions.

There was a large loss of non-food retail floorspace in the Plymouth Policy Area during the monitoring year associated with the completion of works for the partial conversion of the former Derry's department store to other uses including student accommodation and a hotel. However, there remains a strong supply of retail planning permissions for potential retail uses. Most notably, the extant planning permission for retail uses at Sherford for up to 16,670m^2 of new floorspace.

Evidence of demand for new build non-food retail premises in the Thriving Towns and Villages remains limited based on the number of planning applications submitted and permissions secured to the monitoring point. This trend is expected to continue, in part due to the changes in land demand for comparison retail with an increasing shift to online led retail models.

Retail capacity is susceptible to change with market performance and consumer demand. An updated needs assessment will be required at the plan review point to ensure retail policies continue to reflect and facilitate current demands. Future work will need to take into account the national changes to planning use classifications which reduce local planning authority control over allocating new land for retail and/or protecting existing established retail uses from change.

8. Land Use Allocations

Joint Local Plan land use allocations update

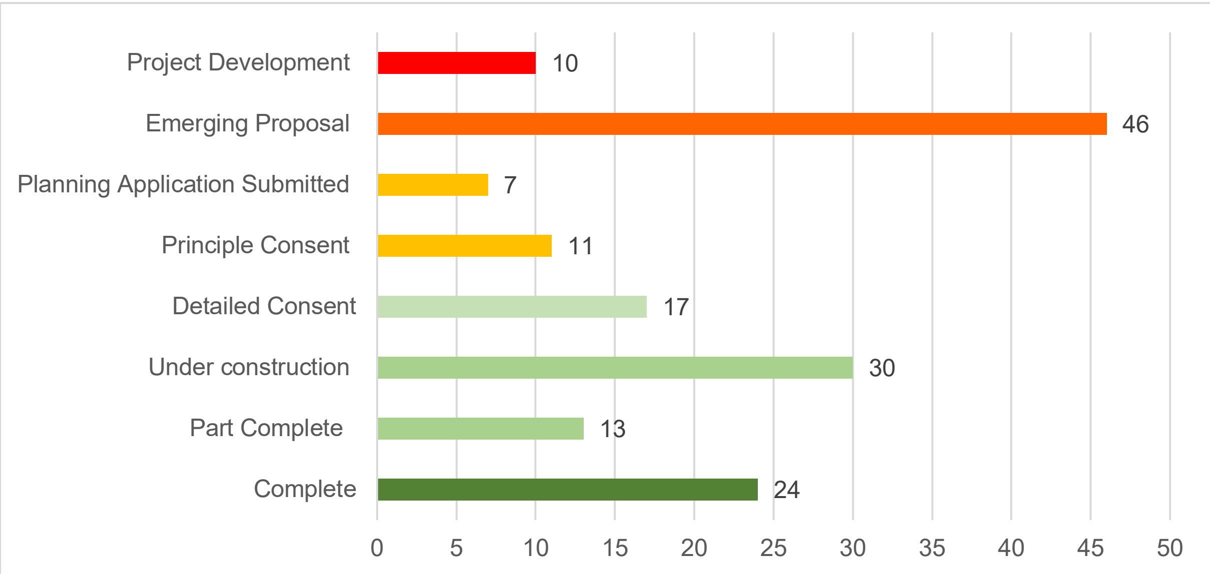
The Joint Local Plan (JLP) allocates sites for development and we monitor their status within the planning process to understand how they are progressing.

Click on the link below to see our interactive map. The map shows the location of our land use allocations and at a high level their status and progress at the monitoring point, and a link to the original JLP policy which describes the uses allocated to that land within the Development Plan.

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

Figure 8.1 shows that at the monitoring point the majority of land use allocations for development in the JLP are either within the planning system, under construction or complete with 12 years still remaining of the plan period.

Figure 8.1 Current planning stage of sites allocated for development



Derriford and Northern Corridor Growth Area (Indicator 24)

Sites at the Derriford and Northern Corridor are highlighted for individual monitoring within the JLP. Currently one employment allocation has been completed to date located at Plymouth International Medical and Technology Park. Five further allocated sites were under construction at the monitoring point, this includes mixed use development at Derriford Commercial Centre (PLY38), Plymouth Science Park (PLY46(6)) and Seaton Neighbourhood (PLY40).

Details of individual sites can be found in the Joint Local Plan or by clicking on the link to our Allocations Monitoring Map.

Progress of Transport Improvements in the Plymouth Northern Corridor (Indicator 25)

The Joint Local Plan seeks to support the delivery major transport infrastructure in Plymouth's northern corridor to improve strategic connectivity in Plymouth and the surrounding area (Policy PLY47). A high-level update on these strategic improvements is summarised in Table 8.1.

Table 8.1 Status of transport improvements in the Plymouth Northern Corridor

Improvement Works	Progress
Marjon Link Road	Complete
Northern Corridor Junction Improvements	Complete
A386 Derriford Transport Scheme	Complete
Derriford Hospital Interchange	Complete
Strategic Cycle Network	Part complete
Forder Valley Link Road	Under construction
Forder Valley A38 Exchange	Under construction
Woolwell to the George, A386 Dualling Scheme	Emerging
A38 Manadon Junction to Crownhill	Business case submitted
A38 Manadon Junction	Business case submitted
Derriford Car Park (public)	Complete
Improved Northern Corridor P+R Sites and Services	Emerging
B3250 Mannamead Road	Complete
A386 Outland Road	Complete
Morlaix Drive/ Brest Road	Under construction

Eastern Corridor Growth Area (Indicator 26)

Sites within the Eastern Corridor Growth Area are highlighted for individual monitoring within the JLP. Strategic development at Sherford (PLY48) is currently under construction with the initial phases completed, and the first of three planned primary schools is open to the community.

