



Agenda & minutes

Full Ordinary Council meeting of
Tuesday, 15 February 2022

Portsmouth City Council

AN ORDINARY MEETING OF THE COUNCIL will be held at the Council Chamber - The Guildhall, Portsmouth on **Tuesday, 15 February 2022 at 2.05 pm** or immediately after the conclusion of the extraordinary council meeting if later and all members of the council are hereby summoned to attend to consider and resolve upon the following business detailed from agenda item 1 onwards:-

Information with regard to public access due to Covid precautions

- Attendees will be requested to undertake an asymptomatic/ lateral flow test within 48 hours of the meeting. Around one in three people who are infected with COVID-19 have no symptoms so could be spreading the virus without knowing it. Asymptomatic testing – getting tested when you don't have symptoms - helps protect people most at risk by helping to drive down transmission rates. We strongly encourage you to take up the habit of regular asymptomatic testing to help prevent the spread of coronavirus to your colleagues and residents you work with.
- We strongly recommend that attendees should be double vaccinated.
- If symptomatic you must not attend and self-isolate following the stay-at-home guidance issued by Public Health England.
- All attendees are recommended to wear a face covering while moving around within the Guildhall and encouraged to continue to wear a face covering when seated in the council chamber and not addressing the meeting.
- Although it will no longer be a requirement attendees may choose to keep a social distance and take opportunities to prevent the spread of infection.
- Hand sanitiser is provided at the entrance and throughout the Guildhall. All attendees are encouraged to make use of hand sanitiser on entry to the Guildhall and are requested to follow the one way system in place.
- Attendees are encouraged book in to the venue (QR code). An NHS test and trace log will be retained and maintained for 21 days for those that cannot or have not downloaded the app.
- Those not participating in the meeting and wish to view proceedings are encouraged to do so remotely via the livestream link.

Agenda

1 Declaration of Members' Interests

2 To approve as correct records, the Minutes of the Extraordinary Council meeting and Ordinary Council meeting held on 7 December 2021 (Pages 9 - 22)

3 To receive such communications as the Lord Mayor may desire to lay before the Council, including apologies for absence

4 Deputations from the Public under Standing Order No 24

Deputations by members of the public may be made on any item where a decision is going to be taken. The request should be made in writing to the contact officer (stewart.agland@portsmouthcc.gov.uk) by 12 noon of the working day before the meeting (so Monday 14 February for this meeting), and must include the purpose of the deputation (for example, for or against the recommendations). Email requests are accepted.

5 Appointments

6 Urgent Business - To receive and consider any urgent and important business from Members of the Cabinet in accordance with Standing Order No 26

7 Portsmouth City Council Budget and Council Tax 2022/2023 and Medium Term Budget Forecast 2023/24 to 2025/26 and Capital Programme

To receive and consider the recommendations of the Cabinet meeting held on 8 February (to follow), the report for which is contained within the separate attached pack.

8 Update on Planning Development Management and Increase in Capacity (Pages 23 - 34)

To receive and consider the recommendations of the Cabinet meeting held on 8 February (to follow), the report for which is attached.

9 Portsmouth International Port 20-Year Development Master Plan (Pages 35 - 54)

To receive and consider the recommendation of the Cabinet meeting held on 14 February (to follow), the report for which is attached.

Notices of Motion: Process information

In accordance with Standing Orders, all Notices of Motions on the agenda will, subject to the 6 month rule, automatically be dealt with at this meeting, thereby dispensing with a three-minute presentation from the proposer and subsequent vote to enable its consideration.

10 Notices of Motion

(a) Elections Bill

Proposed by Councillor Gerald Vernon-Jackson
Seconded by Councillor Hugh Mason

Portsmouth City Council recognises the importance of ensuring that elections are fair and accessible for all voters.

The City Council notes that the Elections Bill is set to bring in major changes to national elections, including the introduction of compulsory photographic ID to vote.

The City Council believes that this change will act as a barrier to people voting and increase inequality in the electoral process.

The City Council notes with concern that currently 3.5 million people in the UK do not have any form of expensive photographic ID.

The City Council notes that these changes are estimated to cost the taxpayer £180 million and will create unnecessary bureaucracy to Councils.

The City Council believes that at a time when voter turnout is declining, we should be doing all we can to make it easier, not harder for people to vote.

Portsmouth City Council doesn't want to see people being turned away at the ballot box because of these changes and resolves to support the #HandsOffOurVote campaign by:

1. Writing to Rt Hon Michael Gove MP, Secretary of State for Levelling Up, Housing and Communities
2. Writing to Portsmouth's local MPs asking them to raise these concerns in Parliament.

(b) **Nature Emergency**

Proposed by Councillor Kimberly Barrett
Seconded by Councillor Dave Ashmore

This council resolves to:

1. Declare that we are experiencing a nature emergency, recognising that:
 - * a. Nature is in long term decline and urgent action must be taken to reverse this.
 - * b. A thriving natural environment underpins a healthy, prosperous society.
 - * c. The nature crisis and the climate emergency are intrinsically linked and that the impacts of the climate crisis drive nature's decline, while restoring nature can help to tackle the climate crisis.
2. Commit to embedding nature's recovery at the heart of all strategic plans, policy areas and decision-making processes.

3. Commit to tackling the climate and nature emergencies together and investing in nature-based solutions to climate change.

Cabinet be asked to -

4. Develop and agree on an evidence-based strategy and action plan for nature's recovery and report on the progress made. This could be part of a Local Nature Recovery Strategy.
5. Set clear strategic goals for nature's recovery by 2030, for example, covering the following areas:
 - * a. Committing to protect 30% of land for nature by 2030, in line with national and international commitments to biodiversity.
 - * b. Increasing space for wildlife and long-term maintenance and expansion of a Nature Recovery Network.
 - * c. Reducing pressure on wildlife.
 - * d. Improving doorstep access to nature, particularly for those from disadvantaged backgrounds.
 - * e. Supporting communities and businesses to make better decisions and take action to support nature's recovery.
6. Work with local communities and organisations to achieve the strategic goals, particularly engaging with disadvantaged and underrepresented sections of society.

11 Question from Members under Standing Order No 17 (Pages 55 - 56)

David Williams
Chief Executive

Members of the public are permitted to use both audio visual recording devices and social media during this meeting, on the understanding that it neither disrupts the meeting or records those stating explicitly that they do not wish to be recorded. Guidance on the use of devices at meetings open to the public is available on the Council's website

Whilst every effort will be made to webcast this meeting, should technical or other difficulties occur, the meeting will continue without being webcast via the Council's website.

This meeting is webcast (videoed) viewable via the Council's livestream account at <https://livestream.com/accounts/14063785>

If any member of the public wishing to attend the meeting has access requirements, please contact the Local Democracy Manager at stewart.agland@portsmouthcc.gov.uk.

Civic Offices
Guildhall Square
PORTSMOUTH
7 February 2022

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Agenda Item 2

7 December 2021 1

MINUTES OF AN EXTRAORDINARY MEETING OF THE COUNCIL held at the Guildhall Portsmouth on Tuesday, 7 December 2021 at 2.00 pm

Council Members Present

The Right Worshipful The Lord Mayor
Councillor Frank Jonas BEM (in the Chair)

Councillors

| | |
|------------------|---------------------------|
| Rob Wood | George Madgwick |
| Dave Ashmore | Hugh Mason |
| Matthew Atkins | Lee Mason |
| Chris Attwell | Kirsty Mellor |
| Simon Bosher | Terry Norton |
| Ryan Brent | Gemma New |
| Stuart Brown | Robert New |
| Cal Corkery | Scott Payter-Harris |
| Ben Dowling | Darren Sanders |
| George Fielding | Jeanette Smith |
| Charlotte Gerada | John Smith |
| Lewis Gosling | Lynne Stagg |
| Graham Heaney | Judith Smyth |
| Hannah Hockaday | Luke Stubbs |
| Ian Holder | Linda Symes |
| Jo Hooper | Claire Udy |
| Suzy Horton | Gerald Vernon-Jackson CBE |
| Leo Madden | Daniel Wemyss |

89. Declarations of Interest and Apologies for Absence

There were no declarations of interest from the members present.

Apologies for absence had been received on behalf of Councillor Kimberly Barrett, Councillor Tom Coles, Councillor Lee Hunt and Councillor Benedict Swann.

90. Deputations from the Public under Standing Order No 24

The Lord Mayor advised that no deputation requests had been received for this extraordinary Full Council meeting.

91. Granting of the Freedom of the City - Falklands Veterans

It was

Proposed by Councillor Gerald Vernon-Jackson
Seconded by Councillor Ryan Brent

To grant the freedom of the city of Portsmouth to all Falklands Veterans.

The Lord Mayor advised that this proposal also had the formal support of the other group leaders.

The Lord Mayor advised that a two-thirds majority was necessary in order for the proposal to be carried. The proposal was agreed unanimously.

The Lord Mayor said that a scroll setting out the granting of the freedom of the city would be presented to representative recipients at a future meeting.

