



**Oversight and Governance**

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## **CABINET - SUPPLEMENT**

Tuesday 11 September 2018  
2 pm  
Council House, Plymouth

**Members:**

Councillor Evans OBE, Chair

Councillor P Smith, Vice Chair

Councillors Haydon, Coker, Dann, Lowry, McDonald, Penberthy, Jon Taylor and Tuffin.

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

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**Tracey Lee**

Chief Executive

## **Cabinet**

- 8. Plymouth Railway Station Regeneration (Pages 1 - 12)**
- 12. Scrutiny - Select Committee Report on the Fisheries White Paper (Pages 13 - 28)**
- 14. Plymouth Railway Station Regeneration (Pages 29 - 42)**

**PLYMOUTH CITY COUNCIL**

**Subject:** Plymouth Railway Station  
**Committee:** Cabinet  
**Date:** 11<sup>th</sup> September 2018  
**Cabinet Member:** Cllr Tudor Evans, Leader of the Council  
**CMT Member:** Anthony Payne, Director of Place  
**Author:** Mark Brunsdon, Head of Strategic Development Projects  
**Contact details:** Tel: 01752 304855 E mail: mark.brunsdon@plymouth.gov.uk

**Ref:**

**Key Decision:** Yes

**Part:** 1 Attached

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**Purpose of the report:**

The proposal is to enter into various legal agreements with Network Rail, Great Western Railway & University of Plymouth to facilitate the regeneration of Plymouth Railway Station and to improve this strategic gateway to the city.

The agreements will enable the Council to deliver or fund enabling works including rail staff relocation, demolition & the construction and operation of a new multi storey car park and improved public realm. As part of the agreements GWR will undertake some enhancements to the station concourse to be completed by June 2020.

The enabling works will unlock the regeneration of the Railway Station area. It will improve the attractiveness of the station environment, capacity for rail commuters and create development opportunities which will lever in private investment.

The project will replace the existing 278 space sub-standard decked car park with a fit for purpose new multi storey car park with c.440 spaces. In addition a hotel development opportunity will be released once the existing car park is demolished.

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**Corporate Plan:**

The Council is utilising its property assets and borrowing capacity to lever in significant private sector investment.

The regeneration will significantly enhance the rail gateway to the City (pledge 14) and attract investment to achieve increased economic activity.

It will increase the capacity of the station and accommodate the forecast growth in footfall passengers from 2.5m to 3.5m over the next 10 years. The project is estimated to create 400 construction jobs.

The project will increase accessibility and connectivity between the station and city centre for all users including pedestrians and cycle users. Station facilities will also be improved as well as the physical environment.

The proposed Plymouth Railway Station project is seen as an exemplar by OPE (One Public Estate)/Local Government Association and the Department for Transport. This is due to the partnership working with a range of stakeholders and progress being made notwithstanding the significant regulation that exists in the railway industry.

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### **Implications for Medium Term Financial Plan and Resource Implications: Including finance, human, IT and land:**

Covered in Part II report

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### **Other Implications: e.g. Child Poverty, Community Safety, Health and Safety and Risk Management:**

The stakeholders are working closely together to minimise disruption to rail and passenger activities.

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### **Equality and Diversity:**

Has an Equality Impact Assessment been undertaken? Yes

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### **Recommendations and Reasons for recommended action:**

The decision to be taken:

1. Approve the Business Case
2. Delegate the award of demolition and construction contracts to Anthony Payne, Strategic Director for Place

The enabling works will unlock the regeneration of the Railway Station which is tired and underperforms as a gateway to the city. It will improve the attractiveness of the

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station, capacity for rail commuters and create development opportunities.

### **Alternative options considered and rejected:**

**Do nothing.** The station environment would continue to deteriorate and inward investment would be lost.

**Relocate the station within the site.** This is more comprehensive but it would incur significantly higher costs.

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**Published work / information:**

Part I Briefing Report Plymouth Railway Station Regeneration

**Background papers:**

Title	Part I	Part II	Exemption Paragraph Number							
			1	2	3	4	5	6	7	
Plymouth Railway Station Business Case		x			x					

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**Sign off:**

Fin	pl.18 .19.7 4	Leg	31126/A C/31/8/1 8	Mo n Off	HR		Assets		IT		Strat Proc	
Originating SMT Member Anthony Payne												
Has the Cabinet Member(s) agreed the content of the report? Yes												

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**PART I BRIEFING REPORT:**  
Plymouth Railway Station Regeneration



The proposal is to enter into agreements with the University of Plymouth, Network Rail & Great Western Railway (“GWR”) to facilitate the regeneration of Plymouth Railway Station.

The agreements will enable the Council to deliver or fund enabling works including rail staff relocation, demolition & the construction and operation of a new multi storey car park and improved public realm.

As part of the agreements GWR will undertake some enhancements to the station concourse to be completed by June 2020. Further improvements post 2020 are also anticipated.

The enabling works will unlock the regeneration of the Railway Station area. It will improve the attractiveness of the station environment, capacity for rail commuters and create development opportunities which will lever in private investment. The regeneration is necessary to meet increasing rail commuting demand which is expected to increase from 2.5 million passenger movements to 3.5 million over the next 10 years (source GWR). This growth reflects a combination of population and economic growth, changing travel habits and improved rail services.

The project will replace the existing 278 space sub-standard decked car park with a fit for purpose new multi storey car park with c.440 spaces.