At the monitoring point, the construction of new homes had also begun at Saltram Meadow (PLY50) and Haye Road (PLY56(1)) and planning permission secured by developers for clearance works to enable the redevelopment of the China Clay complex subject to planning conditions (PLY53).

Planning permission for employment uses at the Langage strategic site (PLY51) was secured in the previous monitoring year. There are now further incentives to support businesses looking to locate themselves at Langage through the Plymouth and South Devon Freeport initiative. More information can be found about the initiative at https://www.plymouth.gov.uk/plymouth-and-south-devon-freeport.

Details of individual sites can be found in the Joint Local Plan or by clicking on the link to our Allocations Monitoring Map.

Improvements to Strategic Open Space in the Plymouth Policy Area (Indicator 13 and 27)

As part of our objective to protect and harness the area's stunning setting, marine heritage, quality environment and natural assets we measure bathing water quality and the delivery of Plymouth's Strategic Greenspace improvement projects.

Table 8.2. Strategic open space improvements in the Plymouth Policy Area

Strategic Green Space	Joint Local Plan Reference	Progress
Sherford Community Park	PLY49	Part complete
Central Park	PLY19	Works commenced
Derriford Community Park	PLY41	Works commenced
Woolwell Community Park	PLY44	Outline planning application submitted
Plym Valley Strategic Green Space	PLY45	Emerging
Saltram Countryside Park	PLY54	Emerging

9. Strategic Connectivity Indicators

The Joint Local Plan seeks to maximise the use of active and sustainable travel options. Consequently, we monitor travel to work data, travel time to London and rail passengers at key rail stations. We also monitor the success of our port, reviewing both passenger numbers and tonnage travelling through the port to have an up to date understanding of its international strategic role.

Travel to work (Indicator 7)

The latest available Census data (2011) suggests that over 50% of people in the Plan Area travel to work by car or van. All three areas recorded an increase in the percentage of people travelling to work by car or van in comparison to the previous Census in 2001.

While the Census is now out of date, ONS carbon emissions data for road users suggest that travel by car and van remains the predominant mode of travel throughout the JLP area (see section 10 for more details).

Census 2021 Travel to work data is anticipated to be released in 2023.

Table 9.1 Top Three Travel to Work Modes – Plymouth Authority Area (Census, 2011)

Method of travel	Census 2001 (% Population)	Census 2011 (% Population)
Driving by car or van	53.83%	57.95%
On foot	13.20%	14.73%
Bus, minibus or coach	11.94%	11.21%

Table 9.2 Top Three Travel to Work Modes – South Hams Authority Area (Census, 2011)

Method of travel	Census 2001 (% Population)	Census 2011 (% Population)
Driving by car or van	53.34%	62.27%
Working mainly from home	15.79%	13.69%
On foot	13.38%	11.75

Table 9.3 Top Three Travel to Work Modes – West Devon Authority Area (Census, 2011)

Method of travel	Census 2001 (% Population)	Census 2011
Driving by car or van	57.93%	62.27%
On foot	12.64%	14.22%
Working mainly from home	17.83%	12.75%

Number of rail Passengers within the JLP Area (Indicator 8)

Covid-19 had a dramatic impact on levels of rail travel across the UK during 2020/21. Office for Rail and Road estimates indicate passenger numbers across the national network falling by more than 75%. The overall number of rail passengers across the JLP Area have begun to recover during this monitoring year although are yet to return to pre-pandemic levels (ORR, 2023).

Figure 9.1 shows that passenger numbers at Plymouth Central Station in the 2021/22 monitoring year were estimated to be 20.16% lower than in 2015 despite significant recovery in passenger numbers since COVID-19 lockdown (ORR, 2023).

Figure 9.1 Passenger numbers at Plymouth Central (thousands)

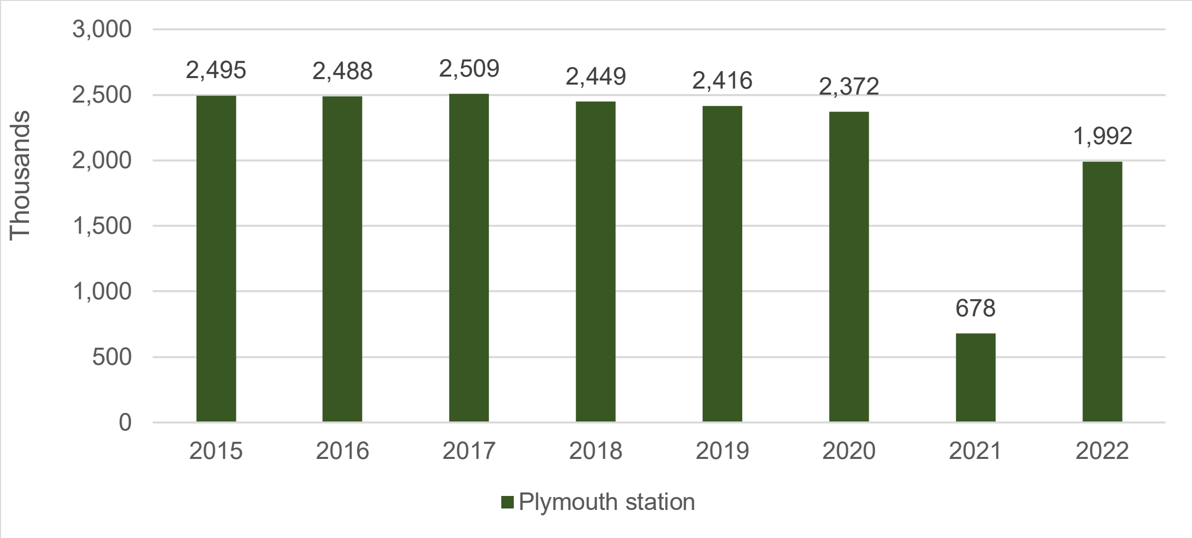


Table 9.4 Passenger numbers at Plymouth Central (thousands)