RESOLVED that in pursuance of Section 249 of the Local Government Act 1972:-

The City Council wishes to record its gratitude and appreciation to all Falklands Veterans. In April 1982, many sailors, marines, soldiers, aircrew and nurses from all Services went to the South Atlantic and against a highly effective Argentinian Air Force and overwhelming numbers of troops, succeeded in achieving victory and on 14th June 1982, Argentina surrendered. We honour all those men and women who served their country in this conflict, the 255 who gave their lives and those who were injured by awarding the Freedom of the City of Portsmouth to all Falkland's Veterans.

This resolution be engrossed on vellum and sealed with the common seal for presentation;

Arrangements be made for the presentation of this resolution and the formal admission to the Freedom of the City.

92. Granting of the Freedom of the City - Royal Naval Association

It was

Proposed by Councillor Simon Boshier
Seconded by Councillor Jeanette Smith

To grant the freedom of the city of Portsmouth to the Royal Naval Association

The Lord Mayor advised that this proposal also had the formal support of the other group leaders.

The Lord Mayor advised that a two-thirds majority was necessary in order for the proposal to be carried. The proposal was agreed unanimously.

The Lord Mayor said that a scroll setting out the granting of the freedom of the city would be presented to representative recipients at a future meeting.

RESOLVED that in pursuance of Section 249 of the Local Government Act 1972:-

The City Council wishes to record its gratitude and appreciation to the Royal Naval Association (RNA). The RNA is a national group of Royal

Navy serving and veteran personnel, their families, and supporters, with a very close and proud relationship with the City of Portsmouth, the home of the Royal Navy. RNA members served at home and in the South Atlantic in 1982 and we honour those by awarding the Freedom of the City of Portsmouth to the Royal Naval Association.

This resolution be engrossed on vellum and sealed with the common seal for presentation;

Arrangements be made for the presentation of this resolution and the formal admission to the Freedom of the City.

93. Granting of the Freedom of the City - Royal Marines Association

It was

Proposed by Councillor Claire Udy
Seconded by Councillor Cal Corkery

To grant the freedom of the city of Portsmouth to the Royal Marines Association.

The Lord Mayor advised that this proposal also had the formal support of the other group leaders.

The Lord Mayor advised that a two-thirds majority was necessary in order for the proposal to be carried. The proposal was agreed unanimously.

The Lord Mayor said that a scroll setting out the granting of the freedom of the city would be presented to representative recipients at a future meeting.

RESOLVED that in pursuance of Section 249 of the Local Government Act 1972:-

The City Council wishes to record its gratitude and appreciation to the Royal Marines Association (RMA). The RMA is a national group of Royal Marines serving and veteran personnel, their families, and supporters, and is the Membership arm of The Royal Marines Charity. The Association highly values its relationship and friendship with the people and City of Portsmouth. RMA members served at home and in the South Atlantic in 1982 and we honour them by awarding the Freedom of the City of Portsmouth to the Royal Marines Association.

This resolution be engrossed on vellum and sealed with the common seal for presentation;

Arrangements be made for the presentation of this resolution and the formal admission to the Freedom of the City.

94. Granting of the Freedom of the City - The Association of Wrens and Women of the Royal Naval Services

It was

Proposed by Councillor George Fielding
Seconded by Councillor Suzy Horton

To grant the freedom of the city of Portsmouth to The Association of Wrens and Women of the Royal Naval Services (AOW).

The Lord Mayor advised that this proposal also had the formal support of the other group leaders.

The Lord Mayor advised that a two-thirds majority was necessary in order for the proposal to be carried. The proposal was agreed unanimously.

The Lord Mayor said that a scroll setting out the granting of the freedom of the city would be presented to representative recipients at a future meeting.

RESOLVED that in pursuance of Section 249 of the Local Government Act 1972:-

In 1990 the first Wrens went to sea and the integration of the women into the Royal Navy was completed by 1993. The Association now covers all areas of the Royal Navy including the Queen Alexandra's Royal Naval Nursing Service (QARNNS) and the Royal Fleet Auxiliary (RFA) both of which served in the Falklands conflict, some have their own Associations but are happy to belong to the AOW.

We honour them by awarding the Freedom of the City of Portsmouth to The Association of Wrens and Women of the Royal Naval Services.

This resolution be engrossed on vellum and sealed with the common seal for presentation;

Arrangements be made for the presentation of this resolution and the formal admission to the Freedom of the City

The meeting concluded at 2.20 pm.

.....
Lord Mayor

MINUTES OF A MEETING OF THE COUNCIL held at the Guildhall
Portsmouth on Tuesday, 7 December 2021 at 2.20 pm

Council Members Present

The Right Worshipful The Lord Mayor
Councillor Frank Jonas BEM (in the Chair)

Councillors

| | |
|------------------|---------------------------|
| Rob Wood | George Madgwick |
| Dave Ashmore | Hugh Mason |
| Matthew Atkins | Lee Mason |
| Chris Attwell | Kirsty Mellor |
| Simon Boshier | Terry Norton |
| Ryan Brent | Gemma New |
| Stuart Brown | Robert New |
| Cal Corkery | Scott Payter-Harris |
| Ben Dowling | Darren Sanders |
| George Fielding | Jeanette Smith |
| Charlotte Gerada | John Smith |
| Lewis Gosling | Lynne Stagg |
| Graham Heaney | Judith Smyth |
| Hannah Brent | Luke Stubbs |
| Ian Holder | Linda Symes |
| Jo Hooper | Claire Udy |
| Suzy Horton | Gerald Vernon-Jackson CBE |
| Leo Madden | Daniel Wemyss |

95. Declaration of Members' Interests

Councillor Luke Stubbs declared an interest in minute 107 as he was the Deputy Police & Crime Commissioner. Cllr Stubbs left the room during the debate and voting on this item.

96. To approve as a correct record the Minutes of the Council meeting held on 9 November 2021

It was

Proposed by Councillor Gerald Vernon-Jackson
Seconded by Councillor Simon Boshier

That the minutes of the Council meeting held on 9 November 2021 be confirmed as a correct record.

These were agreed by assent.

97. To receive such communications as the Lord Mayor may desire to lay before the Council, including apologies for absence

Apologies for absence had been received on behalf of Councillor Kimberly Barrett, Councillor Tom Coles, Councillor Lee Hunt and Councillor Benedict Swann.

The Lord Mayor announced that in consultation with group leaders, he had cancelled the provisional 18 January 2022 Full Council meeting.

98. Deputations from the Public under Standing Order No 24

The City Solicitor advised that three verbal deputation requests had been made for this meeting in respect of minute 105.

In addition, two written deputations had been submitted and circulated in respect of minute 105.

The first from Hampshire Chamber of Commerce and was a dual deputation on behalf of Ross McNally, Chief Executive/Executive Chair of Hampshire Chamber of Commerce, and Mark Miller - Chair of the Planning & Transport Business Strategy Group of Hampshire Chamber of Commerce.

The second was from Leigh-Sara Timberlake on behalf of Business South.

At the invitation of the City Solicitor, Ms Heimedinger, Mr Allwright and Mr Hector delivered their verbal deputations in turn.

99. Questions from the Public under Standing Order 25 (none)

The Lord Mayor advised that no public questions had been received under the provisions of this Standing Order.

100. Appointments

RESOLVED that the following changes to Conservative group seats be AGREED:

Planning Committee

Councillor Terry Norton to replace Cllr Jo Hooper as a committee member.

Scrutiny Management Panel

Councillor Benedict Swann to replace Councillor Jo Hooper as a panel member

Traffic, Environment & Community Safety Scrutiny Panel

Councillor Hannah Hockaday to replace Councillor Jo Hooper as a committee member.

101. Urgent Business - To receive and consider any urgent and important business from Members of the Cabinet in accordance with Standing Order No 26

The Leader of the Council provided an update on the rise in Covid-19 cases within the city and that the first case of the Omicron variant in the city had been confirmed.

102. Treasury Management Outturn Report 2020/2021

Council Agenda item 8 (Cabinet minute 65)

Treasury Management Outturn Report 2020/21

The recommendation within this report was approved unopposed.

RESOLVED that the actual prudential and treasury management indicators based on the unaudited accounts, as shown in Appendix B of the report, be noted (an explanation of the prudential and treasury management indicators is contained in Appendix C of the report).

103. Treasury Management Mid-Year review 2021/22

Council Agenda Item 9 (Cabinet Minute 107) Treasury Management Mid-Year review 2021/22

The recommendations within this report were approved unopposed.

RESOLVED:

1. That the Council's Treasury Management activities have remained within the Treasury Management Policy 2021/22 in the period up to 30 September 2021; and
2. That the actual Treasury Management indicators as at 30 September 2021 set out in Appendix A be noted.

104. Decision to Opt into the National Scheme for Auditor Appointments Managed by Public Sector Audit Appointments (PSAA) as the Appointing Person

Council Agenda Item 10 (Cabinet Minute 106)

National Scheme for Auditor Appointments Managed By PSAA

The recommendation within this report was approved unopposed.