The enabling works will make Intercity House available for refurbishment and occupation by the University of Plymouth and release a gateway site for University development. Both will be occupied for education use.

In addition a hotel development opportunity will be released once the existing car park is demolished.

Recommendation

It is recommended that the Leader of the Council:

- Approve the Business Case
- Authorise the necessary procurement processes
- Delegate the award of demolition and construction contracts to Anthony Payne, Strategic Director for Place

Reasons for Recommendation

- To:
- Deliver regeneration of the station environment;
  - Secure significant economic benefits and private sector investment;

- Improve the station as a gateway to the city and increase parking capacity for commuters and visitors.



# EQUALITY IMPACT ASSESSMENT

Plymouth Rail Station Regeneration



PLYMOUTH

## STAGE 1: What is being assessed and by whom?

What is being assessed - including a brief description of aims and objectives?	Enabling works including new staff accommodation, demolition, new car park and public realm.
Responsible Officer	Mark Brunsdon
Department and Service	Head of Strategic Development projects
Date of Assessment	3 September 2018

## STAGE 2: Evidence and Impact

Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
Age	<p>The ONS mid-year population estimates from 2016 are as follows:</p> <p>Under 5 15,881 6.0%</p> <p>Under 16 46,808 17.7%</p> <p>Under 18 52,354 19.8%</p> <p>18-24 33,253 12.6%</p> <p>15-64 172,805 65.4%</p>	There will be limited disruption to rail users during construction	Ensure the detailed design process, construction methodology, procurement of contractors and execution of works allows for the safe movement of people of all ages throughout the construction process	<p>Staff accommodation June 2019 - Feb 2020 – GWR responsible</p> <p>Demolition of Risc building - Feb 2020 – June 2020 SRO responsible</p> <p>New MSCP build – June 2020-Aug 2021 SRO responsible</p> <p>Demolition of existing car park –Aug 2021- Mar 2022 SRO responsible</p>

<b>STAGE 2: Evidence and Impact</b>				
<b>Protected Characteristics (Equality Act)</b>	<b>Evidence and information (e.g. data and feedback)</b>	<b>Any adverse impact?</b>	<b>Actions</b>	<b>Timescale and who is responsible?</b>
	<p>65 and over 47,112 17.8%</p> <p>75 and over 21,401 8.1%</p> <p>85 and over 6,224 2.4%</p>		with advance notice of works and clear signage and station change agreements being in place before works commence.	<p>Public realm Mar 2022 – Dec 2022 SRO responsible</p> <p>Lead contractor and Principal Designer throughout design and construction process</p>
Disability	<p>More people are living with a disability now than in the past because we're living longer and improved medical treatments are enabling more people to manage long-term health problems. The Equality and Human Rights Commission says that the majority of people over 50 will have a long-term health condition by 2020.</p> <p>A total of 31,164 people declared themselves as</p>	<p>Enhancing the safe movement of people of all abilities is one of the guiding principles of the programme and as such the completed schemes will improve the environment for people with disabilities</p> <p>There will be some disruption during construction</p>	<p>The design team will work closely with groups including PADAN, Age Concern, Dementia Friendly and Public Health through the detailed design process to attempt to address specific needs and concerns</p> <p>Streets and spaces will be designed to meet requirements under the Equalities Act 2010, Inclusive Mobility Standard DFT Guidance wherever possible and Building Regulations</p>	<p>Jan 2019 – Responsible Officer SRO</p> <p>Design team and Principal Designer throughout design and construction process</p> <p>Lead contractor and Principal Designer throughout design and construction process</p>

<b>STAGE 2: Evidence and Impact</b>				
<b>Protected Characteristics (Equality Act)</b>	<b>Evidence and information (e.g. data and feedback)</b>	<b>Any adverse impact?</b>	<b>Actions</b>	<b>Timescale and who is responsible?</b>
	<p>having a long-term health problem or disability in the 2011 Census.</p> <p>1,297 adults currently registered with a GP in Plymouth have some form of a Learning Disability (2013/14).</p>		<p>Approved Document Part M for access to any buildings.</p> <p>Ensure the construction methodology, procurement of contractors and execution of works allows for the safe movement of people of all abilities throughout the construction process with advance notice of works and clear signage for any diversions to accessible pedestrian routes or drop off parking.</p>	
Faith, Religion or Belief		No adverse impact	No action required	
Gender - including marriage, pregnancy and maternity		No adverse impact	No action required	

<b>STAGE 2: Evidence and Impact</b>				
<b>Protected Characteristics (Equality Act)</b>	<b>Evidence and information (e.g. data and feedback)</b>	<b>Any adverse impact?</b>	<b>Actions</b>	<b>Timescale and who is responsible?</b>
Gender Reassignment		No adverse impact	No action required	
Race	The racial composition of the City is changing and not all residents and visitors understand English.	No adverse impact	No action required	
Sexual Orientation -including Civil Partnership		No adverse impact	No action required	

<b>STAGE 3: Are there any implications for the following? If so, please record 'Actions' to be taken</b>		
<b>Local Priorities</b>	<b>Implications</b>	<b>Timescale and who is responsible?</b>
Reduce the inequality gap, particularly in health between communities.	Positive impact – the project will improve the environment to encourage walking and cycling to and from the station. The design team will work with Public Health to attempt to meet emerging Healthy Streets standards. Improved cycling links will encourage more cycling through and within the city centre.	Benefits to be realised upon completion of selected schemes, expected to be from 2019 onwards. Responsible Officer.

