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Bob Coomber
Interim Chief Executive

Plymouth City Council
Civic Centre
Plymouth PL1 2AA

www.plymouth.gov.uk/democracy

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Please ask for: Gemma Pearce, Team Leader (Democratic Support)
T: 01752 398443 E: gemma.pearce@plymouth.gov.uk

GROWTH AND PROSPERITY OVERVIEW AND SCRUTINY PANEL

Date: Wednesday 1 August 2012

Time: 3 pm

Venue: Council House, Next to the Civic Centre

Members:

Councillor Nicholson, Chair

Councillor Mrs Nelder, Vice Chair

Councillors Mrs Aspinall, Damarell, Darcy, Fox, Martin Leaves, Michael Leaves, John Smith, Wheeler and Wigans.

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

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

Bob Coomber
Interim Chief Executive

GROWTH AND PROSPERITY OVERVIEW AND SCRUTINY PANEL

AGENDA

PART I – PUBLIC MEETING

1. APOLOGIES

To receive apologies for non-attendance by panel members.

2. DECLARATIONS OF INTEREST

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

3. MINUTES (Pages 1 - 6)

To confirm the minutes of the last meeting held on 4 July 2012.

4. CHAIR'S URGENT BUSINESS

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

5. UPDATE ON GOVERNMENT POLICY CHANGES

The Lead Officer will provide an update on any recent Government policy changes.

6. MARY PORTAS REVIEW AND CITY CENTRE RETAIL (Pages 7 - 10)

To receive a report on the Mary Portas Review and City Centre retail.

7. EVALUATION OF GYDNIA WAY (Pages 11 - 12)

To receive a report on the evaluation and monitoring of the East End Transport Scheme.

8. ON STREET PARKING REVIEW (Pages 13 - 20)

To receive a report on the on street parking review.

9. PLANNING SERVICES CODE OF PUBLICITY (Pages 21 - 32)

To receive the planning services code of publicity.

10. MINUTES OF THE GROWTH BOARD (Pages 33 - 40)

To receive for information, the minutes of the Growth Board which took place on 21 May 2012

11. TRACKING RESOLUTIONS AND FEEDBACK FROM THE OVERVIEW AND SCRUTINY MANAGEMENT BOARD (Pages 41 - 42)

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

12. WORK PROGRAMME (Pages 43 - 46)

To review the panels work programme 2012/13.

13. EXEMPT BUSINESS

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

PART II (PRIVATE MEETING)

AGENDA

MEMBERS OF THE PUBLIC TO NOTE

that under the law, the Panel is entitled to consider certain items in private. Members of the public will be asked to leave the meeting when such items are discussed.

NIL.

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Growth and Prosperity Overview and Scrutiny Panel

Wednesday 4 July 2012

PRESENT:

Councillor Nicholson, in the Chair.

Councillor Mrs Nelder, Vice Chair.

Councillors Mrs Aspinall, Damarell, Darcy, Fox, Jordan, Michael Leaves, John Smith, Wheeler and Wigans.

Apologies for absence: Councillor Martin Leaves.

Also in attendance: Councillor Mark Coker (Cabinet Member for Transport), Councillor Tudor Evans (Leader), Councillor Mark Lowry (Cabinet Member for Finance) and Councillor Brian Vincent (Cabinet Member for Environment). Gill Peele (Business for Development), Gemma Pearce (Team Leader, Democratic Support)

The meeting started at 3 pm and finished at 4.45 pm.

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

1. TO NOTE THE CHAIR AND VICE CHAIR

The panel noted the appointment of Councillor Nicholson as Chair and Councillor Mrs Nelder as Vice Chair for the municipal year 2012-2013.

2. DECLARATIONS OF INTEREST

In accordance with the code of conduct, the following declarations of interest were made –

Name	Minute	Reason	Interest
Councillor Mike Leaves	7	Private Sector Landlord	Personal
Councillor J Smith	7	Private Sector Landlord	Personal
Councillor Wigans	7	Private Sector Landlord	Personal

3. APPOINTMENT OF CO-OPTED REPRESENTATIVES

Agreed to consider the appointment of co-opted representatives on a Task and Finish Group by Task and Finish Group basis.

4. MINUTES

Agreed to approve the minutes of the meeting held on 5 March 2012.

5. **CHAIR'S URGENT BUSINESS**

The Chair welcomed the new panel members to the panel.

6. **TERMS OF REFERENCE**

The Panel noted their terms of reference.

7. **OVERVIEW OF PRIORITIES OF SERVICES FOR GROWTH AND PROSPERITY**

The Leader, Cabinet Member for Finance, Cabinet Member for Transport, Cabinet Member for Environment and the Director for Place attended the meeting to present an overview of the Place Directorate and of their respective portfolios and suggested potential areas in which they would like scrutiny support.

- (1) The Director for Place gave an update on his Directorate and informed the panel that –
 - (a) there would be a review of the Core Strategy. This Strategy would become the Plymouth Plan and it was hoped that the review would give the plan a 'new lease of life'. The consultation on the plan, which would start in late Summer 2013, and the review following that consultation was a priority for the Directorate;
 - (b) following a restructure, the Place Directorate had welcomed arts, culture, events and capital strategy and delivery to the Directorate;
 - (c) the Directorate was responsible for delivery of 57 of the 100 Labour manifesto commitments and delivering these commitments would be a key priority;
 - (d) ensuring sustainability and reducing carbon footprint cut across everything the Directorate undertook to do;
 - (e) the Directorate would be –
 - working to deliver the growth agenda;
 - driving forward development opportunities in the City Centre;
 - taking the Derriford growth hub forward;
 - taking the North Prospect regeneration project forward;
 - promoting economic growth and marketing the City;
 - getting people back into meaningful work;
 - working on both transport related and digital connectivity;
 - building 3500 – 4000 new homes;

- building new retail space;
 - making the most of the strong community capacity through Local Enterprise within the City
- (2) Councillor Lowry, Cabinet Member for Finance gave an update on his area and advised the panel that –
- (a) his portfolio covered building new homes and that there was a big need for new homes in the City that was not currently being met. There were plans to intervene and ensure that more of the types of properties people need were built;
 - (b) there were plans to build up a team of developers, residential landlords, contractors etc. to work together to see the right mix of buildings come into the City and to make the best use of the sites and opportunities already available;
 - (c) there were plans to look into all of the developments previously agreed by the Council and which had not yet started as this lack of development was holding back growth in the City;
 - (d) a strategic review of assets across the City would be undertaken, this review would include car parks.
- (3) Councillor Coker, Cabinet Member for Transport gave an update on his area and advised the panel that scrutiny input would be welcomed on the following areas –
- (a) subsidised bus routes and cross-ticketing;
 - (b) maintenance of cycle tracks;
 - (c) on-street parking review.
- (4) Councillor Coker undertook to return to the panel and update members on the plans for the car parks over the next 12 months.
- (5) Councillor Evans, Leader of the Council, advised Members that he considered it vital for Members to make better use of the Plymouth MPs and their time in Parliament in terms of pushing the Plymouth Agenda;
- (6) Councillor Vincent, Cabinet Member for Environment, gave an update on his area and advised the panel that –
- (a) managing the City's carbon footprint would be a priority;
 - (b) work would be undertaken on the Derriford and Seaton Projects;

- (c) exciting projects were on the horizon for Central Park.