RESOLVED that the Council accepts Public Sector Audit Appointments' (PSAA) invitation to opt into the sector-led option for the appointment of

external auditors to principal local government and police bodies for five financial years from 01 April 2023.

105. Tipner West update

Council Agenda Item 11 (Cabinet minute 111)

Tipner West - Full Council Update

Cllr Simon Boshier objected to Cabinet minute 111.

Before the start of formal procedures, the Lord Mayor advised that the Chief Executive wished to give a presentation to the Council on this issue, which the Chief Executive then duly provided

It was therefore proposed by Councillor Gerald Vernon-Jackson
Seconded by Councillor Hugh Mason

That the recommendation in Cabinet minute 111 be approved

It was proposed by Councillor Simon Boshier
Seconded by Councillor Vernon-Jackson

That Standing Order 28(F) be suspended to allow an amendment to be put.

Upon being put to a vote, the proposal to suspend Standing Order 28(F) was **CARRIED**.

As an amendment it was

Proposed by Councillor Simon Boshier
Seconded by Councillor Scott Payter-Harris

To add the following additional recommendation:

2.3. That Cabinet provides reassurance to Council that it believes in the project and its financial viability.

Upon being put to a vote, the amendment in the name of Councillor Simon Boshier was **CARRIED**.

Upon being put to a vote the substantive notice of motion incorporating the amendment in the name of Councillor Simon Boshier was **CARRIED**

RESOLVED that Council

- (i) NOTED the content of the report including the appendices; and**
- (ii) That Cabinet provide reassurance to Council that it believes in the project and its financial viability.**

106. Notices of Motion**107. Tackling Male Violence Against Women and Girls in Portsmouth**

It was

Proposed by Councillor Kirsty Mellor
Seconded by Councillor Charlotte Gerada

That notice of motion (a) as set out on the agenda be adopted.

As an amendment it was

Proposed by Councillor Claire Udy
Seconded by Councillor Scott Payter-Harris

To delete paragraph four and replace with:

"We acknowledge the collaborative work conducted by Hampshire Police and The Office of the Police and Crime Commissioner alongside the night time economy, to spread best practice throughout the city. In particular, we would like to thank all those involved in the "Is This Love?" campaign (which raises the awareness of domestic abuse), and more recently the swift response to drink spiking incidents. However, Full Council notes that there is a lack of mandatory training for elected members surrounding the disclosure of sexual violence and domestic abuse."

After "Therefore, the Council asks", delete the second bullet point and replace with:

"That the Licensing department and Public Health work alongside the Police, to look at developing a training scheme that helps staff and management of licensed venues in dealing with complaints of sexual harassment. Collaboratively this group should consider creating resources for all venues, to be used in yearly training. At the next available Licensing Committee there should be a chance to discuss amongst members the measures local stakeholders are taking to make Portsmouth a safe place for a good night out. Whilst this council is aware that the Licensing Committee cannot mandate conditional training as part of a licence application, it seeks to create an open dialogue with the night time economy about creating such training on a voluntary basis."

Following debate, the proposer of the original motion, Councillor Kirsty Mellor agreed to subsume the amendment put by Councillor Claire Udy into the motion.

Following a vote, the motion was declared **CARRIED**.

RESOLVED that:

Portsmouth City Council notes that male violence against women and girls is a prevalent, persistent and serious issue. One in three women globally have been subjected to physical or sexual violence in their lifetimes. Violence takes many forms and occurs in both public and private spheres.

More than four-fifths of young women in the UK have been subjected to sexual harassment, according to a survey for UN Women UK. Domestic abuse affects 1 in 4 women and 2-3 women are murdered every week at the hands of a partner or ex partner.

Full Council notes existing initiatives to help tackle violence against women and girls, including the work of Safer Portsmouth Partnership, the Health and Wellbeing Board and Community Safety portfolio. A total of £324,851 has been secured from the government to improve lighting and the redesign of secluded areas as part of the Safer Streets scheme.

We acknowledge the collaborative work conducted by Hampshire Police and The Office of the Police and Crime Commissioner alongside the night time economy, to spread best practice throughout the city. In particular, we would like to thank all those involved in the “Is This Love?” campaign (which raises the awareness of domestic abuse), and more recently the swift response to drink spiking incidents. However, Full Council notes that there is a lack of mandatory training for elected members surrounding the disclosure of sexual violence and domestic abuse.

Portsmouth City Council believes that dealing with this issue should not require women to behave differently. Instead it is the root cause that needs to be tackled: namely challenging the behaviour of men who perpetrate violence. Male violence in all its forms must be eradicated, so women feel able to live their lives freely, without fear of harm.

Therefore, the Council asks:

- **Cabinet to conduct a “Safety Audit”, allowing residents to share their views about how public lighting and CCTV could be improved to promote safer streets and a safer public domain for women and girls.**
- **That the Licensing department and Public Health work alongside the Police, to look at developing a training scheme that helps staff and management of licensed venues in dealing with complaints of sexual harassment. Collaboratively this group should consider creating resources for all venues, to be used in yearly training. At the next available Licensing Committee there should be a chance to discuss amongst members the measures local stakeholders are taking to make Portsmouth a safe place for a good night out. Whilst**

this council is aware that the Licensing Committee cannot mandate conditional training as part of a licence application, it seeks to create an open dialogue with the night time economy about creating such training on a voluntary basis.

- **The Governance and Audit and Standards Committee be asked to strongly encourage and recommend attendance by all elected representatives to complete training sessions on handling disclosures of domestic abuse delivered by Safer Portsmouth Partnership and on handling disclosure of sexual violence through 'Responding to Sexual Violence: A community Approach' Or such similar training provider, with confirmation of attendance being noted by the City Solicitor.**
- **Through Cabinet for cross-party work with local services and provisions to raise awareness of domestic abuse, such as promoting the “Is this love?” campaign on a yearly basis and work together to actively challenge misogynistic behaviour pledging to call it out when it occurs.**
- **Cabinet to initiate steps to raise the positive profile of women and girls in Portsmouth to be established, such as installing street art to celebrate them.**
- **For Portsmouth City Council to write to the Hampshire & IOW Police and Crime Commissioner and the Secretary of State for Justice, to demand more punitive sentencing for male perpetrators of violence, so that more women and girls receive justice.**

108. ITEM WITHDRAWN FROM THE AGENDA FOLLOWING RULING BY THE CITY SOLICITOR - Stop The Knock: local authority debt collection practices

The Lord Mayor reminded Council that as previously advised this motion been subsequently ruled out and could not be put to this Council meeting by reason of engagement of Standing Order 41J '(No motion or amendment which would have a financial effect on the Council may be moved unless it specifies the source of funding.)

109. Planning backlog impact on residents

It was

Proposed by Councillor Ryan Brent
Seconded by Councillor Simon Boshier

That notice of motion (c) as set out on the agenda be adopted.

Upon being put to a vote the notice of motion was **CARRIED**.

RESOLVED that the processing time that some residents' of Portsmouth have had to endure for their planning applications to conclude is simply unacceptable, especially for seemingly uncontentious proposals. The council notes and commends the work of local authority planning officers in aiming to reduce the backlog. However, notes that more transparency and Member oversight and engagement is necessary to support council officers in further reducing the backlog.

Council regrets the extensive backlog of incomplete and un-processed planning applications that have continued to build up, recognising that this is partly a result of the Nitrates Directive and ongoing staff vacancies (both exacerbated by the effects of the Covid19 pandemic). Council calls upon the Liberal Democrat administration to do more and do better for residents of the city.

It is of note that council supported the action of bringing in outside support to try and reduce the backlog in November 2020; nevertheless council now regretfully condemns the Liberal Democrat administration's performance and mismanagement noting that there has been substandard progress in reducing the backlog discussed a year ago. It is arguable that upon any objective assessment the current administration has a reputation of wasting taxpayers' money and it is now time to address this and put an end to the unnecessary delays impacting the residents of our city and ensure all applications are dealt with properly and that those undertaking the processing of such applications display the utmost competence and consistency with respect to the applications that are being dealt with. There is a need to review the current transparency as well as providing additional reports to all councillors as and when required. We must be proactive, rather than reactive and focus on solutions.

Therefore, the council calls upon the administration to provide the following reports:

- For the next full council meeting which is assumed as being February 2022, to;
 - o Inform all councillors of the average duration of all planning applications, in addition to the longest and shortest across the city as well as within each ward
- For the Full Council March 2022 meeting that includes:
 - o Quantitative data, with commentary, that tracks the progress made in reducing the planning application backlog over the last 18 months
 - o Set out and articulated options and solutions that will facilitate and augment the aspiration of ensuring that all applications have decisions within the expected timeframe.

110. Defibrillators in Portsmouth

In the absence of the proposer of this motion the Lord Mayor advised that this motion could not be considered at this meeting.

111. Questions from Members under Standing Order No 17.

Four questions from members had been received under Standing Order No 17.

The first question was from Councillor Scott Payter-Harris.