Train station	Passengers in 2015 base monitoring year	Passengers in 2021 monitoring year	Passengers in 2022 monitoring year
Plymouth Central Station	2,495,000	678,094	1,992,020

Figure 9.2 shows overall passenger numbers at other Plymouth rail stations in the 2021/22 monitoring year were estimated to be 9.27% lower than in 2015, however currant passenger numbers at Dockyard and Keyham stations are still above those at the start of the plan period (ORR, 2023).

Figure 9.2 Passenger numbers at other Plymouth Policy Area stations (thousands)

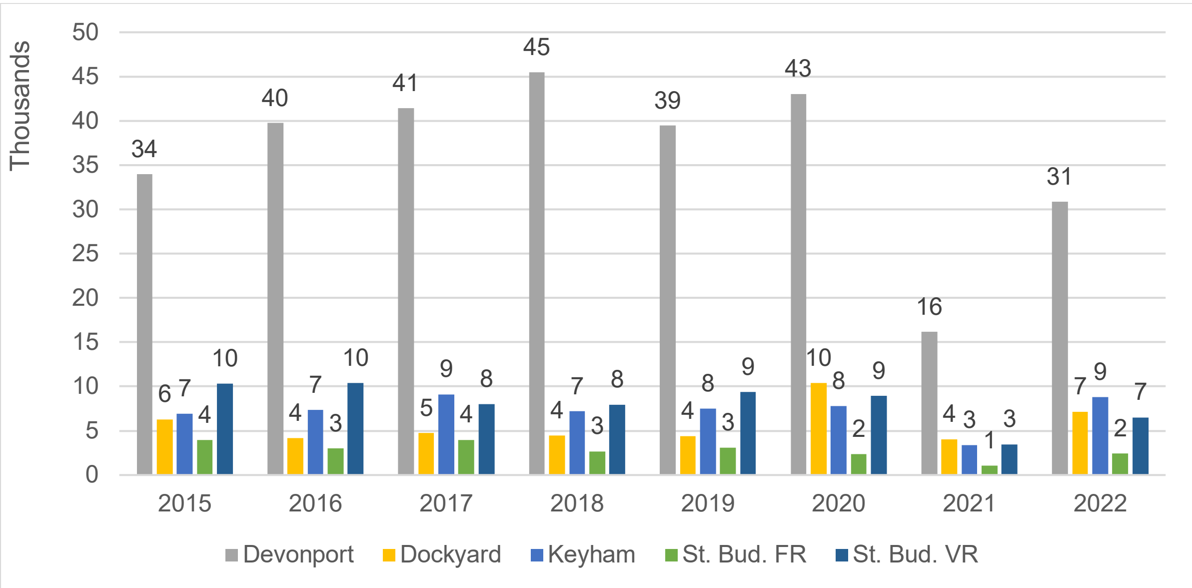


Table 9.5 Passenger numbers at other Plymouth Policy Area stations

Train station	Passengers in 2015 base monitoring year	Passengers in 2021 monitoring year	Passengers in 2022 monitoring year
Devonport Station	33,968	16,150	30,866
Dockyard Station	6,300	4,050	7,154
Keyham Station	6,936	3,374	8,786
St Bud. FR Station	3,926	1,068	2,444
St Bud. VR Station	10,332	3,476	6,516

Figure 9.3 shows overall passenger numbers at South Hams rail stations in the 2021/22 monitoring year were estimated to be 10.42% lower than in 2015. However, passenger numbers using Ivybridge train station are now estimated to have surpassed the pre pandemic levels (ORR, 2023).

Figure 9.3 Passenger numbers at stations in the South Hams (thousands)