Panel Members questioned The Leader on the airport site and asked what plans were in place to protect it. Members were advised that the Plymouth Plan was sufficient to protect the site.

The Panel thanked Director, Leader and the Cabinet Members for their attendance and requested that they attend the panel at a future meetings.

8. **DRAFT WORK PROGRAMME 2012/13**

Following the discussion with the Director and Portfolio Holders, the Panel considered their work programme for 2012 – 2013.

Agreed to add the following items to the work programme –

- (1) Housing Delivery Plan;
- (2) On Street Trading;
- (3) Events and Visitors Plan;
- (4) Subsidised bus routes;
- (5) Commercial Assets Strategy;
- (6) Highways Maintenance (inc, cycle tracks and Transport and Highways Partnerships);

9. **UPDATE ON GOVERNMENT POLICY CHANGES**

There were no updates on Government Policy Changes.

10. **FUTURE DATES AND TIMES OF MEETINGS**

The panel noted the dates of its future meetings as follows –

- Wednesday 4 July 2012
- Wednesday 1 August 2012
- Wednesday 19 September 2012
- Wednesday 21 November 2012
- Wednesday 1 May 2013

All meetings to commence at 3 pm.

The panel noted that one date was missing and asked that the Team Leader (Democratic Support) look into the situation.

11. **EXEMPT BUSINESS**

There were no items of exempt business.

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Subject: Plymouth City Centre Company Response to Mary Portas Review
Committee: Growth & Prosperity Overview & Scrutiny Panel
Date: 20th July 2012
Cabinet Member:
CMT Member: Director for Place
Author: Clint Jones, City Centre Manager
Contact: Tel:
e-mail: clint.jones@plymouth.gov.uk
Ref:
Key Decision: N
Part: Part I

In December 2011, Mary Portas outlined her vision of how the High Street can be saved. The High Street is not dead – but as Mary rightly points out in the report *'the public sector alone cannot create vibrant High Streets'*. The community needs to have a sense of belonging and public respect and this will only happen if *'we roll up our sleeves and just make things happen'*.

This report highlights our response to the ten most relevant of the key recommendations

1. Put in place a "Town Team": a visionary, strategic and strong operational management team for high streets.

Plymouth City Centre Company exists for this very purpose, we work to deliver a 5 year business plan on behalf of the retail community. We deliver operational management of the High Street along with a strong and strategic marketing focus. Our structure already means that the Council and landlords are involved and that retailers are part of all decision making and delivery. We are also working closely with the planning team and have recently established a City Centre officers working group. Plymouth has applied for both rounds of the 'Portas Pilot' funding – we were unsuccessful in the first wave (No BID was successful) and we are awaiting the result of the second wave.

2. Empower successful Business Improvement Districts to take on more responsibilities and powers and become "Super-BIDs".

We already have more delegated responsibilities than many BIDs across the country because of our strong working relationship with Plymouth City Council.

3. Establish a new "National Market Day" where budding shopkeepers can try their hand at operating a low-cost retail business.

Plymouth has a thriving City Market, which is currently approximately 91% let; it also offers day benches for hire. We also operate markets such as Flavourfest and our Christmas Market which allow local traders to access the City Centre for a reasonable fee. In the future we are already looking at bringing back 'Market Day' to Plymouth as part of our ongoing 'Shop Local, ShopPlymouth' campaign.

4. Local authorities should use their new discretionary powers to give business rate concessions to new local businesses.

Plymouth City Council already offers hardship relief, administered through rates, for existing local businesses. We have raised awareness of this by offering support in application to any business that needs it. However, any other discretionary powers would need to be balanced against the financial problems currently facing local authorities.

5. Local areas should implement free controlled parking schemes that work for their town centres and we should have a new parking league table.

Parking is an eternal bugbear for City Centre retailers. The reality is that we are unlikely to ever be able to convince the Council to offer completely free parking in Plymouth. However, it is clear that parking is important to consumers and therefore we will continue to lobby on behalf of retailers to ensure that the cost is kept down.

Many towns and cities are already offering 'Free After...' campaigns or specific days when parking is free. We are speaking directly to the Parking department about these, possibly BID subsidised, schemes with a view to implementing something similar in Plymouth. In the meantime, we currently have some of the best value car parking in the South West of England – not least of all with Western Approach Car Park offering all day for £5.

6. Make explicit a presumption in favour of town centre development in the wording of the National Planning Policy Framework.

The 'Town Centre's First' approach to development is wholeheartedly supported by PCCC. With plans for development in Derriford already being drafted it is vitally important that the City Centre remains central to the sustainable planning for the City. This is reflected by the local authority in the Area Action Plan for the City Centre Area.

7. Encourage a contract of care between landlords and their commercial tenants by promoting the leasing code and supporting the use of lease structures other than upward only rent reviews, especially for small businesses.

We have long believed that 'Upwards Only' rent reviews do not meet the needs of either landlord or tenant in today's market. We would encourage any move towards 'turnover based' reviews as essential to encouraging new and exciting businesses onto our High Street. We are already empowered through the BID to support both tenant and landlord and will often assist in the amicable resolution of issues between parties. This is part of our remit which we are keen to develop over future years.

8. Explore further disincentives to prevent landlords from leaving units vacant.

This is an especially important point for Plymouth – whilst our vacancy rate is below the National Average, many of the properties are in the middle of otherwise well let areas. This definitely has an impact on the overall perception of the area and therefore impacts upon our ability to encourage new retailers, and indeed shoppers, into the City. It is vital that landlords continue to maintain property and actively seek to redevelop or rent the premises.

Negligent landlords who allow buildings to fall into a state of disrepair should be challenged. CPOs could form a part of this challenge – but it is important to think about the impact this could have on the local economy in

a wider sense. It seems better to bring the buildings back into use and up to code than simply transfer ownership unless a developer is waiting in the wings with a sympathetic redevelopment plan for the area.