"Can the cabinet member update the council regarding the usage of temporary accommodation?"

This and supplementary questions were answered by the Cabinet Member for Housing & Preventing Homelessness, Councillor Darren Sanders.

The second question was from Councillor Ryan Brent.

"Can the cabinet member outline the long-term vision for the climate change and the green recovery portfolio?"

This and supplementary questions were answered by the Leader, Councillor Gerald Vernon-Jackson.

The third question was from Councillor Scott Payter-Harris.

"Can the Leader update the council on his proposal to purchase Southern Water and his discussions with other council leaders within the Hampshire area?"

This and supplementary questions were answered by the Leader, Councillor Gerald Vernon-Jackson.

The fourth question was from Councillor Ryan Brent.

"What is the current expected timeframe for planning applications to be considered?"

In the absence of the Chairman of the Planning Committee, Cllr Hugh Mason, Portfolio Holder for Planning Policy & City Development, assured that a written response would be provided.

The meeting concluded at 6.24 pm.

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Lord Mayor

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Agenda Item 8



Portsmouth
CITY COUNCIL

| | |
|-------------------------------|--|
| Title of meeting: | Cabinet |
| Date of meeting: | 8 February 2022 |
| Subject: | Update on Planning Development Management and increase in capacity |
| Report by: | Ian Maguire - Assistant Director Planning and Economic Growth |
| Wards affected: | All |
| Key decision: | No |
| Full Council decision: | No |

1. Purpose of report

- 1.1 To provide an update on the performance of the Planning Development Management service including responding to a statistical request arising from a motion at the Full Council meeting of 7th December 2021; and
- 1.2 To approve a new approach to the creation of capacity for the determination of planning applications in the Development Management team.

2. Recommendations

- 2.1 Cabinet is asked to note the report and refer any necessary information to Full Council for noting.
- 2.2 Cabinet is asked to approve the creation of a 'bank' of external planning staff utilising flexible contracting to support the capacity of the Development Management team
- 2.3 Cabinet is approve the use of Corporate Contingency to fund a bank of external planning staff to the 31st March 2023. This is anticipated to be around £45,000.

3. Background

- 3.1 Historic delays in the determination of planning applications, exacerbated by service reductions in the early covid period has resulted in a backlog of applications awaiting determination by the Planning Service.
- 3.2 A number of different approaches have been taken to reduce this backlog. Principal among them has been the carrying out of a full process review using the Council's System Thinking interventionist. This process review has identified a number of areas where efficiencies can be created and process wastage



removed. The completion of this review was itself delayed by Covid restrictions, but has now been completed with a number of efficiencies introduced that should cumulatively improve the through-put and timeliness of application determination. Further details of the Systems Review outcomes are detailed in section 4.2 below.

- 3.3 While steps are being taken to improve the process whereby applications are being determined the Council has also sought to increase manpower capacity. This has been done in two ways; the outsourcing of a number of cases to a private sector company experienced at managing planning applications, and the recruitment of additional temporary contract staff to increase the number of professional planners assessing and processing applications.
- 3.4 The outsourcing of applications, to a company called Terraquest, has not resulted in the outcomes sought within the contract. The contractor's performance, despite being a large and well established consultancy, has been consistently below the expectations of the contract in respect of quality, productivity and customer service and payments have been consequently withheld. A number of cases remain with this contractor and agreements are being reached for the imminent resolution of this contract.
- 3.5 The more traditional recruitment of temporary staff to increase capacity has been more successful with professionally competent Town Planners brought on board to increase the number of applications that can be assessed and processed. However, there is a long established shortage of professional Town Planners across the Country, leading to a 'sellers' market' for high quality temporary staff. This has led to churn from those staff brought on board as higher hourly rates or more attractive contracts are secured elsewhere. Recent recruitment to maintain the level of temporary resource has shown repeated failure with too few candidates available to meet demand in the region and potential temporary staff declining offers from Portsmouth, or leaving shortly after appointment, to take up temporary posts that are more geographically convenient, better paid, or both.
- 3.6 In addition to these challenges to capacity the service has seen the turnover of some permanent staff. While reasons for leaving PCC will vary for each member of staff a key component has been identified as the high workload, with case officers managing an active caseload, due to the lack of staff resource, that hinders their ability to deliver high quality customer service and professional assessment.

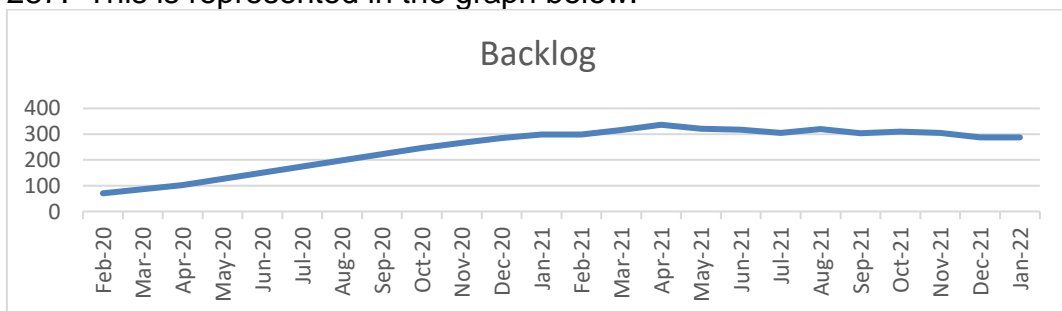
4. Reasons for recommendations

Development Management Performance Data

- 4.1.1 Quantitative data showing the number of cases received and resolved each month is monitored by the Portfolio Holder for Planning Policy and City Development through regular presentations and shared with the opposition spokespeople through that forum.

4.1.2 A Local Planning Authority will always have a number of applications 'on hand' as they are progressed through the regulated process of assessing and determining planning applications. This process usually involves prescribed public consultation for a set period and many applications require a period of negotiation and intervention to ensure they will result in development that will comply with national and local policy and result in well-designed sustainable development that can be granted planning permission. The period provided through national legislation for the determination of applications is 8 weeks (56 days) for most applications, rising to 13 or 16 weeks for larger and more complex applications. However, it is open to Applicants and LPAs to agree a longer period of determination, a process usually referred to as an 'extension of time' if they consider it appropriate. Extensions of time are frequently an essential tool for both Applicants and LPAs to allow necessary amendment or supplementation, and associated re-consultation, in preference of refusing an application that has the potential to be made acceptable. However, if an LPA has a number of cases 'on-hand' that exceeds that which it can reasonable expect to be able to determine within either the statutory time limit or a reasonable time limit agreed with Applicants then this can be considered a 'backlog'. This circumstance leads to applications that may be uncontentious and approvable being unnecessarily delayed due to a lack of resource to process them to resolution. This outcome in Portsmouth has been exacerbated by additional delays imposed on certain types of development in recent years due to external factors such as the 'nitrates' problem. To describe a 'backlog' within an LPA therefore it is considered appropriate to identify whether the total number of applications on-hand at any given period notably exceeds that which the LPA has traditionally had under consideration utilising a similar process and resource.

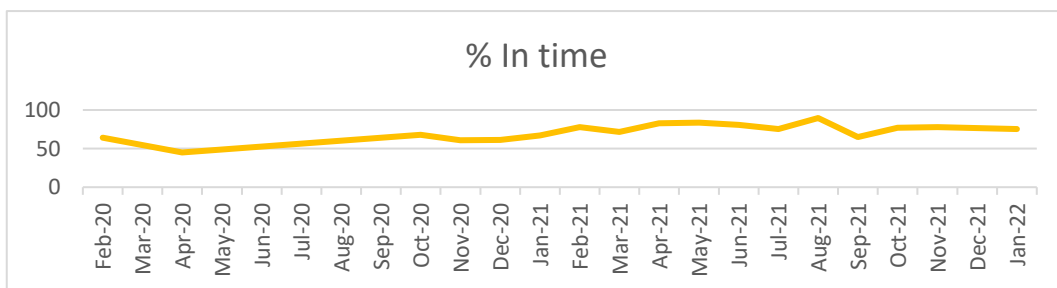
4.1.3 To enable quantitative assessment of the 'backlog' at PCC therefore example months were used in the 2018 and 2019 years to identify a "normal" workload of applications to have on hand. This was assessed to be 384 applications at any one time. Reviewing the proceeding 2 years (February 2020 - January 2022) it can be seen that the number of applications steadily increased to a peak of 720 in April 2021, resulting in a 'backlog' of 336 in that month. The backlog has been reduced in the period since that peak to now (w/e 7th January 2021) being 287. This is represented in the graph below.