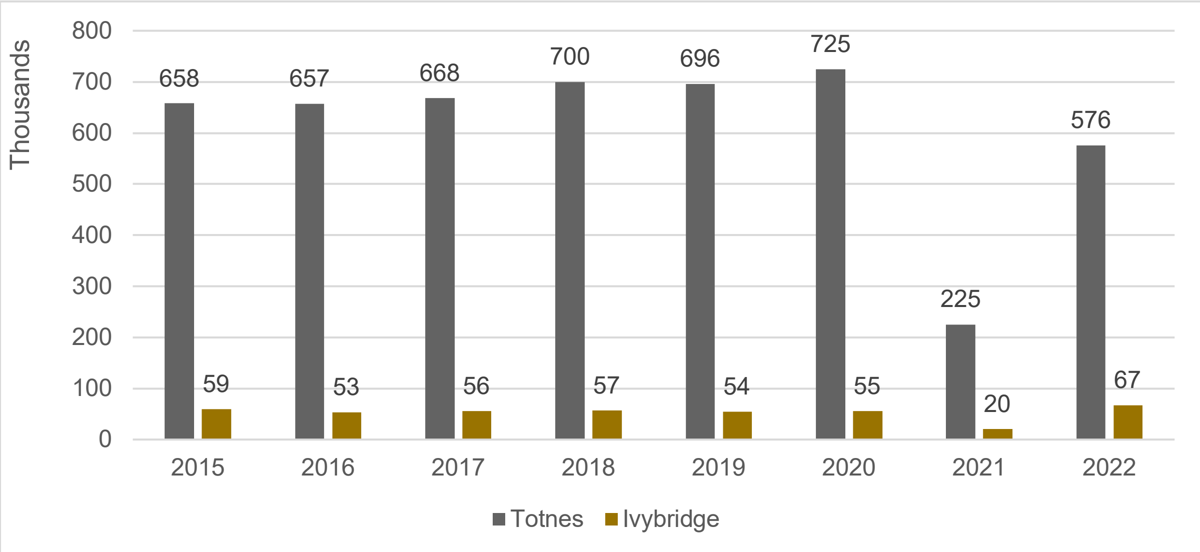


Table 9.6 Passenger numbers at stations in the South Hams

Train station	Passengers in 2015 base monitoring year	Passengers in 2021 monitoring year	Passengers in 2022 monitoring year
Totnes	657,754	225,454	575,630
Ivybridge	59,374	20,220	66,764

Figure 9.4 shows that overall passenger numbers at West Devon Stations in the 2021/2022 monitoring year were estimated to be 39% higher than in in the 2015 monitoring year due to the opening of the Okehampton rail station. Discounting Okehampton rail station, there is estimated to have been a 28% reduction in passenger numbers in comparison to 2015 (ORR, 2023).

Figure 9.4 Passenger numbers at stations in West Devon (thousands)

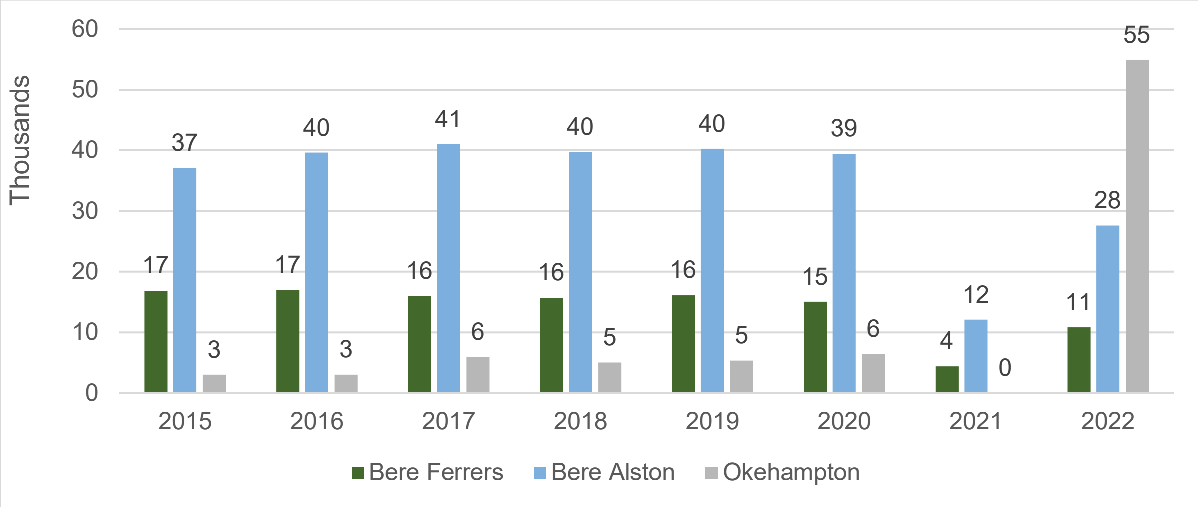


Table 9.7 Passenger numbers at stations in West Devon

Train station	Passengers in 2015 base monitoring year	Passengers in 2021 monitoring year	Passengers in 2022 monitoring year
Bere Ferrers	16,858	4,410	10,786
Bere Alston	37,082	12,052	27,588
Okehampton	2,984	6	54,904

Train Travel Times to London from Plymouth Central Station (Indicator 10)

At the monitoring point there were fewer train services running between Plymouth and London in comparison to when the plan was adopted. Train journey times remained comparable, with the fastest journey time being three hours and slowest journey time being five hours and ten minutes. The average journey time at the monitoring point was five minutes slower than in 2019.

Ferry Passengers and Freight (Indicator 11)

International sea passenger movements across the UK were significantly affected by Covid-19. Sea passenger movements at Plymouth International Port fell by more than the national average during the pandemic because the roll-on roll-off ferries that connect Plymouth to France and Spain were suspended for parts of 2020 and 2021 and cross channel sea passenger movements concentrated on a smaller number of routes through other ports. The latest figures currently available are included in figure 9.5 which illustrates an 83% reduction in passengers from pre pandemic levels.