<b>STAGE 3: Are there any implications for the following? If so, please record 'Actions' to be taken</b>		
<b>Local Priorities</b>	<b>Implications</b>	<b>Timescale and who is responsible?</b>
Good relations between different communities (community cohesion).	Positive impact – improved public spaces within Millbay will promote increased use by all sectors of the community and host more and better events.	Benefits to be realised upon completion of selected schemes, expected to be from 2020 onwards. Responsible Officer.
Human Rights	No implications	

<b>STAGE 4: Publication</b>			
Director, Assistant Director/Head of Service approving EIA.		Date	3 September 2018

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**PLYMOUTH CITY COUNCIL**

<b>Subject:</b>	Fishing and Fisheries Select Committee Review
<b>Committee:</b>	Cabinet
<b>Date:</b>	11 September 2018
<b>Cabinet Member:</b>	Councillor Tudor Evans OBE . Leader of the Council
<b>CMT Member:</b>	Anthony Payne (Strategic Director for Place)
<b>Author:</b>	Jane Hunt (Senior Economic Development Officer)
<b>Contact details:</b>	<b>T</b> 01752 398048 <b>E</b> jane.hunt@plymouth.gov.uk
<b>Ref:</b>	<b>BILCO4</b>
<b>Key Decision:</b>	No
<b>Part:</b>	I

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**Purpose of the report:**

The purpose of this report is to present the recommendations from the Fishing Select Committee Review meeting which was held on the 22 August 2018 on launching the Council's sustainable fishing plan and also the responses to DEFRA's fishing white paper "Sustainable Fisheries for Future Generations".

The Fishing Select Committee was held following the publication of DEFRA's fishing white paper "Sustainable Fisheries for Future Generations" and in light of the UK's upcoming exit from the European Union and the Common Fisheries Policy. This will lead to major legislative changes that presents both opportunities and risks to the fishing industry unless properly consulted.

There risks include:

- **Borders and trade:** there is currently no infrastructure in place at ports to act as a hard border with the EU, which will have a serious impact on delays to the delivery of fresh fish to international markets and the possibility of spoilt produce.
- **EU retaliation:** associated cost of additional policing and defence of our fishing opportunities.
- **Infrastructure:** not having the necessary infrastructure to keep pace with the additional fishing opportunities.
- **New entrants:** the uncertainty caused by Brexit may act as a barrier to new entrants into the fishing industry and act as a barrier for investment in new machinery and technology for existing businesses.

Whilst the opportunities include:

- **Increased Total Allowable Catch:** the additional fishing opportunities will allow the UK the opportunity to sell these additional stocks to EU member-states, or, to expand and develop our nation's fisheries to fill the gap.
- **Profile of the Industry:** the increased gains made post-Brexit could help address the profile of the industry as a high-tech and profitable sector and encourage new entrants into the industry.
- **Organisational restructure:** as the organisational institutions look to become more streamlined, Plymouth can lend its immense expertise to explore opportunities for regional or national fishing hubs.
- **Policing and enforcement:** although there is significant risk of EU member-states illegally fishing in UK waters, there is an opportunity with the necessary increase in policing and enforcement. As home to the largest naval base in Western Europe, and positioned in the

middle of the 3 largest fishing ports in England, Plymouth will have a significant role in hosting additional security measures.

- Sustainability: change in fisheries policy as a result of Brexit also allows the country to put sustainability as the forefront of our strategies. With ambitions of a National Marine Park, and an ongoing commitment to abolishing marine plastics and the devastating practice of discards, and a world-class cluster in marine science, Plymouth has an opportunity to shape the future direction of the fishing industry.

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### **Corporate Plan:**

Plymouth is Britain's Ocean City and the Fishing Industry is part of our heritage and a key contributor to our vibrant waterfront. The scrutiny review approach embeds our values, it is democratic, responsible fair and cooperative. The subject matter reflects our growing city priorities, in particular, economic growth, jobs and skills and sustainability. We are delivering in line with our commitment to listen to our communities and to provide a strong voice for Plymouth regionally and nationally.

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### **Implications for Medium Term Financial Plan and Resource Implications: Including finance, human, IT and land:**

The recruitment of a Fishing Development Officer would cost in the region of 50,000 – 60,000 per annum. Any associated expenses would need to be contained within existing Economic Development revenue budgets. A bid for grant resources has been submitted which could meet year 1 costs. If this bid is not successful, and any cost of employment beyond year 1 would need to be funded from within existing Economic Development revenue budgets.

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### **Other Implications: e.g. Child Poverty, Community Safety, Health and Safety and Risk Management:**

None.

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### **Equality and Diversity:**

Due regard would be given to the Public Sector Equality Duty for all relevant management actions which result from this recommendation.

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### **Recommendations and Reasons for recommended action:**

Cabinet support the recommendations made by the Select Committee Review on the Council's launch of a sustainable fishing plan and the responses to DEFRA's fishing white paper – Sustainable Fisheries for Future Generations.

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### **Alternative options considered and rejected:**

None.

As per the Constitution Cabinet are obliged to consider recommendations made by Overview and Scrutiny function.