9. Empower local authorities to step in when landlords are negligent with new "Empty Shop Management Orders".

This idea strikes a chord with us as we are currently developing a scheme to do exactly that! We want to address the problem of empty units and have come up with a package response. Our initial plans involve asking landlords to give us permission to utilise the window space for a collaborative project with the Plymouth College of Art to promote local artists and courses. Alongside this we would like to encourage landlords to spend a small amount improving the overall look and feel of their empty units and potentially providing a contribution towards window / fascia cleaning etc. If there were powers that could be enacted to assist us in the implementation of this type of project then that would be great – however, in the meantime we will continue to try and do these ourselves.

10. Support imaginative community use of empty properties through Community Right to Buy, Meanwhile Use and a new "Community Right to Try".

We already support this – in the last two years we have used several shops in the West End of the City for arts projects. Any additional support that becomes available through potential new 'Empty Shop Management Orders' or the localism agenda would be welcomed, as long as the proposal for meanwhile use was in keeping with the locality and complimented the existing retail offer. Most recently we have undertaken a project with Plymouth College of Art to develop 109 Cornwall Street into a learning hub and retail shop which aims to reduce the number of NEETs in the City. Whilst also giving local art students and artists a space to sell their work. We are keen to investigate other such partnerships.

Empowering Super BIDs

One of the major issues that has been discussed on a national level has been the possibility of a super BID. Plymouth City Centre Company was asked to contribute directly to the discussions with DCLG and have taken part in several national discussions with both the Association of Town Centre Management and British BIDs. The key points of these discussions are summarised below:

1. Evolution and advancement of BIDs is taking place and should be welcomed but will not benefit from a new 'label' of Super BIDs which is misleading and in danger of being 'self-appointed'.
2. There is a need to ensure that the quality of BID activity is well measured through the Industry standards managed by British Bids which provides all relevant industry criteria & guidance as well as two levels of accreditation:
 - Standard Accreditation
 - Advanced Accreditation (Plymouth City Centre Company was the first BID to gain this status)
3. Mature BIDs would benefit from a stronger relationship with their local authorities and felt that guidance notes supported by DCLG would assist in achieving this.
4. Showcasing best practice should continue through the Nationwide BID Survey amongst other activities and publications.

City Centre KPI Overview

Footfall for June 2011: 1753886 this figure is –0.38% on the previous year. (LFL)

Footfall for June 2012: 1569860 this figure is –6.43% on the previous year.

Vacant Units July 2011: 52 or 11%

Vacant Units July 2012: 48 or 10.2%

Current National Average: 14%

Key findings from retailer survey (150 retailers surveyed):

- 63% of retailers are trading level with or above last year.
- 57% of retailers have seen an increase in customer numbers compared to last year.
- 56% of transactions are below £25.
- 64% of retailers have the same or higher levels of staffing than last year.

The future of the City Centre

We live in an age where it is so easy to consume, to purchase online, to ‘socially network’ using the internet instead of taking the time to visit the heart of our community. It is our job and our challenge to encourage people back to their roots – but in order to do this we need to offer them something compelling and convenient, something different and ultimately something which will meet their needs and expectations.

In order to do this there needs to be a solid commitment from the authority to maintain the ‘City Centre First’ approach to development in the City. Any out of town developments need to be sympathetic to the fact that the city centre should always remain the primary retail hub for Plymouth. There needs to be a method established for measuring the level of development across district centres and its impact on the sustainability of the City Centre.

CITY OF PLYMOUTH

Subject:	East End Transport Scheme: Monitoring and Evaluation
Committee:	Growth & Prosperity Overview & Scrutiny Panel
Date:	1 August 2012
Cabinet Member:	Councillor Coker, Cabinet Member for Transport
CMT Member:	Director for Place
Author:	Juli Wileman, Major Schemes Project Manager
Contact:	Tel: 01752 307703 e-mail: juli.wileman@plymouth.gov.uk
Ref:	
Key Decision:	No
Part:	Part 1

Introduction

The anticipated outcomes of the East End Transport Scheme (EETS), which opened on 1st November 2011, are as follows:

- Improved journey times for all traffic
- Improved bus journey times relative to car journey times
- Improved bus service reliability and punctuality
- Increase in number of cyclists
- Improved air quality
- Reduced traffic on inappropriate roads
- Improved public realm

Monitoring Programme

Prior to construction commencing in June 2010 a number of traffic surveys were undertaken to understand the pre-scheme conditions. Surveys to understand the post-scheme conditions, and to determine whether the anticipated outcomes have been achieved, should be taken a year after scheme opening, to allow traffic patterns to settle down. However, due to the proposed works to the Finnigan Road/Laira Bridge Road junction this autumn, it is proposed to undertake the traffic surveys in January 2013. Pedestrian counts and off-highway cycle counts, however, will be undertaken in October/November 2012.

It is also proposed to undertake a sample survey of bus drivers, passengers, local residents and businesses to understand their views of how the scheme is working.

Anecdotal reports are that the scheme is performing well. A month after scheme opening we received some feedback from Plymouth Citybus that they had

experienced a reduction in late running bus services. They stated that “It would be fair to say that the scheme has done what is set out to do and has reduced the congestion through the East End and has had a positive effect on reliability for our services”.

A final report could be provided to the Growth and Prosperity Scrutiny in early 2013, following analysis of the traffic surveys.

CITY OF PLYMOUTH

Subject: Update on the On Street Parking Review

Committee: Growth & Prosperity Overview & Scrutiny Panel

Date: 19 July 2012

Cabinet Member: Councillor Coker

CMT Member: Director for Place

Author: Mike Artherton

Contact: Tel: 01752 305582
E-mail: mike.artherton@plymouth.gov.uk

Ref:

Key Decision: No

Part: Part I

I. INTRODUCTION

- 1.1. This report seeks to update the Scrutiny Committee on the progress of the current On Street parking review and includes the views of residents and businesses together with proposals in response to the review.
- 1.2. The On Street parking review started in Sept 2010 in response to growing pressures with On Street parking and was centred around establishing what works well, what doesn't work well and where opportunities existed to improve on street parking.
- 1.3. The review is to help establish the principals for when an area should be subject to a Controlled Parking Zone (CPZ), also referred to as a Residential Parking Zone, as well as how to deliver improvements with existing On Street parking for residents and businesses.
- 1.4. Whilst the review is focused on Controlled Parking Zones (CPZ's), areas where parking is in greater demand, the review does recognise that challenges exist within other, non CPZ, areas of the city.
- 1.5. Resident's views were sought via a survey which was sent to all residents within existing CPZ's in September 2010. Residents not residing with a CPZ were invited to submit their views via an additional electronic survey.