4.1.4 Retaining an excessing number of applications on hand has significant customer service implications, primarily from the general resultant delay in determination

but also to individual applications that are awaiting determination behind applications that require a disproportionate amount of resource or are being managed by a case officer or team with a workload that prevents quick and efficient assessment and resolution. Consequently as well as monitoring the total number of application on-hand within the service the timeliness of application determination of those applications that have been resolved is regularly reported to the Portfolio Holder. This is done both as a percentage of applications that are determined 'in time', either within the statutory time limit or other time limit agreed with the Applicant, and through monitoring the median number of days taken to assess applications to ensure extension of time agreements are not unnecessarily elongating determination periods. It must be noted however that while this provides the best illustration of overall performance it cannot show the outliers that are taking longer to determine, or are still awaiting resolution, each of which is a development proposal of financial and/or personal significance to the individual applicants.

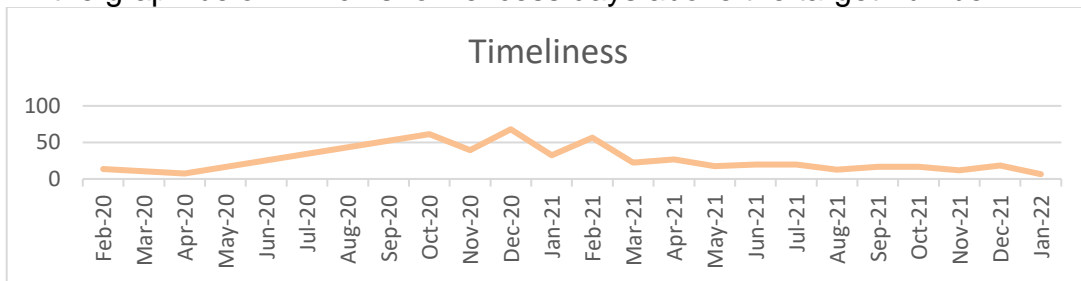
4.1.5 The monitoring of applications against the statutory or agreed time limit shows that in the sample months in 2018 and 2019 PCC performed at a rate of around 67% of applications being determined on time. During these same sample periods national statistics show that across the country 90% of householder and Major applications were determined in time¹. This discrepancy highlights the fact that Portsmouth planning services has long held a focus and priority on intervening to add value to applications rather than determining them as submitted, a process that otherwise would lead to a higher level of refusal or a degradation of quality of development outcomes. This historical performance is of course not ideal with the best services creating the environment for high quality development and decision making and the determination of applications in time. In the monitoring period (February 2020 - January 2022), it can be seen that this normal performance dipped to only 45% in April 2020, due to significant restrictions associated with Covid, but has increased since that time peaking with well over 80% of applications determined in time in the first half of 2021, and performance now relative static with around 75% of applications determined in time. This performance is described in the graph below:



4.1.6 The assessment of the median days to determine an application is a more general 'litmus test' to ensure the use of extension of time agreements has not

¹ MHCLG Planning applications in England October to December 2018 and Planning Applications in England April to June 2019

unnecessarily elongated the determination of applications. An appropriate maximum position for the median number of days to determine an application was selected as 67.5 days, again reviewing the sample months from 2018 and 2019 and also reflecting the statutory determination periods of 8-16 weeks and recognising that extension of time agreements are often reasonable and necessary to allow applications to be amended and supplemented. An increase above this 'reasonable' median determination has therefore been monitored. This monitoring identifies that actual determination periods extended excessively from the last quarter of 2020 through to the first quarter of 2021. However, since that time the median number of days to determine applications has reduced to below 90 days. While this is still two weeks longer than the 'reasonable' period aimed for it demonstrates a good recovery following the significant delays of Covid and adaptation to new ways of working. The monitoring is demonstrated in the graph below which show excess days above the target number:



4.1.7 While performance has significantly improved since the peaks of concern in early 2021 there remain a significant number of applications undetermined in the backlog. Many of these have been with the Council for an unacceptable period of time and as they are resolved this will be reflected in the monitoring statistics. As noted above these delays cause reasonable concern for Applicants and such delays also result in significant unnecessary burdens to Council resources as they generate understandable complaints which require resources to investigate and resolve. The recovery in performance for those applications that are being determined has however not yet resulted in a significant reduction in the backlog of applications, as shown in the graph above at 4.1.3. Further intervention is therefore necessary to supplement the ongoing work of officers, please see section 4.2 and 4.3 below.

4.1.8 Through a motion at the 7th December 2021 Full Council specific statistical information was also requested for average "duration of all planning applications, in addition to the longest and shortest across the city as well as within each ward". The shortest duration for applications is of course zero days as new applications are received every day of the year. The longest durations include a number of applications that have been open over 1,000 days. These anomalies are either data relics (the 'oldest' case within the Council's system is over 6,000 days old and is of course not an active piece of work), or remain open with the extraordinary agreement of the relevant applicants. Consequently in order to produce meaningful data that enables a comparison between wards an assessment of the average, shortest and longest determination period in each ward over the 4 weeks to the week commencing 7th January 2022, being

the last full week prior to the drafting of this report has been undertaken. This data is provided in the table below:

| Ward | Median average days to determine | Fastest resolution (minimum days to determine) | Slowest resolution (maximum days to determine) |
|-----------------------|----------------------------------|--|--|
| Baffins | 174 | 106 | 304 |
| Central Southsea | 44 | 29 | 304 |
| Charles Dickens | 186.5 | 52 | 694 |
| Copnor | 205 | 35 | 1257 |
| Cosham | 67 | 29 | 274 |
| Drayton & Farlington | 71 | 53 | 100 |
| Eastney & Craneswater | 74 | 10 | 114 |
| Fratton | 33.5 | 12 | 55 |
| Hilsea | 60 | 42 | 337 |
| Milton | 43 | 14 | 56 |
| Nelson | 147 | 130 | 229 |
| Paulsgrove | 48 | 48 | 48 |
| St Jude | 55 | 38 | 671 |
| St Thomas | 57 | 53 | 308 |

Business Process Improvements

- 4.2.1 A key further intervention that has been undertaken has been a full 'Systems Thinking Review' of processes with the Development Management team. This review was undertaken with the assistance of the interventionists employed in the Council's Systems thinking team and followed a number of process enhancements already introduced prior to and during the Covid period by the Development Management team itself. The Systems Thinking Review was unfortunately delayed in 2020/2021 as the 'Check' process to study the existing systems and process could not be delivered remotely during the periods where staff could not safely work within the Civic Offices. In accordance with national guidance and local risk assessment staff were however able to return to the Civic Office to enable the review team to observe and question them about the existing processes during 2021 and this led to a series of suggested interventions identified through the 'redesign' process that were then trailed on a small cohort of cases at the end of 2021. This trail work was considered successful and new processes are now being rolled-in across the Development Management service with staff training currently being carried out with the intention that these new procedures will imminently be the new 'business as usual'. The results of the Systems Review 'Check' and the steps being taken were presented to all Members of the Council on 30th November 2020.
- 4.2.2 A key matter identified at the 'Check' is the significant amount of failure demand currently being carried by the service. 'Failure demand' is the term used to describe the activities that take resources to complete but add no value to the final outcome, and arises from the failure to do something correctly. The significant delays in current outputs has, as noted, resulted in customers both



chasing the Council for updates and complaints about the delays; both common examples of failure demand and common outcomes from services with prolonged demand/capacity issues. This has resulted in a 'failure demand feedback loop', wherein time and resource is taken responding to these understandable customer concerns that otherwise would be put towards meeting the value demand within the service, such as determining the applications. As more and more resource is diverted to deal with complaints about delays more and more delays are caused due to that reduction in resource. This self-reinforcing loop is a significant concern for current customer service and efficiency, but will be remedied through the reduction in the scale of the backlog and the improvements in the efficiencies of the Council's processes introduced through the current review.

- 4.2.3 One important element of the amended processes is the removal, as far as possible, of fragmentation within the process flow. Work on individual planning applications stops and starts as periods of external consultation are undertaken or amendments are sought, however reducing unnecessary fragmentation will reduce the need for officers and managers to reacquaint themselves with case files and enables a single piece flow for the assessment of applications when they are ready for determination. This has been identified as a way to reduce determination periods significantly.
- 4.2.4 Another key process improvement is the introduction of more streamlined template formats of less contentious applications, including the integration of photographic evidence into the report. Steps have been taken to ensure all material considerations for the assessment of applications are still captured within the report and more complex and contentious applications, including those that will require determination by the Planning Committee will continue to be described in longer format reports. This approach allows senior officer support to focus on supporting the quality of decision making and the professional outputs of planning officers rather than administrative report-checking. This process change has again been identified as a significant reduction in the time needed to determine an application, but also better reflects the confidence held in the planning officers of the Council and their professional opinions.
- 4.2.5 It can also be noted that it has been identified that the various software solutions currently in use by the service are considered to be a major cause of waste work within the process flow. The current primary database, document and workflow management tool and planning register has been in operation by PCC for many years and demonstrates a lack of investment during that period. In addition to this core software it is common for three to five other network or online applications to be required to validate an application or assess the key material considerations. This has led to steps to avoid some systems wherever possible. While some of these sensible solutions will form part of the new processes where they do not create any data risks a more comprehensive review of the software and digital solutions for planning services is needed. This has already



begun, timed to seek resolution in 2023 when the procurement of new systems will be undertaken when current licences expire.