**Published work / information:**

- Sustainable Fisheries for Future Generations”, published by the Department for the Environment, Food and Rural Affairs on 26th July 2018
- The UK Sea Fisheries Annual Statistics Report 2016. MMO, published 28th September 2017
- Economic Impacts of Scenarios for Scottish and UK Seafood Industries Post EU Exit
- Fishing for a Future: An Analysis of Need, Challenges and Opportunities in UK Fishing Communities an Interim Research Report by Cornwall Rural Community Charity & Rose Regeneration on behalf of Seafarers UK (Jan 2018)
- Living on the Edge – Britain’s Coastal Communities Scott Corfe – Social Market Foundation – Sept 2017
- Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee Fishing and Fisheries Report 6 June 2018

**Background papers:**

Title	Part I	Part II	Exemption Paragraph Number							
			1	2	3	4	5	6	7	

**Sign off:**

Fin YES	pl.1 8.19 .85	Leg	MS/3 1173	Mon Off		HR YES		Assets		IT		Strat Proc	
Originating SMT Member													
Has the Cabinet Member(s) agreed the content of the report? Yes													

## **Background Information**

A Select Committee Review on fishing and fisheries was completed on 22 August 2018. The purpose of the Review was as follows –

- make recommendations to Cabinet in relation to the Administration's Manifesto commitment;
- to work with Plymouth's fishing industry to launch a Plan for Sustainable Fishing to secure the industry to launch a Plan for Sustainable Fishing to secure the industry's future in the City;
- to inform the Council's response to the Fisheries White Paper; Sustainable Fisheries for Future Generations;

As part of the review the Committee attended an organised tour of the Fishing Quay, Fish Market and a demonstration of the Dutch auction. During the tour Members had an opportunity to ask questions from stakeholders and gained an understanding of the issues faced by the fishing industry in Plymouth.

Following the tour, the Select Committee Review took place in the National Marine Aquarium where Members heard evidence from witnesses from across the sector including Plymouth Trawler Agents Ltd, Interfish, Devon and Severn Inshore Fisheries and Conservation Authorities and the Angling Trust and Bass Anglers' Sport fishing Society. Luke Pollard MP also attended the evidence hearing in his capacity as the Shadow Minister for Flooding and Coastal Communities and provided his view on the importance of sustainable fishing and fisheries for Plymouth.

## **Recommendations**

### Recommendation 1

To produce a plan for sustainable fishing to secure the industry's future in the City by September 2019;

Cabinet Response

Agree the recommendation.

### Recommendation 2

To agree the consultation responses to the Fisheries White Paper: Sustainable Fisheries for Future Generations (as attached as appendix 1);

Cabinet Response

Agree with the consultation responses as outlined in appendix 1 and submission to DEFRA by the consultation deadline of 12 September 2018;

### Recommendation 3

To increase resources and expertise supporting the sector by employing a Fishing Development Officer which will enable the Council to deliver recommendation 1 above;

Cabinet Response

Agree the recommendation.

Recommendation 4

Plymouth works with the Local Government Association in order to create a network of key port cities.

Cabinet Response

Use the Key Cities Network, of which we are already a part, to liaise and cooperate with other port cities to best support the fishing sector in England; examples of support would relate to the impact of Brexit on exports and licensing.

Recommendation 5

Recreational angling should be considered as part of the whole approach to sustainable fisheries.

Cabinet Response

Agree the recommendation

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**Q1 Do you agree with proposed powers in the fisheries bill?**

<p>Committee's Response</p>	<p>We agree with all of the recommendations. We would like to see assurance that the implementation of future fishing opportunities will ensure sustainability and fair quota allocation.</p> <p>The powers that would allow the UK to amend retained EU law, subject to discussions with the devolved administrations, will remain fair and not disproportionately benefit Northern Ireland, due to the sensitive nature of their land border with the European Union.</p> <p>Regarding the powers to ensure the protection of the Marine Environment, we ask for further discussions to ensure that any future policy will best protect and reflect local needs and aspirations.</p> <p>The scheme to tender or auction future fishing opportunities must be fair and accessible to new entrants, and show preferential treatment to micro or small enterprises. We ask for considerable research into new methodologies to abolish the damaging practice of fish discards, and avoid the issue of choke species.</p> <p>We would like clear and early commitment that following Brexit the Shared Prosperity Fund will reflect the values of the current EMFF. We must have specific and targeted funding available to the industry for R&amp;D, business and export support, health and safety and necessary infrastructure improvements.</p>
<p>Cabinet's Response</p>	<p>We agree with all of the recommendations. We would like to see assurance that the implementation of future fishing opportunities will be through a robust framework developed over time to ensure that it looks first at what can be sustainably harvested and where, and then follows with opportunities awarded to sectors /vessels that can demonstrate the least negative physical impact on the ecosystem. The detail should not be rushed by an unrealistic prescribed timetable, nor should it be delayed beyond the time needed. Fisheries regulation always has unintended consequence, most of which are predictable, in this regard, lessons must be learned. Government must be realistic about the time the process should take.</p> <p>We would like clear and early commitment that following Brexit there will be clear sources of grant funding that will reflect the values of the current EMFF. We must have specific and targeted funding available to the industry for R&amp;D, business and export support, health and safety and necessary infrastructure improvements.</p>