- 1.6. The view of businesses was sought via an electronic survey in June 2011. The survey was supported by the Plymouth Chamber of Commerce and Industry who helped to raise awareness of the survey to businesses.

2. BACKGROUND

- 2.1. A Controlled Parking Zone (CPZ) is a defined area which has parking restrictions applied, during a designated time period, only permitting vehicles to park within that area, during the designated time period, with a valid permit for that particular area. Proof of residency is required on application for such a permit.
- 2.2. The purpose of a CPZ is to restrict non-residents from parking within the area during the operational time of the CPZ to help enable residents to park.
- 2.3. The first CPZ was introduced within Plymouth in 1974 and, with further zones added over the years, to where we currently 53 CPZ's. The 53 CPZ's comprise of a total of 22 different time restrictions; with variations in day and time of operation.

3. CURRENT POSITION

Strategic Context

- 3.1. The Local Transport Plan 3 identifies the car as providing an irreplaceable tool for a range of journeys, but also included within the drive for greater efficiency as it will not be possible to build enough roads for everyone to drive where they like, when they like, as fast as they like and park for free. Equally it is not possible to provide the levels of parking required, specifically within existing residential areas, to meet current and potential future demand.
- 3.2. As Plymouth's population grows so too will the demand for travel. Put simply, by 2026, without taking action now to increase the use of public transport, walking and cycling, demand for travel by car will far exceed the capacity of the road network, presently significant demand for parking will outstrip the availability.

Parking Policy

- 3.3. There is currently no set policy which sets out the criteria for when a residential area should be considered for a Controlled Parking Zone.
- 3.4. Historically calls for residents parking schemes, or restrictions to be introduced, have come from groups and/or through elected members as a result of local concerns. Many restrictions, including residential parking schemes, have been implemented on this basis, often with mixed support, and no defined assessment criteria.

- 3.5. The absence of such a policy has led to a ‘piece meal’ approach to the introduction of residents parking schemes resulting in inconsistency with highway restrictions across the city.

Demand versus Availability

- 3.6. Over the years Plymouth, along with many other cities, has seen continued growth in car ownership where, in advance of further challenges as the city delivers its growth agenda, demand for parking outweighs availability in a number of areas.
- 3.7. The current Controlled Parking Scheme does not limit the number of permits available to any property. The only restriction on permits issued is when a private property applies for planning permission and is granted a change of use. At this point the property becomes ineligible to apply for a permit.
- 3.8. In 2010/11 30 of the CPZ’s were over-subscribed, that being a greater number of permits than are there were residents bays available to park within; a situation which is no better today. In some cases some CPZ’s are oversubscribed in excess of 300%.
- 3.9. The current situation with oversubscription is a common cause of negative media and resident’s frustration. 30% of residents highlighted they felt there are too many permits issued per property and the increase in students parking as the main reason for their dissatisfaction; this was the largest total.
- 3.10. Figure 1 below is a breakdown of the number of permits issued to individual properties: -

Permits issued per property	Number of properties	Number of permits	Percentage Share
1	3313	3313	39.73%
2	1302	2604	31.23%
3	461	1383	16.59%
4	149	596	7.15%
5	56	280	3.36%
6	13	78	0.94%
7	6	42	0.5%
8	3	24	0.29%
9	2	18	0.22%
Total	5305	8338	100%

- 3.11. In 2010/11 8338 permits were issued to 5305 properties where 70% of the properties had either 1 or 2 permits and 30% of properties holding 3 or more permits. Properties with greater than 2 permits clearly have a greater adverse impact on parking pressures.

Timings and Confusion

- 3.12. The current 53 CPZ's and 22 variations in the timings of operation are known to cause confusion and cause for complaint. Many residents highlighted a key issue of not being able to park when they come home from work. Only 8 of the 22 variations of time restrictions run until 6pm; meaning the other 14 zones allow anyone to park in the zones up to 6pm; regularly resulting in bays being full when residents arrive home.
- 3.13. Benchmarking has highlighted that Plymouth has far more CPZ's than comparable cities; a number of Plymouths CPZ's cover very few properties and, in one example, one CPZ covers just one isolated property.
- 3.14. Of all the 22 variations to parking restrictions only 2 apply restrictions on Sundays. Historically this may have been acceptable, however Sundays are widely accepted as normal working days, and some residents' zones experience particular issues on Sundays due to non-residents use.
- 3.15. The resident's survey highlighted that, in many cases, the current time restrictions in the majority of residential parking zones do not achieve their stated purpose; that being the ability for a resident to park close to their property at any point of the day. Only 22% of residents in permit zones are satisfied with the availability of parking in their street, and only 27% satisfied with the number of spaces in the whole zone.
- 3.16. The current restrictions create challenges to the delivery of an efficient and effective enforcement service to ensure compliance to the set restrictions. Enforcement officers are not always able to get around all zones within the allocated permit zones and, particularly within zone s which only have 1 or 2 hour restrictions, enforcement patrols are predictable for motorists who know they can park for most of the day and need only move their vehicle during a narrow window when they know enforcement officers will visit.

Exclusions

- 3.17. A number of residents indicated, via the online survey, their dissatisfaction at the property they occupy having been excluded from the scheme where they live.
- 3.18. In May 1997, in an attempt to limit the detrimental impact on parking through developments, a decision was approved at the Plymouth Joint Highways Committee to exclude properties from residents parking schemes which obtained planning permission to either: -
 - Be demolished or re-developed,
 - Be changed from single occupancy to multi occupancy

- Be subject to any other change that would involve an increased parking demand
- 3.19. Whilst the above exclusions were introduced to reduce the impact of multicar ownership in residential areas, these do not address parking pressures recreated through leasing multiple rooms within a single property. I.e. currently if a 4 bed property is rented out as four separate rooms, which would not require planning permission, the property would be eligible for permits. If however the same property were to be split into two separate properties, which would require planning approval, this would then be exempt from permit parking.
- 3.20. Any house of multiple occupancy (HMO), which has sought planning approval (required with 7 or more non-related tenants), is automatically exempt from residents parking permits. From 14th September 2012 the requirement to apply for planning permission will reduce from 7 to 3 non related residents. This will help to reduce the impact of future HMO's as all more properties would find themselves subject to planning consent and exclusions from parking schemes.