- 4.2.6 The new processes have been reviewed through the trial of a small cohort of applications (49) as part of the redesigned process. This demonstrated a reduction in the median determination period to just 23 days. This performance was of course achieved in the relatively 'hot house' environment of the testing team so is unlikely to be sustainable across the whole service, but serves to indicate the scope of improvement the new processes are introducing. This more efficient approach was also measured with customer feedback from the effected Applicants, with positive comments received from all respondents and failure demand associated with the applications reduced to a single occurrence.
- 4.2.7 As noted above, these new redesigned processes are now being rolled-in across the service with the steam lined and more efficient process and systems being operated by all staff once training has been completed. This is part of a continuous process of improvement with staff invited to continue to assist to identify ways greater efficiency can be introduced based both on customer feedback and best practice as it is identified. Further process improvement will be introduced as new IT systems are procured and brought online, and as the Council's adopted procedures, such as the Statement of Community Involvement and Constitution are reviewed. These are likely to be the subject of further reports as progress continues.

Staffing Capacity

- 4.3.1 While it is anticipated that the new, more efficient processes will enable faster determination of applications they will take time to bed in and work to reduce the current backlog. It is therefore recommended that enhanced staffing capacity is retained to deal with current customer demand. To ensure adequate staff capacity is available to meet demand with the service the use of temporary full-time staff will continue to cover vacancies in the staffing establishment and to enhance capacity, however an alternative way of increasing capacity is considered necessary as the traditional solutions, discussed above, are not proving to be effective. This alternative solution is the creation of a 'bank' of flexible contracting professional planning staff working remotely to respond to the demand of smaller scale applications. The creation of 'banks' of casual staff is used across a number of sectors to provide flexible workforce to respond to peaks and troughs of demand. It is not frequently used in Local Planning Authorities due to the locally specific knowledge and access needed to deliver such services but is, for example, often used by Building Control Authorities to provide demand responsive resource.
- 4.3.2 The proposed 'Bank Staff' for Portsmouth Planning Services would be created by the recruitment of appropriately qualified and experienced planners to join a bank to whom smaller scale applications could be allocated to. This would be on a flexible basis with no commitment from either PCC or the Planner to a regular or defined number of cases. It is anticipated that cases would be



allocated on a fixed fee basis, with agreed rates for different application types. The specific fee paid to the planner would have to be explored with the market, but the intention would be set it at a level below the application fee to reflect the fact that the internal administration of the cases would be handled by the PCC validation team. It is noted however that the national set planning fees are not set at cost-recovery basis and as such the determination of almost any application notwithstanding the fee received from the applicant is done at a net cost to the Local Authority. However, it is hoped that a fee rate to the Bank Planner could be set proportionate to the application fee to reduce the overall cost to the Council.

- 4.3.3 As the internal administration of the cases would be handled by the PCC validation team the bank staff would not need log in details to any PCC system, reducing GPDR risks, though specific protocols would have to be put in place to manage information governance, and allowing PCC to retain oversight of customer service and customer contact for the application.
- 4.3.4 The structure for delivering work to and from this bank of staff is also capable of being offered as overtime work to appropriately qualified PCC staff, which is considered likely to provide a retention benefit to existing staff while also enhancing capacity. The externally recruited bank of staff would need to be carefully recruited and vetted to ensure a high degree of professionalism and expertise as they would be expected to work autonomously with minimal management oversight. Risk of conflict of interest is also high, with recruitment outside of the immediate Portsmouth area therefore recommended and any Planner identified asked to make appropriate declarations regarding conflicts so that PCC can consider them.
- 4.3.5 Additional tasks for the Validation team would be introduced, both in data input and document handling and in customer contact and engagement. Consideration will also need to be give as to whether any other aspects of the application assessment should be delegated to the Validation Team, such as the assessment of relevant planning history. Additional training may be necessary and careful monitoring of workload undertaken. The capacity of the management tier of the Development Management Team will also need to be carefully monitored as this increase in productivity intended through this process will require a greater number of decisions to be approved by the management team each day.
- 4.3.6 The type and nature of applications that would be allocated in this way will need to be carefully considered. Householder, 'Other' and smaller scale minor applications are the only type that would be appropriate, as there will be limited, if any, opportunity for renegotiation of plans once submitted and complex responses from statutory consultees would be more difficult to manage. This will leave the larger and more complex applications to be assessed by the permanent PCC staff. This is considered beneficial in respect of customer service to applicants, but as importantly to the delivery of high quality outputs for planning decisions with the opportunity maximised to enhance design quality

and other value-added interventions. The retention of more complex applications with PCC permanent staff will also support staff development and retention.

- 4.3.7 While the necessary administrative processes will need to be refined in parallel with the recruitment of appropriate Bank Planners it must be noted that this approach would be an additional unfunded cost for the Council. While the fixed fees would be intended to be set at a proportionate rate to the application fees received this fee income is already anticipated and accounted for in the Council's budget setting. The actual cost to the Council of this new process would of course be dependent on the number of cases processed in this way, either from the existing back log of cases, or applied to new applications as they are made. The current backlog of cases is around 250, and has been maintained at that level for most of this year with the determination output of the team roughly keeping pace with the number of applications received. Around a quarter to a third of applications determined by the Council are smaller scale developments or householder applications potentially appropriate for this process. That would result in 200-300 applications potentially available to be processed in this way. While fees are yet to be set, a potential fixed fee of £150 per application would result in a resultant cost to the Council of £30,000-£45,000.

Conclusion

- 4.4.1 Through the review and amendment of internal processes to remove duplication and wastage it is considered that the Council will be in a position to retain a sustainable workforce to meet demand and ensure all applications have a decision within the expected timeframe. As new processes are bedded in the process of continuous improvement will continue and the structure of permanent and temporary staff will be kept under review. It is however considered necessary to retain and enhance the temporary staffing capacity to manage the existing backlog now, to ensure current customers within that backlog receive quality decisions as quickly as possible while the new ways of working are introduced.

5. Integrated impact assessment

n/a

6. Legal implications

The recommendation within this report is for the Local Planning Authority to engage workers on a casual basis. This basis of engaging workers is already established in other departments of PCC. Casual workers have fewer employment rights than employees and therefore, workers employed on a casual basis must enter into a clear and unequivocal contract to set out the nature of the engagement. The use of casual workers must be reviewed regularly as if the casual worker is later determined to be an employee, they will qualify for the protection and rights afforded to such a status.

- 7.1 The report requests the use of Corporate Contingency to fund Planning Consultants on a flexible contract basis to help expedite planning applications. If these consultants are not required nothing will be drawn from Corporate Contingency. If the resource required is in excess of the £45,000 in this report a further approval will be required, and a report will be brought back to Cabinet.
- 7.2 The use of corporate contingency is requested as this is a key risk area for the Council's finances. The use of reserves has been considered but currently the obligations against them mean they are fully committed.

.....
Signed by:

Appendices: None

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

| Title of document | Location |
|-------------------|----------|
| None | |
| | |

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

.....
Signed by:

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Agenda Item 9



Portsmouth
CITY COUNCIL

| | |
|-------------------------------|--|
| Title of meeting: | Cabinet/Council |
| Date of meeting: | 14 February and 15 February 2022 |
| Subject: | Portsmouth International Port 20-Year Development Master Plan |
| Report by: | Mike Sellers, Port Director |
| Wards affected: | All |
| Key decision: | Yes |
| Full Council decision: | No |

1. Purpose of report

- 1.1. The Department for Transport (DfT) has long encouraged major UK transport facilities to produce a master plan. In relation to ports, DfT guidance suggests that the purpose of such plans should be to;
 - Clarify the port's own strategic planning for the medium to long term;
 - Assist regional and local planning bodies, and transport network providers, in preparing and revising their own development strategies; and
 - Informing port users, employees and local communities as to how they can expect to see the port develop over the coming years.
- 1.2. Portsmouth International Port (**PIP**) is a publicly owned port and so whilst it must ensure that it's decision making and planning is transparent and democratically accountable, it must also do so sensitive to its position operating in a commercially competitive environment .
- 1.3. Portsmouth International Port's (PIP) current master plan was published in 2006 and due to a number of significant national changes (such as Brexit and the Covid Pandemic) and the city vision, this no longer meets PIPs objectives.
- 1.4. Since 2020, PIP has undertaken a significant amount of work in preparation for the publication of its new Port Master Plan.
- 1.5. This report seeks to outline the framework (which will be referred to as "the Development Master Plan") from which the final Port Master Plan will be based.