**Q2 What are your priorities for UK negotiations with the EU on fisheries?**

<p>Committee's Response</p>	<p>The Brexit negotiations allow the UK the opportunity to implement zonal attachment, providing the industry with substantial net gains, and better equip the UK to achieve Maximum Sustainable Yield across all commercial species whilst minimising discard. In addition to this, the UK can be in a better position to manage fisheries more responsively and effectively, align investment in fisheries science with national interests and increase</p>
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	<p>the scope of transparency in the industry.</p> <p>It is imperative that there will be the infrastructure in place to facilitate ease of access to foreign markets, and that those borders required will not become a significant barrier to trade. The fishing industry is driven by export and to continue successfully exporting post-Brexit there needs to be a quick and easy customs systems that does not allow the fresh fish to spoil and the infrastructure to support this.</p>
Cabinet's Response	<p>It is imperative that there will be the infrastructure in place to facilitate ease of access to foreign markets, and that those borders required will not become a significant barrier to trade. The fishing industry is driven by export and to continue successfully exporting post-Brexit there needs to be a quick and easy customs systems that does not allow the fresh fish to spoil and the infrastructure to support this.</p> <p>The Brexit negotiations allow the UK the opportunity to implement zonal attachment, providing the industry with net substantial gains and better equip the UK to achieve Maximum Sustainable Yield across all commercial species. In addition to this, the UK can be in a better position to manage fisheries more responsively and effectively, align investment in fisheries science with national interests and increase the scope of transparency in the industry.</p> <p>In 2018 our negotiations must ensure flexibility and assistance via additional TAC of choke species to ensure that the UK Government has the capacity to ensure UK vessels do not get caught by new landing obligation requirements that start in January 2019, leaving them tied to the quay unable to fish. Government needs to be open and transparent about the process for the distribution of additional TAC that is secured.</p> <p>Clarity is needed if in-year international swops will be able to be continued through 2019 as in previous years.</p>

### Q3 What are your priorities for controlling our waters exit?

Committee's Response	<p>We would like to see zonal attachment, which would allow for a fairer distribution of the nation's fishing opportunities. An estimated £17m of fish was caught by fishing vessels from France, Belgium, Germany, Ireland and the Netherlands in 2015 within 12 nautical miles of the British coast.</p> <p>In addition to this, amendments to EU legislation restricting activities in Marine Protected Areas must continue to fulfil its role of providing the conditions for Maximum Sustainable Yields. Brexit also allows for the fishing industry to modernise and abolish harmful practices such as the discards and the presence of ghost nets and fishing equipment in the marine environment. As we continue to fight plastics in the marine environment, the fishing industry, as a key stakeholder, must play a central and leading role.</p>
Cabinet's Response	<p>Recent events in the Baie De Seine demonstrate how tensions can flare. The UK must be prepared to defend our waters, as well as monitor and enforce our fishing regulations post-Brexit. Regulators must be adequately resourced to deploy appropriate assets. Government should not shy from the opportunity for radical reform of fisheries management. Perhaps consideration should be given to methods of quota allocation that gives meaningful bonuses or access to fishing vessels who demonstrate best practice, compliance and other measures that have mitigated their impacts on the environment more broadly.</p>

	<p>In this Plymouth has a role to play, being geographically and strategically placed at the heart of the English fishing fleet, the city can become a centre to pilot new monitoring and enforcement strategies. The city also boasts the largest Naval Base in Western Europe with the Navy playing a significant role in the monitoring and enforcement of fishing activities in UK waters.</p> <p>At present Marine Protected Areas (MPAs) cover much of Plymouth’s surrounding waters and are foundational to our ambitions of establishing the first National Marine Park. However, Brexit poses associated opportunities and risks. As we leave we would like assurance that any amendments to EU legislation restricting activities in Marine Protected Areas (MPAs) must continue to fulfil its role of providing the conditions for Maximum Sustainable Yields. Whilst on the other hand, there must be consideration of a mechanism that would ensure all vessels in UK waters adhere to UK regulations restricting activities in Marine Protected Areas (MPAs).</p>
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**Q4 What are your priorities for the UK’s international role in fisheries (beyond the EU)?**

<p>Committee’s Response</p>	<p>We anticipate that the UK will continue to play a leading role in fulfilling Sustainable Development Goal 14 by utilising increased freedoms in fishing opportunity allocation to promote sustainability across the industry.</p> <p>We see the UK increasing trade outside of Europe and with the help of central government the industry will easily expand into new markets, and best serve the Industrial Strategy’s vision of a Global Britain, fit for the future.</p> <p>Plymouth is a global centre of excellence for marine science and technology with one of the largest clusters of expertise in Europe. This serves the city well to become the administrative and operational hub for the nation, allowing the nation’s industry the opportunity to design and deliver future strategy based upon the best scientific evidence. We are willing to pilot any new technologies in the fishing industry, such as autonomous fishing technology.</p>
<p>Cabinet’s Response</p>	<p>The UK must seize the opportunity to lead in the international negotiations for the development of a ‘High Seas’ strategy through the G7 and UN. The UK is best placed to lead this strategy without the conflict of having a high seas fishing fleet, unlike so many countries. We must also lead in fisheries and ecosystems science to support High Seas and UKOT work by utilising the best available in specific fields of marine science.</p> <p>Plymouth, with its world-class marine academic institutions and specialist global expertise should play an important role in this.</p> <p>Plymouth is a global centre of excellence in marine science and technology with one of the largest clusters of expertise in Europe. This serves the city well to become the administrative and operational hub for the nation, allowing the nation’s industry the opportunity to design and deliver future strategy based upon the best scientific evidence. We are willing to work collaboratively with Government and our academic partners to pilot any new technologies in the fishing industry, such as autonomous fishing technology.</p>