Inconsiderate and Unsafe Parking

- 3.21. Current demand for parking is a significant contributing factor when looking at the reasons for inconsiderate and/or unsafe parking; this includes parking in a manner to cause obstruction to other vehicles, including buses, and places pedestrians at risk through parking on pavements and so having to enter the road. Vehicles parking on pavements and verges also have a detrimental impact on highway maintenance costs.
- 3.22. 18% of the residents highlighted in the survey their dissatisfaction that some residents park in a manner to prevent others being able to park, such as parking in the middle of a double bay, only then to move when their partner or relatives, comes home from work.

Balance of Parking Provision

- 3.23. Considering the balance of on street parking across the city, that being the type and amount of parking allocated within a defined area, highlights a number of situations where the under supply of one type of bay is matched with an oversupply of another; causing difficulties for residents, businesses and/or visitors.
- 3.24. Under the On Street review a number of underutilised pay and display streets were identified within CPZ's experiencing high demand for residential parking. In May 2012 an amendment order was implemented to change these pay and display streets also allow residents permit holders to park there.
- 3.25. The feedback from residents indicates that a huge issue is that too many permits are issued to properties. Particularly multi occupancy properties

that are occupied by students. Many residents indicate how the parking problems are not as bad during the holidays when students have returned home.

- 3.26. In May 1997 to limit the number of parking permits in the system a report was taken to the Plymouth Joint Highways Committee recommending that properties situated within a Permit Parking Zone that are obtaining planning permission to: (State what was/decided/approved and what it is not that a report was taken) property be ineligible for parking permits if any of the following applied: -
- be demolished or re-developed,
 - be changed from a single occupancy to multiple occupancy or
 - be subject to any other change that would involve an increased parking demand,
- 3.27. The main scenario example is as follows two, four bedroom houses next to each other; one house gets turned into two, two bedroom flats, after a granted planning application. This house then becomes ineligible for parking permits. The other house is rented out as four separate rooms and no planning application is submitted or required. This house is then still eligible for permits to be issued.

On Street Parking – The Businesses Perspective

- 3.28. 46% of businesses responded that they were either satisfied or very satisfied in finding parking, 38% neither satisfied or dissatisfied and 15.5% dissatisfied or very dissatisfied (11.3% stated they did not know).
- 3.29. 13.9% of businesses highlighted that they used current businesses parking permits for commuting, 33.8% to visit clients or customers, 32.3% to collect goods or merchandise and 12.3% to deliver goods or merchandise (7.7% did not specify a purpose). Whilst the majority of businesses are using permits to support business needs was a concern that 13.9% of businesses use permits for commuting; as none of the permits available to businesses are for commuting.
- 3.30. The Local Transport Plan 2011-26 highlights that, whilst the car will continue to be an important mode of transport for a range of journeys, there is a need to have an emphasis on bringing about changes in travel behaviour; this includes encouraging commuters to use public transport, cycling and walking.
- 3.31. Whilst the survey indicated that current business permits continue to support those businesses for which they were introduced for, some businesses commented they had different needs and that they would like to see a permit which offered greater flexibility; such as a permit which allowed employees to park longer, ability to park outside their business

and to allow customers and clients to use permits. Businesses also indicated they would be willing to pay for the ability to park outside their business, for clients and customers to use the permits, to be able to park longer and for permits which could be used by more than one vehicle.

- 3.32. Whilst the ability to park outside of the businesses was a popular choice, and one which businesses indicated as willing to pay for, this has to be balanced with the overall demand for parking within the specific residents parking zone.
- 3.33. A new 'Business Support Permit' was introduced in April 2012 which enabled businesses to park for longer and to be used by more than one vehicle at any one time in order to provide further support to businesses during the current challenging economic climate. These permits do not conflict with existing residents parking pressures as, for the first time; they enable parking within on street pay and display bays.

4. PROPOSALS

- 4.1. The following proposals are currently being developed, and are subject to further work, in response to the On Street review and from the views of residents and businesses and are expected to be completed October 2012: -

Establish 'Controlled Parking Zone' Policy

- 4.2. The principals setting out when a residential area should be considered for the adoption of a residents parking scheme needs to be defined. The adoption of such principals will ensure a consistent and disciplined approach to the designation of residents parking zones.
- 4.3. All existing CPZ's and other residential areas experiencing high demands for parking should be assessed under the CPZ policy to:-

- Establish if areas should remain subject to a CPZ
- Establish if an area should become subject to a CPZ

Address the 'Demand above Availability' Issues

- 4.4. It is not a realistic option to 'carry on as we are' issuing residents parking permits without and limitations or further controls on permit numbers. Demand current exceeds availability in over 50% of the cities CPZ's and it is not practical, nor realistic, to build new roads and streets to accommodate these vehicles; or manage increased demands as the city delivers growth in population.
- 4.5. Proposals are currently being explored on introducing a cap on the number of permits residents may own. This also includes the potential overnight use of the Councils car parks, residents whom have off street parking (driveways and garages) but choose not to use them.

Rationalise and Simplify Existing CPZ's

- 4.6. The current 20 permutations of CPZ times is known to be confusing and in many cases does not appear to be achieving their fundamental purpose with residents experiencing a number of issues when trying to park.
- 4.7. All of the current timings should be reviewed with the objective to rationalise and simplify through reducing the number of permutations to one or very few i.e. All CPZ's could be 8am to 8pm. This will also allow more efficient and effective enforcement.

Exclusions

- 4.8. The new Article 4 Direction to be effective from 14th September 2012 will have a favourable impact on reducing additional pressures resultant from HMO's. It is recommended the impact of Article 4 be reviewed before any further proposals are considered relating to exclusions from CPZ permits.

Inconsiderate Parking

- 4.9. Alongside the development of a CPZ policy an 'Enforcement Policy' will be developed setting out the adoption of powers to enforce pavement parking and how this is implemented to help tackle inconsiderate and dangerous parking. Such a policy will be centred on areas such as road safety and bus punctuality.

Plymouth City Council

Publicity for Planning applications

Code of Practice

DRAFT

June 2012

Purpose of the code

The purpose of publicity for planning applications is to provide you with notification of developments that may affect you and to ensure that any views you wish to make on Planning issues are properly considered. It also ensures that planning applications are determined promptly and efficiently in accordance with the Council's Planning Services Customer Charter.

The code applies the statutory requirements for publicity as set out in Article 13 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 to all planning applications.