Figure 9.5 Number of Ferry Passengers travelling through Plymouth International Port (thousands)

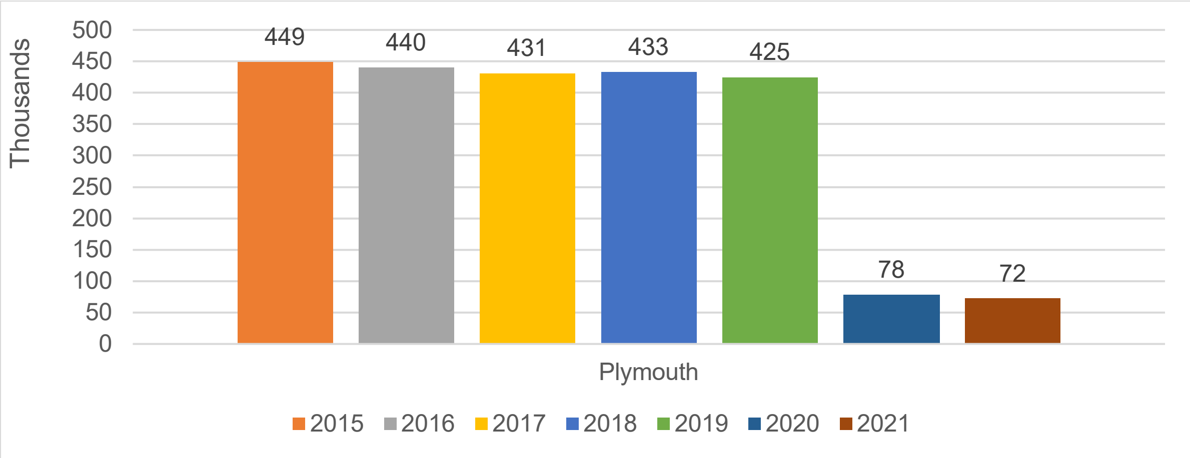


Table 9.8 Number of Ferry Passengers travelling through Plymouth International Port (DFT, 2022)

Category	2015 base monitoring year	2021 monitoring year	2022 monitoring year
Number of ferry passengers (thousands)	449,000	78,000	72,000

Department for Transport statistics indicate freight tonnage traffic has recovered in 2021 towards reaching pre pandemic levels (see figure 9.6). This pattern is consistent with the national trend for UK ports.

Figure 9.6 Port Freight Traffic Tonnage (thousands)

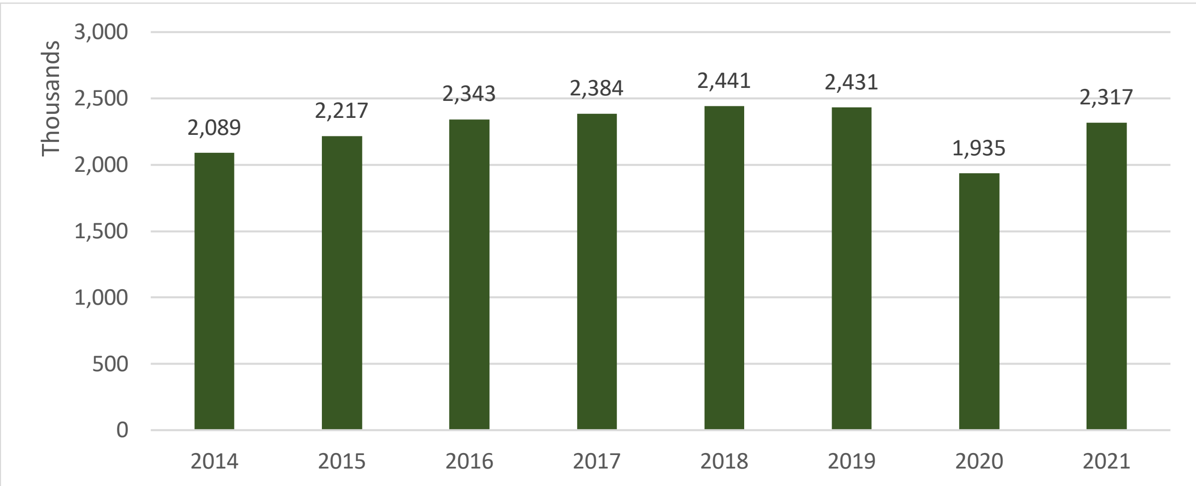


Table 9.9 Port Freight Traffic Tonnage

Category	2015 base monitoring year	2021 monitoring year	2022 monitoring year
Amount of port freight traffic (thousands)	2,089	1,935	2,317

Households with access to superfast broadband (Indicator 12)

The Joint Local Plan seeks to support digital connectivity and locate development in areas with the greatest opportunity for digital connectivity. Broadband availability is not monitored at an individual site-specific level, consequently we monitor access to superfast broadband at the Local Authority level.

The latest data from the OFCOM Connected Nations report are shown in Figure 9.5. Currently 97% of premises were reported to have access to superfast broadband within Plymouth. Superfast Broadband availability to premises in South Hams and West Devon were reported at 82% and 79% respectively.

Connected Devon and Somerset (CDS) manage Government funding and awarded contracts to suppliers to improve connectivity levels within West Devon and South Hams with all works currently scheduled to be complete by 2023 and 2024 respectively. Once complete superfast broadband coverage is estimated to be at 91% of all premises in West Devon and 96% of all premises in South Hams.

The Government has now passed its national delivery target for Superfast Broadband and has now set a target for the delivery of new Gigabit Broadband. This year the Government will be tendering for a new set of contracts to deliver fibre across South Hams and West Devon aimed any properties that do not have full fibre. South Hams currently has 37% full fibre and West Devon 41%. The Government target is 85% of the country to have full fibre.