**Q5. What are the fisheries policy areas where a common legislative or non-legislative approach (framework) across the UK is necessary?**

Committee's Response	We believe that those policy areas where a common legislative approach is necessary would involve access to markets, to ensure fair future trading. In addition to the potential incentives or penalties that will be aimed at abolishing discards. Finally, we would like to see that access to funding or business support will have a common and transparent framework that ensures that business support will target those who need it most.
Cabinet's Response	<p>The UK Government must continue to lead on fisheries policy for the UK, whilst Devolved administrations should continue to administer for their fleets and opportunities. At present however, the English fishing fleet is represented by the UK Minister of State for Agriculture, Fisheries and Food, who also represents the UK as a whole. This scenario has led to insufficient representation of the English fleet which must need addressing.</p> <p>Plymouth can lend its expertise and diverse fleet that include a mixed fishery, most classes and sizes of vessel, and most methods of capture, to act as a catalyst to ensure that the English fleet receives its deserved representation.</p>

**Q6. Do you have any further comments relating to the issues addressed in this section?**

Committee's Response	No.
Cabinet's Response	It is imperative that there will be the infrastructure in place to facilitate ease of access to foreign markets, and that those borders required will not become a significant barrier to trade. The fishing industry is driven by export and to continue successfully exporting post-Brexit there needs to be a quick and easy customs systems that does not allow the fresh fish to spoil and the infrastructure to support this.

**Q7. Do you agree with the measures proposed to ensure fishing at sustainable levels?**

Committee's Response	<p>There needs to be assurance that the short term costs derived from reduction in catch of certain species, in the pursuit of achieving Maximum Sustainable Yield across species is mitigated. These costs must not unfairly impact on the micro and small fishing enterprises and any reduction in fishing opportunities must be grounded in extensive scientific research and consult widely with the fishing industry.</p> <p>In addition to scientific research into the state of the fisheries stocks, we would also like to see further investigation into the other harmful fishing practices such as ghost fishing equipment. There needs to be a wider discourse between academics and the industry to ensure a modernised UK fishing fleet that is fit for purpose and best promotes our sustainable ambitions.</p> <p>We believe that there are significant technological opportunities in new methods of</p>
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	<p>policing and enforcement. REM and CCTV technology can allow for more targeted enforcement and with a cluster of marine science expertise, and the largest Naval Base in Western Europe, Plymouth would be well placed to offer itself as the centre for any new policing efforts.</p>
Cabinet's Response	<p>The UK must continue the upward trajectory of recovering fish stocks. While healthy stocks must be a goal, appropriate consideration needs to be given to the impact to micro and small businesses. There must be meaningful impact assessments given to measures that may increase risks to fisherman's lives due to changes in fishing patterns.</p> <p>We also believe that there are significant technological opportunities in new methods of policing and enforcement. REM and CCTV technology can allow for more targeted enforcement and with a cluster of marine science expertise, and the largest Naval Base in Western Europe, Plymouth would be well placed to offer itself as the centre for any new policing efforts.</p>

#### Q8. Do you agree that existing quota should continue to be allocated on an FQA basis?

Committee's Response	<p>In addition to being out of date, the current system promotes unfair distribution of fishing opportunities. Small coastal boats under 10m which make up 77% of the English fleet currently have the right to catch 3% of the total English catch of quota controlled fish such as cod, haddock, plaice, sole, herring and mackerel<sup>1</sup>. Fishing is a vital industry to small coastal communities, which have already been identified as some of the most deprived areas in the UK, the economic gap between coastal and non-coastal communities has widened over time, and current approaches to fishing opportunity allocations further disadvantage those communities that rely on the industry.<sup>2</sup></p> <p>We ask government to consider a modernised and evidence based approach to quota allocation to ensure those communities are adequately represented in current and additional fishing opportunities.</p>
Cabinet's Response	<p>In addition to being out of date, the current system promotes unfair distribution of fishing opportunities. Small coastal boats under 10m which make up 77% of the English fleet currently have the right to catch 3% of the total English catch of quota controlled fish such as cod, haddock, plaice, sole, herring and mackerel<sup>3</sup>. Fishing is a vital industry to small coastal communities, which have already been identified as some of the most deprived areas in the UK, the economic gap between coastal and non-coastal communities has widened over time, and current approaches to fishing opportunity allocations further disadvantage those communities that rely on the industry.<sup>4</sup></p> <p>We ask government to consider a modernised and evidence based approach to quota allocation to ensure those communities are adequately represented in current and additional fishing opportunities. As is always the case with any policy changes there will be unintended consequences, we hope to see that any potential changes to the existing quota allocation, and additional quota allocation be fair. There must be adequate piloting of any new systems of allocation, and for this, Plymouth is enthusiastic about piloting any</p>

<sup>1</sup> *Brexit is a red herring when it comes to the plight of UK Fishermen. The Guardian. 11<sup>th</sup> June 2018.*

<sup>2</sup> *Britain's coastal communities amongst worst performing areas for earnings, jobs, health and education. Social Market Foundation. September 4 2017.*

	new schemes.
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**Q9. How should any additional quota that we negotiate as an independent coastal state be allocated?**

Committee's Response	<p>In addition to a modern and science based approach to quota allocation, any future auction or tender process must address the current inequalities in the distribution of fishing opportunities. We ask for a system that allows new entrants and micro/small enterprises to easily access the sector's additional opportunities.</p> <p>We seek greater clarity on the proposed system to ensure the needs of local fishermen are fairly met.</p>
Cabinet's Response	Please refer to question 8.