Application type	Publicity	Length of publicity
Development where application: <ul style="list-style-type: none"> • Is accompanied by an environmental statement • Is a departure from the Development Plan • Affects a public right of way 	Advertisement in newspaper, identified on the weekly list and at least two site notices.	21 days from date of publication or placing of notice
Major development Definition: <ul style="list-style-type: none"> • 10 or more dwellings • Creation of 1,000 square metres or more floorspace or the site exceeds 1 hectare • Mineral working or use of land for mineral working deposits • All waste related developments, including waste treatment, storage and transfer as well as tipping. 	Advertisement in newspaper, identified on the weekly list and at least two site notices.	21 days from date of publication or placing of notice
All other planning applications for "Minor" and "Other" developments	Identified on the weekly list and at least two site notices.	21 days from date of publication or placing of notice
Application related to a Tree Preservation Order	Identified on the weekly list and at least two site notices if the Council considers that	21 days from date of publication or placing of notice

Application type	Publicity	Length of publicity
	there is significant public interest.	
Development affecting the setting of a listed building	Advertisement in newspaper, identified on the weekly list and at least two site notices.	21 days from date of publication or placing of notice
Development affecting the character or appearance of a conservation area	Advertisement in newspaper, identified on the weekly list and at least two site notices.	21 days from date of publication or placing of notice
Application for listed building or conservation area consent	Advertisement in newspaper, identified on the weekly list and at least two site notices.	21 days from date of publication or placing of notice
Permitted development requiring prior notification to the Planning Authority	At least 1 site notice posted by the developer	28 days determination period from the date on which the local planning authority gave notice to the applicant that prior approval of the development was required and 14 days from posting of the site notice.
Lawful Development Certificate	Identified on the weekly list	None
Advertisement consent	Identified on the weekly list	None

Neighbour notification

Neighbours will not normally be notified by letter as it will be assumed that neighbours will read the site notice. The exceptions where a letter would be sent are as follows:

1. Where it is likely that the neighbours will have difficulty in accessing the notice due to mobility issues.
2. There is no easily accessible location where the site notice can be located.

Weekly list

The weekly list is published by e mail and on the Council's web site every Tuesday and outlines all planning applications validated during the previous week with a web link to the relevant planning application. The weekly list is sent to all Councillors and all organisations or individuals on the circulation. Any individual or organisation can be added to this list by contacting Planning at: planningconsents@plymouth.gov.uk

Site notices

The site notice will outline the details of the application (as specified in the Town and Country Planning (Development Management Procedure) (England) Order 2010. The Council will display notices in a prominent position which is accessible to the public and at least two site notices will be displayed for any planning application (as listed above). To assist with this officers will seek the advice of the local Members and / or community groups when appropriate and practicable to ensure that the site notices are in the locations that local residents will most likely see them. They will also be in an easy to read / understand format and will include a QR code (a barcode that can be read by smart phones) to allow you to download the information directly to your smart phone.

The Council will always try to ensure the site notice is protected by securely fastening it and placing it in a plastic coating. However If the notice is removed, obscured or defaced before the period of 21 days has elapsed, the Council, if made aware of this, will ensure a replacement is provided as a matter of urgency.

Advertisement

When required planning applications will be advertised on a Tuesday in the most relevant local paper.

Site notice displayed by the developer

Some developments permitted by the General Permitted Development Order are subject to conditions requiring the developer to publicise the proposal by means of a site notice (for example notice of demolition). The Council will advise on the form of the notice and will need to satisfy itself that the notice has been appropriately displayed.

Publicity for Planning Committee items

Some planning applications are referred to Planning Committee for a decision. If the Council has received a representation from you about a planning application that is being referred to Planning Committee, you will receive an e mail notifying the date, time and venue of the meeting, plus a web link with other relevant information (for example opportunities to speak at Planning Committee). Please note, if you have not e mailed your representation, you will need to provide the Council with an e mail address to receive this information.

More information on Planning Committee can be found at:

<http://www.plymouth.gov.uk/homepage/environmentandplanning/planning/planningprocesses/planningcommittee>

Making a representation of a planning application

If you wish to make representations, these must be made in writing, preferably by e mail, and include the reference number of the planning application. Written

representations should be sent to: planningconsents@plymouth.gov.uk (or Planning Technical Support, Planning Services, Plymouth City Council, Civic Centre, Plymouth, PL1 2AA). To ensure that a representation is taking into account, it should be received during the publicity period.

Re-notification on amendments to planning applications currently under consideration, amendments to approved schemes, submission of details and schemes to comply with and / or discharge of conditions

Publicity for amendments and proposals of this nature is optional and the statutory requirements do not apply. The Council will decide whether and how to give publicity taking into account if:

1. Objections or reservations were raised at an early stage, whether they were substantial and, in the Council's view, relevant to the amendments being sought;
2. The proposed changes would, in the Council's opinion, have a significant impact when compared to the original proposals;
3. The Council considers that parties not previously notified might be affected.

The publicity will be the same as for the original application and will normally be for 14 days from posting of the site notice or date of notification letter.

Notification of decisions

The Council will normally only inform the applicant of the decision. However if an interested party specifically wants to be informed when a decision is made, they can do so by contacting the Council at planningconsents@plymouth.gov.uk. They will then be sent an e mail notification directing them to the decision on the website.

Decision notices can be viewed by following the following web link:

<http://www.plymouth.gov.uk/planningonline>

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EQUALITY IMPACT ASSESSMENT



PLYMOUTH
CITY COUNCIL

STAGE I: WHAT IS BEING ASSESSED AND BY WHOM?

What is being assessed - including a brief description of aims and objectives?

This Equality Impact Assessment looks at whether there are any impacts on any protected characteristic groups arising from a proposed change to the Council's publicity code for planning applications, and if so what mitigation measures can be introduced to address the impact.

The code applies the statutory requirements for publicity as set out in Article 13 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 to all planning applications.

The proposal is to change the way in which planning applications are publicised within the statutory requirements of the relevant legislation. The existing Code as set out in the Planning Services Customer Charter states that each planning application is advertised as follows:

1. A site notice is displayed and/or nearby properties are written to
2. A weekly list of applications is published on our website
3. Certain planning applications are advertised in the local newspaper (The Herald) (this follows statutory guidelines).

The weekly list is published by email and on the Council's website every Tuesday. The weekly list is sent to all Councillors and all organisations and individuals on the circulation list. Any individual or organisation can request to be added to the circulation list.

The site notice sets out details of the application and is displayed in a prominent position which is accessible to the public. Normally, notices are securely attached to a lamppost or other structure close to the site. The notice now includes a QR Code that can be read by a smartphone to provide a direct link to the planning application online.