Figure 9.7 Internet availability by premises and local authority area (OFCOM, 2021)

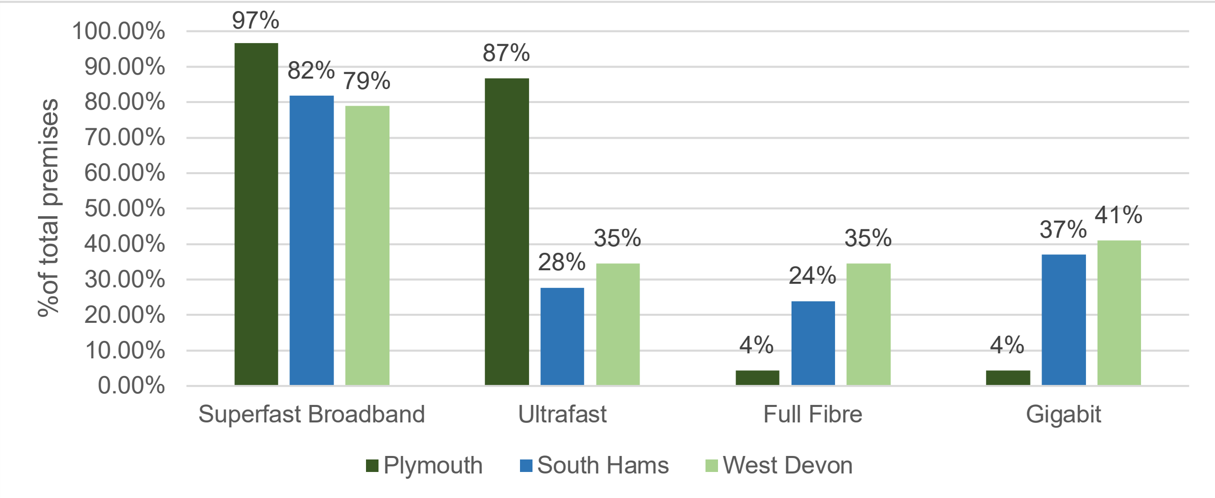


Table 9.10 Internet availability by premises and local authority area (OFCOM, 2021)

	% of premises with access to superfast broadband	% of premises with ultrafast broadband	% of premises with gigabit broadband
Plymouth	97%	87%	4%
South Hams	82%	28%	37%
West Devon	79%	35%	41%

10. Environmental Indicators

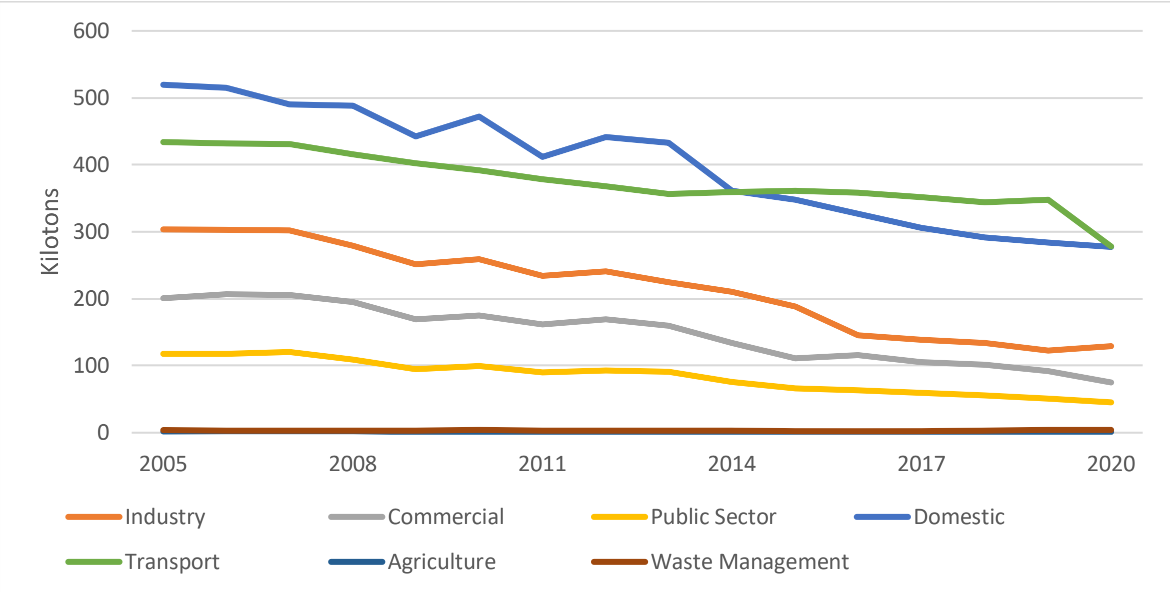
The Joint Local Plan seeks to reduce carbon emissions and protect the environment through locating development in the most accessible locations available and promoting low carbon development. We measure carbon emissions, air quality management and deaths attributable to air particulate matter to understand progress towards reaching these objectives.

National datasets are produced by the Department for Business, Energy and Industrial Strategy (BEIS) that record carbon per capita by local authority area. This dataset was used to inform the JLP evidence base study that was used to support the low carbon policies within the JLP. The plan commits to a 50% reduction in annual carbon emissions across the plan area by 2034.

BEIS data runs two years in arears and the data for this monitoring year is the first to show the impacts of Covid-19 lockdown associated behavioural change on carbon emissions during this period. Results are therefore highly skewed and likely not representative of any substantive long-term change, however, they do provide a useful indicator of potential impacts on emissions were there to be a substantial change in travel behaviour in future.

Carbon Emissions in Plymouth Authority Area (Indicator 16)

Figure 10.1 Carbon Emissions Per Annum by Sector since 2005 Base Date (Kilotons) – Plymouth Authority Area



BEIS data suggests overall carbon emissions in Plymouth Authority Area in 2020 were 48.85% lower than in 2005. This represents a per capita reduction of 51.93%. The three highest carbon emitter categories in 2020 were:

1. Road Transport – 34% of overall carbon emissions;
2. Domestic Gas – 24% of overall carbon emissions; and
3. Domestic Electricity – 9% of overall carbon emissions.