**Q10. Do you agree that Defra should run a targeted scientific trial of an effort system in English inshore waters?**

Committee's Response	<p>We welcome any research into the industry and believe that the proposed 'days at sea' approach could be an interesting measure. As previously stated, Plymouth is enthusiastic about piloting any new systems or frameworks to help modernise such a key sector. With the sheer range of boats and fisheries that Plymouth has to offer, Plymouth would be the ideal destination to trial a new effort system.</p> <p>We would be interested in seeing the evidence base that led to these suggestions.</p> <p>We anticipate that any future research of trial of this nature would include a comprehensive discussion with the industry to ensure that there is consensus on what success might actually look like.</p>
Cabinet's Response	<p>Plymouth is enthusiastic about piloting any new systems or frameworks to help develop robust and equitable management systems. Britain's Ocean City is uniquely based to help pilot such trials with a diverse fleet that include most classes and sizes of vessel and most methods of capture. Plymouth is also home to world class institutions such as Plymouth Marine Laboratories, Marine Biological Association, Plymouth University and many more.</p> <p>We anticipate that any future research of trial of this nature would include a comprehensive discussion with the industry to ensure that there is consensus on what success might actually look like.</p>
Luke Pollard MP for Plymouth Sutton and Devonport	<p>Plymouth is well positioned to assist the Government in piloting new systems and frameworks, enforcement mechanisms and approaches. We recognise that not all trials will be positive but experience of piloting changes will help inform Ministerial decisions and deliver better fishing policies. We believe that our geographical position, expertise and market position makes Plymouth a natural test bed providing that guarantees, appropriate compensations and proper partnership agreements can be put in place.</p> <p>Britain's Ocean City is uniquely based to help pilot such trials with a diverse fleet that include most classes and sizes of vessel and most methods of capture. Plymouth is also</p>

	<p>home to world class institutions such as Plymouth Marine Laboratories, Marine Biological Association, Plymouth University and many more.</p> <p>We anticipate that any future research of trial of this nature would include a comprehensive discussion with the industry to ensure that there is consensus on what success might actually look like.</p>
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**Q11. Do you agree with our proposals to explore alternative management systems for certain shellfisheries in England?**

Committee's Response	<p>We would welcome any additional research into alternative management systems, however, any considerations must take into account the wider implications.</p> <p>Plymouth is the administration port with the largest number of fishermen in the UK (1,000) whose most valuable catch is shellfish<sup>5</sup>. Therefore, any minor adjustments to the management system, without due diligence, could have potentially huge economic impacts, concentrated in ports such as Plymouth.</p>
Cabinet's Response	<p>Many shellfisheries have developed historically through displacement from other sectors. It is essential that all stock management is considered holistically, and not in isolation, if mistakes of the past are not to be repeated. Plymouth is uniquely placed to consider robustly the unintended consequences of good intentions as our diverse fleet has most classes of vessel, most methods of catch offer a 'snap shot' of the English fleet more broadly.</p> <p>Plymouth is enthusiastic about piloting any new management systems.</p> <p>Plymouth is the administration port with the largest number of fishermen in the UK (1,000) whose most valuable catch is shellfish<sup>6</sup>. Therefore, any minor adjustments to the management system, without due diligence, could have potentially huge economic impacts, concentrated in ports such as Plymouth.</p>

**Q12: Do you agree that there is a case for further integrating recreational angling into fisheries management?**

"Sea Angling 2012, the study of Recreational Sea Angling" (by CEFAS for Defra) found that there are 884,000 sea anglers in England who directly pump £1.23 billion pa into the economy and a further £0.8 billion indirectly.

Plymouth is one of the country's most important centres for recreational sea angling due to its geographical location with easy access to high quality marine environment.

These activities place pressure on the fish stocks and the marine environment in general. However, fisheries management has previously focused on commercial fishing, with these activities going unmanaged.

<sup>5</sup> MMO Annual Report. 2017

<sup>6</sup> MMO Annual Report. 2017

Plymouth City Council would therefore like to see the same rigorous approach put on recreational fishing as currently exists for commercial fishing, in order to ensure that the resource is better managed, thereby delivering sustained economic, social and environmental benefits.

PCC considers that local management is the key to sustainable management provided that adequate resources are provided. PCC also consider that sustainable management of the waters should go hand in hand with the adjacent land and an ecosystem approach should be taken for the waters of Plymouth’s adjacent waters.

PCC considers that this could be provided through the establishment of an integrated National Marine Park, governed and managed locally with delegated decision-making and cross-warranting, allowing a holistic approach to management of marine activities carried out locally.

**Q13: Do you agree with the proposed package of measures and initiatives to reduce wasteful discards?**

The Government needs to set out in more detail how discards and by-catch will be avoided and managed in order to secure the vision of a sustainable fishery supporting a sustainable environment. A robust and rigorous approach is needed, based on the ecosystem approach to manage the activity in a more holistic way.

**Q14: Do you agree with the proposed approach to protecting our marine environment in relation to fisheries including the powers proposed in the Fisheries Bill (see section 1.2)?**

The protection of the marine environment depends on a new Independent body to hold government to account on environmental standards after we have left the EU. PCC considers that under the current proposals, this will not be the rigorous independent body that is needed, and without such a body then the marine environment will not be protected.