2. Recommendations

- 2.1. That Cabinet;
 - 2.1.1. Approve the principles outlined in the Development Master Plan; and
 - 2.1.2. Recommends that the report is presented to Full Council for endorsement; and,



- 2.1.3. Delegate authority to the Port Director, in consultation with the Leader, s151 officer and City Solicitor to finalise and publish the Port Master Plan in line with the principles outlined in the Development Master Plan

3. Background

- 3.1.** PIP is now close to finalising a long-term port master plan which will set out a 20-year development road map for the UK's largest and most successful municipal port. The Port handles significant volumes of cargo and passengers every year, and in 2019 PIP handled 3.4 million tonnes of cargo and 4.6 million passengers both within the UK and globally. PIP is also a major contributor towards both the local and national economy delivering £189 million to the Portsmouth City Council area and supporting 2,420 local jobs in the 2017/2018 financial year. PIP also supports indirect jobs and businesses in the shipping supply chain and therefore has a far-reaching influence, contributing an estimated £390million to the wider UK economy and a supporting a further 5,590 jobs nationwide. As an example, the diverse range of jobs that are related to the Port operations include hauliers, pilots, engineers, mechanics, fitters, stevedores, border officials, port admin staff, retail staff, customs agents, and IT technicians.
- 3.2.** UK and global trade relies on PIP to handle a significant share of the market. Four million tonnes of cargo are handled annually. £300 million worth of bananas handled each year with a total value of non-EU trade valued at £450 million.
- 3.3.** Over the past two years PIP has commissioned Royal Haskoning DHV to carry out an independent market forecast study and an extensive stakeholder and customer consultation campaign. The following objectives were set:
- Produce a clear 20-year port development road map
 - Promote green ports initiatives.
 - Make improvements to cruise and ferry facilities.
 - Make improvements to load-on/load-off cargo facilities.
 - Enhance port integration with the City of Portsmouth.
 - Post Brexit transition preparedness.
 - Improve port resilience against market fluctuations and trends.
 - Promotion of technology and innovation.
- 3.4.** Key development projects have been identified for the Masterplan which accommodates the future cargo and business growth potential forecast. As a summary, the core developments proposed in each of the key categories are as follows:
- 3.5. Green port targets**
- PIP intends to be a net carbon neutral port by 2030 and the UK's first zero emission port by 2050. The Masterplan has identified the following to support this:
- Increased electrification of cargo handling equipment and vehicles.

- Utilisation of more efficient operations through alternate technology and logistic models such as truck pre-gates, automation and vehicle booking systems etc.
- Support customers to transition to green shipping using cleaner fuels and shore power.
- Encourage to work with clean operations and businesses.
- Maintain PIP's momentum on green and sustainable energy utilisation by looking at other alternatives such as LNG and battery technology.
- Capitalise on carbon offset opportunities such as carbon capture, integrated park and ride schemes and green tenant initiatives etc.

3.6. Ferry and Roll on-Roll off (RoRo) terminal development

- As a result of the new trade deal with the EU and changes in freight from driver accompanied to unaccompanied trailers and containers, one of the most pressing and urgent problems for PIP to resolve in the master plan is the future accommodation of additional Ro-Ro traffic volumes within the current footprint of the port. Therefore, plans have been drawn up for the creation of additional unaccompanied trailer storage capacity through generation of more space both adjacent to the Port and through external truck parking and pre-gate facilities further outside of the Port.
- Provision of automated freight gates to increase efficiency and reduction of emissions from trucks.
- Critical road junction upgrades for the entry and exit points of the Port.





3.7. Cruise ship services upgrade

- Cruise ship service upgrades including optimised berthing and passenger terminal service facilities for larger cruise ships which are now calling at the Port with call frequency forecasted to increase.
- Terminal upgrades to accommodate new low carbon passenger transport services within the terminal.
- Development support for cruise parking at the Park and Ride.

3.8. Portico Load on-Load off terminal developments

- Berth strengthening, deepening to provide greater flexibility and capacity to accept larger vessels.
- Optimise and rationalise the land side terminal space to provide greater flexibility of cargo storage and operational efficiency.
- Additional terminal space is required by acquiring adjacent land to the Portico Terminal to accommodate existing customer's needs and maintaining cargo volume throughput. The current lack of space in the terminal is a major hurdle in realising the potential for handling more lucrative and varied cargo types that are eager to utilise the Portico Terminal in the future.
- The new Border Control Post warehousing requirements as a result of Brexit means that valuable operational space at the Portico Terminal has been lost and this space needs to be replaced.

3.9. Solent Freeport approval

- PIP plays a vital part of the Solent Freeport project and has potential to attract major benefits to the region as it provides opportunities for job creation through encouraging businesses to develop and grow.
- PIP has been identified as a customs site, with one of the tax sites also located at the nearby Dunsbury Park, a large business park off the A3 owned by Portsmouth City Council.
- Dedicated transport hub, located within access of PIP for tax free trade.
- Supply chain solution through increased capacities.
- Value added facilities for customer, drop and go and simplified customs clearance.
- Fresh produce processing (customs free) for re-exporting.
- Ambition to be fully automated transport solution between the sites.
- Enhances air quality while attracting trade to PIP.

4. Master Plan Themes

The Masterplan has four distinct categories:

4.1. Environment and Sustainability

- 4.1.1. The environment and sustainability are our priority areas for the future development of the port. PIP intends to be net carbon neutral by 2030 and to become UK's first Zero Emissions Port by 2050.
- 4.1.2. The Port is committed to build on the achievements to date with our sustainable goals and are determined to show that the port is able to lead the way on environmental standards. PIP will continue to support and work with the city, our customers and stakeholders to pursue the same green port ambitions in the future.



4.2. Society and the Economy

- 4.2.1. PIP aims to maintain our position as the UK's most successful local authority owned port. We are proud of our role as a major contributor in the UK's marine and maritime industry and are determined to continue playing our part both in the national and local economy.
- 4.2.2. We are fully aware of the port's importance to many communities with our role as a major employer, critical freight handler and life line port to many. This is why we are committed to ensure the port can continue to thrive and evolve, looking at ways to diversify and increase opportunities through improved trade and new quality services within the marine and maritime industry.
- 4.2.3. PIP will continue to champion positive relationship improvements which include mental health, diversity and women in maritime, as well as wider improvements with port users (customers and consumers) and building strong community relationships (such as with the university, colleges, schools, Portsmouth Football Club, fishing and marine leisure community).



4.3. Resilience and Security

4.3.1. PIP has proven, during these unprecedented times of pandemic and economic challenges, that we were dedicated in supporting our customers and the nation to weather the challenges together. As we now work hard to adapt to the new norms of the future and to restart our sectors, we are more determined than ever to increase our resilience and upgrade our services in the cruise, ferry and traditional freight sectors so that future demands and trends in the shipping and maritime industry can be accommodated safely and efficiently. We will continuously look for opportunities to expand our port both internally and externally so we become more agile and flexible to serve our existing and future customers.

4.4. Innovation and Technology

- 4.4.1. PIP will explore opportunities for leveraging suitable cutting-edge technologies to provide world-class services to our customers with an aim to maximise operational efficiency and productivity. In addition, we are constantly looking at ways to innovate and drive technological advancements in the port with every day activities to support our future growth and collective ambitions both in sustainability and operational excellence.
- 4.4.2. We will work with our customers and the city to be integrated in technology and to bring the port community closer together digitally.
- 4.4.3. Through the upgrade of our organisation and infrastructure, we aim to mature as a Smart Port which will be in positioned to capitalise on the industry 4.0 revolution within the ports and maritime sector.



5. Infrastructure development

5.1. Roll On / Roll Off (RoRo)

- 5.1.1. The end of the EU transition period, the introduction of new ferries with larger freight capacity and the shift from driver accompanied cross channel freight to unaccompanied freight will see a greater demand on operational port land. By 2025 the port needs 4.5 hectares of land and a further 3.4 hectares of land by 2030 to maintain core businesses organic growth.
- 5.1.2. The port has written to planners during the consultation on the Local Plan to ensure that this is taken into account so that the land north of Morrison's site and land adjacent to the port boundary remain zoned as employment land for future port expansion.
- 5.1.3. Additionally, PIP is in advanced discussions with the landowner for a 6 hectare site outside of the city boundary but near the port that can be developed in two phases to meet the demands of the port. The development of the site will provide storage for unaccompanied freight, pre-gate booking and holding of driver accompanied freight to avoid congestion on the M275 and will include good quality shower, toilet and canteen facilities for drivers.
- 5.1.4. Other developments within the master plan for RoRo include
- Border Control Post.
 - The provision of power for hybrid cross channel ferries.
 - A new passenger boarding bridge.
 - Linkspan and port facilities for a possible start up electric ferry service to the Isle of Wight.
 - Automated freight gates and car booths.
 - Expansion of search facilities.
 - Transport development plans at Whale Island Way and Rudmore roundabout to improve the flow of traffic around the port.
 - Utilisation of smart technology for hauliers and carriers, including integrated port community system.

5.2. Cruise

- 5.2.1. Recently, PIP has gained a good reputation in serving luxury, boutique and expedition cruise ships. We will continue to develop good quality infrastructure that is fit for purpose for our customers. The port passenger terminal extension will be completed in time for the 2023 cruise season and will be future proofed to add a high level walkway and passenger boarding bridge to the cruise berth.
- 5.2.2. The Park and Ride development plans also take into account the demand for cruise parking as the port cruise calls continue to grow.
- 5.2.3. Other plans include an extension to the cruise berth and to provide power to the berth in order to accommodate larger cruise ships that can run on



electric power while passengers enjoy the first class tourist attractions around the city.