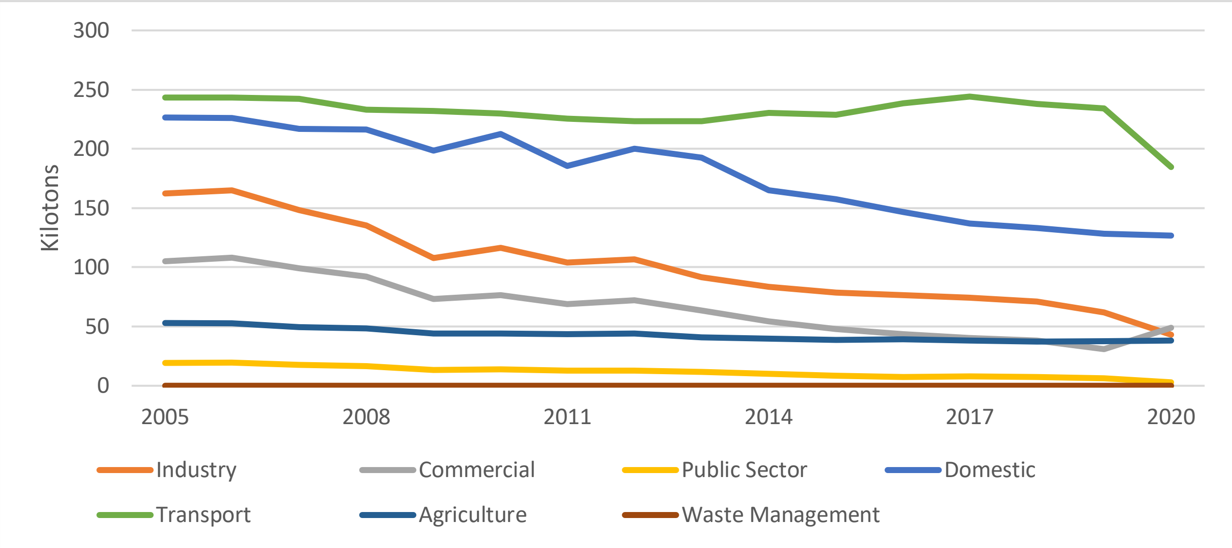
The three sectors which have contributed the most to carbon reductions in the Plymouth Authority Area in 2020 versus 2005 were as follows:

1. Domestic Electricity – 22% of total reduction;
2. Road Transport – 19% of total reduction; and
3. Commercial Electricity – 17% of total reduction.

The 19% reduction in carbon emissions associated with road transport is expected to be temporary. Thus, it is unlikely that Plymouth Authority Area is meeting the 2034 per capita plan target ten years in advance of the target date. Despite Covid-19 lockdown, overall carbon emissions were still more than 50% of emissions in 2005. Per capita emissions in 2020 were 3.06 tonnes.

Carbon Emissions in South Hams Authority Area (Indicator 16)

Figure 10.2 Carbon Emissions Per Annum by Sector since 2005 Base Date (Kilotons) – South Hams Authority Area



BEIS data suggests overall carbon emissions in South Hams Authority Area in 2020 were 47.60% lower than in 2005. This represents a per capita reduction of 50.85%. The three highest carbon emitter categories in 2020 were:

1. Road Transport – 43% of overall carbon emissions;
2. Domestic Gas – 14% of overall carbon emissions; and
3. Domestic Electricity – 10% of overall carbon emissions.

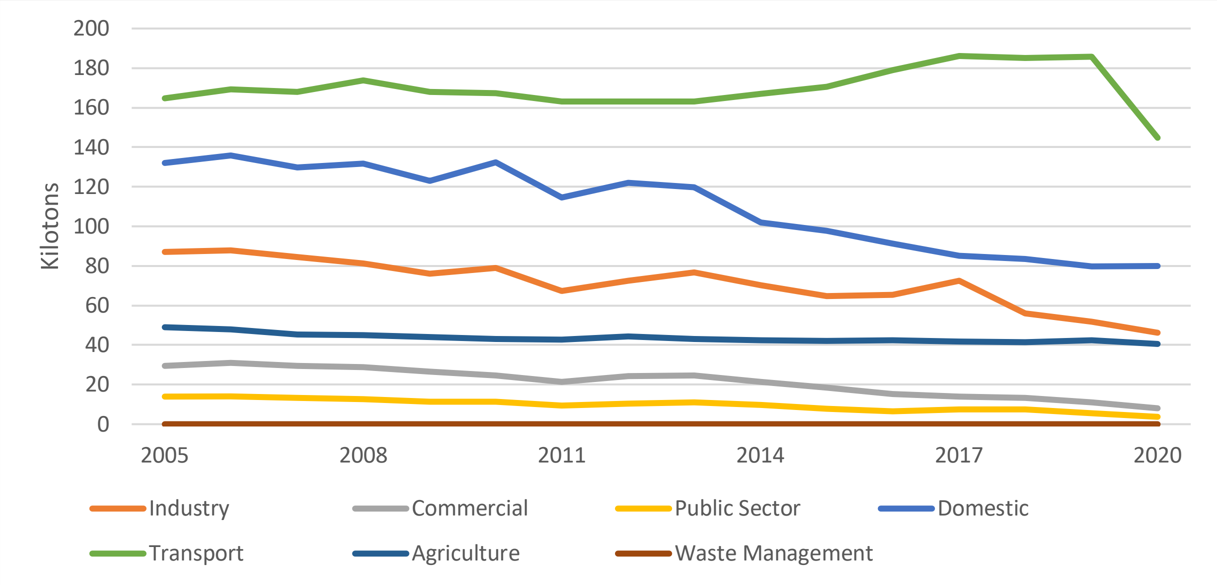
The three sectors which have contributed the most to carbon reductions in the South Hams Authority Area in 2020 versus 2005 were as follows:

1. Domestic Electricity – 22% of total reduction;
2. Commercial Electricity – 16% of total reduction; and
3. Road Transport – 15% of total reduction.