PCC believes that local communities are best placed to protect what they hold dear to them and would like to see delegated decision making based on local knowledge and strong evidence. PCC believes that one way to achieve this is to create local National Marine Parks where a more holistic integrated approach is taken to marine management. PCC is well placed to take this forward, as it has successfully managed the waters of Plymouth Sound and the Tamar Estuaries through such an approach, and can offer extending this to a wider stretch of water which could form Britain’s first National Marine Park.

**Q15. What opportunities are there for the sector to become more involved in both the provision and direction of science and evidence development needed for fisheries management?**

Effective management of fishery stocks relies on sound scientific evidence. Members of the fishing industry should have a role in providing this evidence and already do so, hosting fishery scientists and providing data through their activities.

<p>Luke Pollard MP for Plymouth Sutton and Devonport</p>	<p>Effective management of fishery stocks relies on sound scientific evidence. Members of the fishing industry should have a role in providing this evidence and already do so, hosting fishery scientists and providing data through their activities.</p> <p>There is strong evidence to show that when local fishing industry are more directly involved in the management of the resource, then the outcomes are positive for both the industry and the environment. However, there is also evidence so show that this only happens when the partnership to manage the resource is properly resourced and constituted and that this needs to be done at a local level with subsidiarity for fishery management[2].</p> <p>Plymouth City Council believes that there needs to be more transparency regarding the evidence and more resources are needed to ensure that decision making is being made</p>
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on best available evidence.

There needs to be a clearer and more honest dialogue between the fishermen and the management body. The IFCAs work well for the inshore waters and these could be extended to offshore to enable this collective management approach to be extended to offshore waters.

However, the sea is not just a location for fisheries, but also a place where many other activities take place, and these need to be managed holistically. PCC believes that the most effective way to do this, particularly in busy waters close to port, cities and recreational areas, is through a new holistic approach to the management of marine areas. PCC believes that this is best achieved through a UK blue belt policy and in respect of the waters around our city, via the creation of the UK's National Marine Park. We recommend that the Government commits to supporting the National Marine Park for Plymouth to ensure a sustainable fishing plan.

There is strong evidence to show that when local fishing industry are more directly involved in the management of the resource, then the outcomes are positive for both the industry and the environment. However, there is also evidence so show that this only happens when the partnership to manage the resource is properly resourced and constituted and that this needs to be done at a local level with subsidiarity for fishery management<sup>7</sup>.

Plymouth City Council believes that there needs to be more transparency regarding the evidence and more resources are needed to ensure that decision making is being made on best available evidence.

There needs to be a clearer and more honest dialogue between the fishermen and the management body. The IFCAs work well for the inshore waters and these could be extended to offshore to enable this collective management approach to be extended to offshore waters.

However, the sea is not just a location for fisheries, but also a place where many other activities take place, and these need to be managed holistically. PCC believes that the most effective way to do this, particularly in busy waters close to port, cities and recreational areas, is through a new holistic approach to the management of marine areas. PCC believes that this is best achieved through the creation of National Marine Parks. We recommend supporting the National Marine Park for Plymouth to ensure a sustainable fishing plan.

**Q16. Do you have any further comments relating to the issues addressed in this section?**

No.

**Q17: What would be your priorities for any future funding for the sector or coastal communities?**

The fishing industry is concentrated in small coastal communities which are disproportionately reliant on fishing and other seasonal industries making them highly vulnerable to shocks. Brexit will provide an opportunity to access increased fishing opportunities, with net economic gain. However, if the transition is mismanaged, and there is no viable funding stream to replace the current EMFF, then these communities will suffer.

Plymouth would seek to secure capital funding to improve the infrastructure of its fishing industry to maximise efficiency and minimise any delay in the landing, handling, sale and dispatch of the fish and fish products. This issue should be viewed holistically and take into account city-wide infrastructure that may act as a barrier to

<sup>7</sup> <https://www.iucn.org/theme/protected-areas/publications/best-practice-guidelines>

growth. This should also include capital funding to ensure that post-Brexit, border control shall not be a barrier or obstacle to fish markets efficiently reaching international markets.

With immense technological advancements in fishing science and monitoring we would like to see increased funding to train our fishermen in these practices and also to attract a new generation of fishermen to a sector that is often unfairly portrayed in the media. By raising the profile of what is misguidedly seen as a low-skill, low-wage sector the industry can hope to attract and retain the talent it needs. Training needs to be made more readily available to the sector, and the specific needs of fishermen (particularly their unusual working hours) need to be carefully considered when rolling out any training schemes.

We would seek support to appoint specialists in the fishing sector to promote Plymouth as an area to pilot initiatives working with DEFRA. This would include new support for regulatory structures as well as new technology and preparing the fishing community to take advantage of new technology.

Further funding and examples of best practice should be made readily available, through training and equipment, to the industry to combat the key issues of health and safety. In the past 10 years, 94 fishermen have died at sea whilst 529 have suffered serious injury making fishing the most dangerous peacetime occupation. We would welcome innovative funding to best identify methods of keeping fishermen safe.

**Q18. Do you have any further comments relating to the issues addressed in this section?**

No.

The following relates to exempt or confidential matters (Para(s) 3 of Part 1, Schedule 12A of the Local Govt Act 1972). Any breach of confidentiality could prejudice the Council/person/body concerned & might amount to a breach of the councillors /employees codes of conduct.

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