The site notice states how the public can view planning applications. All applications are published

<p>STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?</p>	<p>on the Council's website together with plans and letters of representation. Arrangements are offered for those without internet access, either to come to First Stop at the Civic Centre or to use the internet at public libraries. Paper copies can be provided on request, and a phone number is given for those people unable to use any of these options. The Council offers a service (Translate Plymouth) on request for non-English speakers to have help in understanding a planning application or making a comment.</p> <p>The proposal is to amend the Code by ending the practice of writing to nearby properties. Instead, it is proposed to advertise applications by site notice, ensuring at least two site notices are posted at each site. All publications will still be advertised on the weekly list and in the newspaper (for certain applications only).</p> <p>It is considered that this change will have an impact on people with the following disabilities: a mobility impairment, a visual impairment and a learning difficulty. At present, immediate neighbours are notified by letter of planning applications that are considered to have a direct impact on their property. If the proposed change is introduced, letters will no longer be sent out. It is considered that people with a mobility impairment will be less likely to see a site notice as will people with a visual impairment. People with a learning difficulty may be less likely to be made aware of an application if a site notice is posted compared with a letter. It is also considered that the proposed change may have an impact on non-English speakers as it may be harder to read a site notice than a letter. It is also considered that older people may be disadvantaged by the change as they are less likely to use new information technology to access applications.</p>
<p>Responsible Officer</p>	<p>Peter Ford, Head of Development Management</p>
<p>Department and Service</p>	<p>Planning Services (Place)</p>
<p>Date of Assessment</p>	<p>July 6th 2012</p>

STAGE 2: EQUALITIES – Assess the impact against our priorities to reduce inequalities and promote community cohesion		Is there an adverse impact? Yes/No
What impact will there be on our priority to reduce the inequality gap, particularly in health, between communities?	The Code will be applied to all planning applications, irrespective of where they are in the city. There will therefore be no impact.	No
What impact will there be on our priority of fostering good relations between different communities (community cohesion)?	The Code will be applied to all planning applications, irrespective of where they are in the city. There will therefore be no impact.	No

STAGE 3: LEGISLATION – Assess the impact against our legal duties: to eliminate unlawful discrimination, advance equality of opportunity, foster good relations and promote human rights. Is there an impact for any of the below?		
	Yes/No	Yes/No
Age	Yes	No
Disability	Yes	Yes
Faith, Religion or Belief	No	No
Gender – including marriage, pregnancy and maternity	No	No

STAGE 4: IMPLICATIONS(S). Considering stages 2&3, state the actions to address any adverse impacts identified and measures to address any gaps in information or data	
Stage 2 Action(s) Required	Completion Date Who is Responsible?

STAGE 4: IMPLICATIONS(S). Considering stages 2&3, state the actions to address any adverse impacts identified and measures to address any gaps in information or data		
Stage 2 Action(s) Required	Completion Date	Who is Responsible?

Stage 3 Action(s) Required	Completion Date	Who is Responsible?
<p>1. Where there is no easily visible location where the site notice can be located, letters will be sent out to neighbours. Planning Officers will inform Tech Support where this is the case, following the site visit.</p>	<p>Before implementation of the revised Publicity Code, expected to be September 1st 2012.</p>	<p>Nick King</p>
<p>2. Where it is known that neighbours will have difficulty in accessing the site notice letters will still be sent out. Generally, this will be where a resident has specifically requested that they be notified by letter of planning applications. They will be added to a database that can be mapped. Officers will check the database/map for each application in order to check whether a resident has requested a letter.</p>	<p>Before implementation of the revised Publicity Code, expected to be September 1st 2012.</p>	<p>Nick King</p>
<p>3. Publicity campaign to raise public awareness of the measures to be taken and to explain how members of the public can find out about planning applications. This will take the form of features on the City Council website and The Herald and contact with the Plymouth Disability</p>	<p>Before implementation of the revised Publicity Code, expected to be September 1st 2012.</p>	<p>Hannah Sloggett/ Jane Slavin</p>

Stage 3 Action(s) Required	Completion Date	Who is Responsible?
Action Network and Housing Associations.		
4. The wording and design of site notices will be reviewed to make them as user-friendly as possible, for example by using symbols or mapping the location. This will help all members of the community to better understand the nature of the planning application.	Before implementation of the revised Publicity Code, expected to be September 1 st 2012.	Nick King
5. Where a member of the public requests a home visit because they are unable to travel to view the plans, the planning officer will visit them in their home to explain an application.	Already in place.	Peter Ford
6. Where a member of the public requests help in translating a planning application, they can request the Council's Translate Plymouth service.	Already in place.	Peter Ford

STAGE 5: PUBLICATION	
Director, Assistant Director/Head of Service approving EIA.	Date

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PLYMOUTH 2020 PARTNERSHIP

Date: Monday 21 May

Time: 12.30 – 14.30

<p>Present: Douglas Fletcher (Chair) (DF) Graham Stirling (V-Chair) (GS) Dawn Bebe (DB) Simon Chamberlain (SC) Phil Davies (PD) Adrian Dawson (AD) (Sub JB) David Draffan (DD) Cllr Tudor Evans (TE) Richard Thomas (RT) Dave Young (DY)</p> <p>Supporting Officers: Stephen Bashford (SB) Chris Grace (CG) Jeffery Kenyon (JK) David Lea (DL)</p> <p>Observers: Tom Crane (TC) David Parlby (DP)</p> <p>Invited attendees: Paul Barnard (PB) Matt Cross (MC) Abby Johnson (AJ) Anthony Payne (AP)</p>	<p>Organisation: Chamber of Commerce ESB On Shore Media Ultimate Succession City College Plymouth University of Plymouth Plymouth City Council Plymouth City Council FSB UNA Group</p> <p>Plymouth City Council Plymouth City Council Plymouth City Council Plymouth City Council</p> <p>Plymouth City Council Chamber of Commerce</p> <p>Plymouth City Council Plymouth City Council Culture Board Plymouth City Council</p>	<p>Email: Chairman@plymouth-chamber.co.uk Graham-stirling@btconnect.com dawnbebe@googlemail.com simon.chamberlain@ultimatesuccession.co.uk pdavies@cityplym.ac.uk adrian.dawson@plymouth.ac.uk david.draffan@plymouth.gov.uk tudor.evans@plymouth.co.uk energy@dartguard.com David.Young@theunagroup.co.uk</p> <p>Stephen.bashford@plymouth.gov.uk Christopher.grace@plymouth.gov.uk Jeffery.kenyon@plymouth.gov.uk David.lea@plymouth.gov.uk</p> <p>-</p> <p>david.parlby@plymouth-chamber.co.uk</p> <p>Paul.barnard@plymouth.gov.uk Matt.cross@plymouth.gov.uk Abby.johnson@plymouth.ac.uk Anthony.payne@plymouth.gov.uk</p>
<p>Apologies: Julian Beer (JB) Sally Edgington (SE)</p>	<p>Organisation: University of Plymouth BIS Local</p>	<p>Email: j.beer@plymouth.ac.uk sally.edgington@bis.gsi.gov.uk</p>
<p>Standing Down: Nigel Godefroy (NG) Roger Pipe (RP) Peter Whitehouse (PW)</p>	<p>Organisation: Private Sector Millfields Trust Babcock Marine</p>	<p>Email: n.godefroy@hotmail.co.uk rogerpipe@millfieldstrust.com peter.whitehouse@babcock.co.uk</p>