The 15% reduction in carbon emissions associated with road transport is expected to be temporary. Thus, it is unlikely that South Hams authority area is meeting the 2034 plan per capita target ten years in advance of the target date. Despite Covid-19 lockdown, overall carbon emissions were still more than 50% of emissions in 2005. Per capita emissions in 2020 were 4.65 tonnes.

Carbon Emissions in West Devon Authority Area (Indicator 16)

Figure 10.3 Carbon Emissions Per Annum by Sector since 2005 Base Date (Kilotons) – West Devon Authority Area



BEIS data suggests overall carbon emissions in West Devon Authority Area in 2020 were 37.51% lower than in 2005. Per capita emissions in 2020 were 4.79 tonnes. This represents a per capita reduction of 43.81%. The three highest carbon emitter categories in 2020 were:

1. Road Transport – 53% of overall carbon emissions;
2. Agriculture – 12% of overall carbon emissions; and
3. Domestic Gas – 12% of overall carbon emissions.

The three sectors which have contributed the most to carbon reductions in the West Devon Authority Area in 2020 versus 2005 were as follows:

1. Domestic Electricity – 27% of total reduction;
2. Road Transport – 17% of total reduction; and
3. Industry Electricity – 14% of total reduction.

Despite Covid-19 lockdown, overall carbon emissions were still more than 50% of emissions in 2005. Per capita emissions in 2020 were 4.79 tonnes.

Air Quality Management Areas (Indicator 15)

Plymouth has a single Air Quality Management Area (AQMA) which was declared in 2014 for Nitrogen Dioxide (NO2). This AQMA included the following areas of concern at the time of the declaration: Exeter Street, Mutley Plain, Stoke Village, Royal Parade and Tavistock Road and their connecting roads. There has been continued compliance with DEFRA air quality objectives in these areas in 2021. Continued monitoring will take place through 2022 before any decision is made on the future of the AQMA.

There are three AQMAs in the South Hams. These are at Dean Prior (A38), Totnes and Ivybridge. Both the Ivybridge and Totnes AQMAs continue to meet the air quality objective for Nitrogen Dioxide in 2021. There are hopeful signs that the AQMA may be able to be revoked in future years following continued compliance. At the Dean Prior AQMA, Nitrogen Dioxide objective levels continue to be exceeded though not by as much as in previous years.

There were no exceedances of the DEFRA air quality objectives for Nitrogen Dioxide at West Devon at any monitoring locations in 2021.

Further details about monitoring of AQMAs is released annually through our Air Quality Annual Status Reports.

Percentage of Deaths Attributable to Air Particulate Matter (Indicator 9)

Public Health England provide area profiles which indicate the percentage of deaths attributable to air pollution at the local authority area level. The percentage of deaths attributable to air particulate matter in all three JLP authority areas are below the average for the South West of England (5.22%) and the national average (5.63%).

Table 10.1 Deaths Attributable to Air Particulate Matter in 2020 (Age 30+)

Authority Area	Percentage of deaths
Plymouth	5.13%
South Hams	4.45%
West Devon	4.26%

Bathing Water Quality (Indicator 14)

Bathing water quality data is held by the Environment Agency (EA). There are 19 locations within the JLP Area that are usually monitored on an annual basis, stretching from Plymouth Hoe east to Dartmouth Castle. The EA data for 2022 shows that all monitored locations are safe to bathe. Of the 19 measured locations, 18 were rated as excellent and one as good. Plymouth Hoe East has had its rating upgraded to ‘Excellent’ from ‘Good’ in the previous monitoring data in 2019. Mothecombe is the only location where bathing water was classified as ‘Good’ in 2022, which is the same as the previous rating in this location from 2019.

11. Data Sources

In case you would like to find out more, a list of sources for third party data used within the AMR follows in order of appearance in this year's report.

GOV.UK (2022). *Live tables for statistics on planning applications at national and local authority level*. Available from: https://www.gov.uk/government/statistical-data-sets/live-tables-on-planning-application-statistics

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ONS (2022). *Population estimates for UK, England, Wales, Scotland and Northern Ireland*. Available from: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorthernireland

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British Retail Consortium (2022). *Vacancies fall for third quarter in a row*. Available from: https://brc.org.uk/news/corporate-affairs/vacancies-fall-for-third-quarter-in-a-row/

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ORR (2022). *Estimates for Station Usage*. Available from: https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage/

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Connecting Devon and Somerset (2022). *Coverage Maps*. Available from: https://www.connectingdevonandsomerset.co.uk/coverage-maps/

BEIS (2022). *UK local authority and regional carbon dioxide emissions national statistics*. Available from: https://www.gov.uk/government/collections/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics

OHID (2022). *Public Health Profiles*. Available from: https://fingertips.phe.org.uk/search/air%20pollution

Environment Agency (2022). *Swimfo: Find a bathing water*. Available from http://environment.data.gov.uk/bwq/profiles/

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