- 5.2.4. These plans will provide the catalyst for tourism, high quality hotels and supply chain SME growth around the city with each call providing up to £1.5 million to the Portsmouth economy.



5.3. Lift On / Lift Off (LoLo)

5.3.1. The Port Masterplan has taken into the account the changes in imports of fresh produce, the increase in demand for container storage and diversification of cargos at the Portico Terminal. Development plans include:

- Re-configuring terminal facilities including demolition of temperature controlled warehousing to provide capacity to handle up to 140,000 TEU (twenty foot equivalent) per annum.
- Strengthening and deepening of Albert Johnson Quay for short sea feeder container carriers.
- Development of an aggregate terminal facility behind Flat House Quay.
- Hard standing capability for project cargo and other palletised goods.
- Good quality warehousing for general cargo.
- Automation of freight gates and utilisation smart technology for freight booking to manage the flow of freight to avoid peaks.
- Electrification of quayside to transition towards electric harbour mobile cranes and the electrification of port handling equipment.

6. Reasons for recommendations and 'Do Nothing' scenario



- 6.1. Unlike private ports where profits go to shareholders, as the largest municipal port in the country, PIP's 'shareholder' is the city of Portsmouth. The port's success is the city's success. Profits from port activity go towards essential council services.
- 6.2. PIP has been successful in implementing significant land side sustainable projects such as battery storage, solar PV and electrification of equipment. The port will continue to be a living laboratory for green technology. However, the port will need to provide the infrastructure to support the transition within the shipping industry towards green fuels that improve air quality, reduce and/or remove the use of fossil fuels.
- 6.3. As an island nations, 95% of the UK's trade is carried on ships. UK ports are experiencing a 'once in a generation change' with the EU which is changing the way freight is shipped. This has resulted in short term challenges with infrastructure and documentation, however ports adapt to these changes over time. PIP has the ability to take advantage to these changes but needs to provide (and expand) infrastructure to support our existing customers.
- 6.4. PIP is a significant economic driver for International travel and tourism and anticipates an almost instant bounce back for International travel as the county enters the endgame of the pandemic. The passenger terminal extension provides facilities to accommodate multiple ferry and cruise passenger activities.
- 6.5. However, strong long term cruise growth cannot be sustained unless further development is undertaken at the port after the market normalises post pandemic.
- 6.6. The port needs to adapt to the changes in fresh produce imports from palletised to containerised cargo and provide facilities for short sea container, dry bulk and project cargo to support the Portico business plan for diversification of cargo handling.
- 6.7. If the port does not change, the 'do nothing' scenario will see a loss in custom and cargo volumes due to the inability to provide the facilities for our core business partners plans and be unable to attract strong cruise and ferry growth. The economic contributions locally and nationally will decline with a reduction in GVA of 38.5% and potential loss in employment of 39% in the next 10 years.

7. Integrated impact assessment

- 7.1. Attached.

8. Legal implications

- 8.1. There is no statutory duty upon the Council (and by extension PIP as a department of the Council) to produce a Port Master Plan, however the need for such a plan is considered good practice by the Department for Transport (DfT).
- 8.2. Any decision which is likely to affect more than one portfolio is to be taken by the cabinet as a whole and so although the responsibility for PIP is within the Leader's portfolio, the impact across portfolios (such as transport, planning etc) necessitates this decision being taken by cabinet as a collective.
- 8.3. The Development Master Plan has not been considered on behalf of the City Solicitor.

9. Director of Finance's comments

- 9.1. The key identified projects within the master plan total a capital expenditure of £92.2million over 20 years. The economic benefit to the city of Portsmouth has the capability of reaching £357 million per annum as a result of the port master plan.
- 9.2. Each individual capital project will follow the democratic process after being financially assessed in order to be recommended for council approval.

.....
Signed by:

Appendices:

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

| Title of document | Location |
|-------------------|----------|
| | |
| | |

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

.....
Signed by:

Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

The integrated impact assessment is a quick and easy screening process. It should:

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:
 - Communities and safety
 - Regeneration and culture
 - Environment and public space
 - Equality & - Diversity - This can be found in Section A5

Directorate:

Portsmouth International Port

Service, function:

Port

Title of policy, service, function, project or strategy (new or old) :

Port Masterplan

Type of policy, service, function, project or strategy:

- Existing
- New / proposed
- Changed

What is the aim of your policy, service, function, project or strategy?

A 20 year development business plan focused on sustainable growth

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

No public consultation required however consultation with key stakeholders carried out by project consultants. The information assisted in developing the 20-year plan and key trade projections.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?



In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact Lisa.Wills@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Two key themes of the plan are 'society and economy' and 'resilience and security' which provide increases in direct and indirect jobs, economic which in turn support avoidance of crime and ASB etc.

How will you measure/check the impact of your proposal?

The port has their own police liaison meetings. Additionally, the support of masterplan will create significant good quality local jobs.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?



In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?



In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The priority of the masterplan is to develop clean technology to support the transition to new fuels, which in turn provide cleaner air and reductions in ambient pollution.

How are you going to measure/check the impact of your proposal?

There are 5 air quality sensors around the port providing live data.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A4-Income deprivation and poverty-Will it consider income deprivation and reduce poverty?



In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact Mark.Sage@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>

<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

90% of port employees live in the city. An increase in activity will provide for more good quality local jobs.

How are you going to measure/check the impact of your proposal?

The port intends to carry out economic output studies every 5-years.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A5-Equality & diversity - Will it have any positive/negative impacts on the protected characteristics?



In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

the port will champion positive relationship improvements which include mental health, diversity and women in shipping, as well as wider improvements with the port community and building strong community relationships.

How are you going to measure/check the impact of your proposal?

Reports to Port Advisory Board include equality and diversity statistics.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?



In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The port masterplan centers around the transition to green fuels and port side electrification to be net carbon neutral by 2030.

How are you going to measure/check the impact of your proposal?

Annual carbon audits and live air quality measures at the port.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?



In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact Triston.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

<https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The master plan includes a number of initiatives to maximise use of energy from renewable sources.

How are you going to measure/check the impact of your proposal?

Each project has a sustainable and energy use review before being approved.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding-Will it proactively mitigate against a changing climate and flooding?



In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

As B1 and B2

How are you going to measure/check the impact of your proposal?

As B1 and B2

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B4-Natural environment-Will it ensure public spaces are greener, more sustainable and well-maintained?



In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The port is the harbour authority with responsibility for marine biodiversity

How are you going to measure/check the impact of your proposal?

Through the transition to green fuels for shipping and support this with port infrastructure.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?



In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact Hayley.Trower@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

See B1 and B2 Additionally, the introduction of an out of town pre-gate will further minimise congestion and improve air quality.

How are you going to measure/check the impact of your proposal?
See B1 and B2

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B6-Transport - Will it improve road safety and transport for the whole community?



In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The master plan includes upgrades to Rudmore and Whale Island Way junctions. Also the Park and Ride and out of town developments minimise the impact on road transport

How are you going to measure/check the impact of your proposal?
with liaison with PCC transport team.

Is your policy/proposal relevant to the following questions?

B7-Waste management - Will it increase recycling and reduce the production of waste?



In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

<https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Developments will look to recycle where possible.

How are you going to measure/check the impact of your proposal?
Within construction contracts.

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C1-Culture and heritage - Will it promote, protect and enhance our culture and heritage?



In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The port masterplan will increase tourism

How are you going to measure/check the impact of your proposal?

the port intends to carry out economic impact studies every 5 years.

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C2-Employment and opportunities - Will it promote the development of a skilled workforce?



In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The masterplan significantly increases local jobs

How are you going to measure/check the impact of your proposal?

Through direct and indirect job information and economic impact study.

Is your policy/proposal relevant to the following questions?

C3 - Economy - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?



In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The masterplan will be a catalyst for new hotels and SME growth through supply chain demands

How are you going to measure/check the impact of your proposal?
economic impact study every 5 years.

Q8 - Who was involved in the Integrated impact assessment?

Port Director and senior port representatives.

This IIA has been approved by:

Mike Sellers

Contact number:

023 92855901

Date:

21.01.2022

Agenda Item 11



Portsmouth
CITY COUNCIL

**QUESTIONS FOR THE CABINET OR CHAIR
UNDER STANDING ORDER NO 17.**

ORDINARY CITY COUNCIL MEETING – 15 FEBRUARY 2022

QUESTION NO 1

FROM: COUNCILLOR GEORGE MADGWICK

**TO REPLY: CABINET MEMBER FOR TRAFFIC & TRANSPORTATION
COUNCILLOR LYNNE STAGG**

Now the Highway Code has been updated to allow Cyclist to ride on the road, two abreast, and extending the passing space between cars, will the council look to abandon all plans for new cycle lanes to be installed and not renew any lanes when roads are resurfaced to save the council money?

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