Item	Subject	Outcome
I	a. Welcome/Introductions/Apologies	
	<p>DF welcomed all attendees to the meeting and gave apologies as above.</p> <p>DF welcomed Councillor Tudor Evans, Leader of Plymouth City Council, to the meeting and invited all attendees to introduce themselves.</p>	
	b. Minutes of previous meetings	
	The minutes of the previous meeting were agreed.	
	c. Matters Arising	
	<p>The following updates from the matters arising from the last meeting were given:</p> <p>Action 1. – The PESB activity is now covered by links between the Priority Sectors Co-ordinators at PCCI and the Growth Board’s Worklessness Sub-Group</p> <p>Action 2. – Marketing plan will be discussed later in the meeting.</p> <p>Action 3. – This is on-going in its nature, JK is continuing to inform people of funding streams as and when they become available. A call for RGF projects has been released to form part of the LEP proposal</p> <p>PD asked whether it would be possible to keep a track on who accesses these funding streams and when.</p> <p>Action 4. – DF has spoken to virtually all of the Priority Sector Champions. All of those that DF spoke to were willing to either take up a position on the board or maintain the position that they currently hold. DF is looking to implement changes to the Board by the July meeting.</p> <p>DF then asked for suggestions for Community sector reps.</p> <p>Action 5. – DD will report on this later in the meeting</p>	<p>1) Further update to be given at next meeting of the board</p> <p>2) As funding opportunities arise, a record of publicly available application will be provided.</p>

	<p>Action 6. – Presentation circulated to group</p> <p>Action 7. – Paper circulated to group</p> <p>Action 8/9. – The paper mentioned in these actions has been finalised.</p> <p>Action 10. – Presentation circulated to group</p>	
<p>2</p>	<p>Incoming Political Administration: Council priorities and overview</p>	
	<p>Councillor Tudor Evans (TE) explained that the Labour Manifesto will be implemented in its entirety over the next two years. He recognises that this will be a challenging task but is confident that it is achievable as long as pace of work increases.</p> <p>TE would like to see a large amount of focus placed on Cooperative working and on the strengths of the city in the Social Enterprise sector. This would include the creation of a new Community Economic Development Trust in an area such as Whitleigh / St. Budeaux / Honicknowle where unemployment is too high.</p> <p>TE also identified the retention of graduates as a high priority but the focus must be on getting them into work.</p> <p>While TE recognises that Plymouth has a strength in Wave Energy production he would like to see this diversify to include Solar Energy so this has been identified as a possible early win.</p> <p>TE would like to develop more focused lobbying tactics to increase the chance of the city being successful in accessing funding from central government.</p> <p>TE also recognised that there may be a need to realign some priorities outlined in the LES but stressed that this did not infer a re-write of the document.</p>	

3	Economic Intelligence Update	
	<p>SB gave a presentation relating to the key messages that have been outlined in the second edition of Plymouth’s Economic Review. SB tabled a draft copy of the document for Board Members consideration and requested any comments to be made by the end of the week (Friday 25 May).</p> <p>The review looks at the situation that businesses within the city are currently facing as well as addressing the issue of rebalancing the economy. DY asked whether the exporting figures for the city included sales from Princess Yachts to foreign buyers.</p>	<p>3) Circulate presentation</p> <p>4) SB will check whether the exporting figures for Plymouth include the Princess Yachts sales.</p>
4	Economic Development February – May update	
	<p>CG outlined the key areas of work that the Economic Development service has been working on between the months of February and May. CG emphasised that this document is in no way exhaustive.</p> <p>SC asked what Inward Investment activities are occurring through the council at the moment.</p> <p>CG explained that currently, due to resource constraints, the Council is primarily able to act in a reactive way by dealing with enquiries as and when they appear.</p>	
5	Plymouth Plan	
	<p>The growth agenda for the city is outlined and defined by the Local Economic Strategy, a document setting out aims and targets for the city to achieve by 2021 and extending into 2026, these include growing the population to 300,000 and creating 42,500 new jobs in the TTWA. This document was produced in 2006, a relatively strong period for growth across the region and has not been subject to any reviews at present but 2012 could afford the opportunity for this to happen through the Plymouth Plan process</p> <p>PB gave a presentation to the group explaining how over the coming months and through to 2015 a Plymouth Plan will be developed, this document will take into account</p>	<p>5) Circulate Presentation with minutes</p>

The next meeting will take place on 16 July 2012, 12:30 – 15:00, at City College Plymouth.

Agreed forward dates:

8 October 2012

29 April 2013

17 December 2012

1 July 2013

4 March 2013

2 September 2013

Hosts for the above meetings are currently being sought. If you are able to host please contact David Lea on;

Email: David.lea@plymouth.gov.uk

Tel: 01752 307996

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TRACKING RESOLUTIONS

Growth and Prosperity Overview and Scrutiny Panel

Date / Minute number	Resolution	Explanation / Minute	Action	Progress	Target date
04/07/12 11	<p>Future dates and times of meeting</p> <p>The panel noted that one date was missing and asked that the Team Leader (Democratic Support) look into the situation.</p>		<p>The Team Leader (Democratic Support) has investigated and found that the meeting of the 20 February 2013 was missing from the list as published on the agenda.</p>	Complete	01/08/12

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

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

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Work programme	J	J	A	S	O	N	D	J	F	M	A
City and Council Priorities											
• Delivering Growth											
• Raising Aspiration											
• Reducing Inequalities											
• Value for Communities											
Other Topics											
Joint Finance and Performance Monitoring including LAA Performance Monitoring (subject to the Overview and Scrutiny Management Board referring issues to the Panel)											
Bi-annual Scrutiny Report											
Task and Finish Groups											
Subsidised bus routes/cross ticketing/patronage/accessibility											

Key* **New item**

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