



Oversight and Governance

Chief Executive's Department

Plymouth City Council

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Delegated Decisions

Delegated Executive/Officer Decisions

Delegated Executive and Officer decisions are published and are available at the following link - <https://tinyurl.com/ms6umor>

Cabinet decisions subject to call-in are published at the following link - <http://tinyurl.com/yddrql6>

Notice of call-in for non-urgent decisions must be given to the Democratic Support Team by 4.30 pm on 08 October 2024. Please note – urgent decisions and non-key Council Officer decisions cannot be called in. Copies of the decisions together with background reports are available for viewing as follows:

- on the Council's Intranet Site at <https://modgov/mgDelegatedDecisions.aspx>
- on the Council's website at <https://tinyurl.com/jhnax4e>

The decisions detailed below may be implemented on 09 October 2024 if they are not called-in.

Delegated Decisions

I. Councillor Tudor Evans OBE, Leader of the Council:

- I.a. L02 24/25 - Plymouth and South Devon Freeport: Princess Yachts Factory Extension **(Pages 1 - 44)**
- I.b. L16 24/25 - Plymouth and South Devon Freeport: South Yard Innovation Units **(Pages 45 - 90)**
- I.c. L17 24/25 - Plymouth and South Devon Freeport: Langage Core Infrastructure **(Pages 91 - 138)**
- I.d. L18 24/25 - Plymouth and South Devon Freeport: Business Case Spine Road Langage **(Pages 139 - 182)**
- I.e. L19 24/25 - Plymouth and South Devon Freeport: A38 Deep Lane Pedestrian Cycle Bridge **(Pages 183 - 224)**

EXECUTIVE DECISION

made by a Cabinet Member




REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER

Executive Decision Reference Number – L02 24/25

Decision	
1	Title of decision: Plymouth and South Devon Freeport: Princess Yachts Factory Extension
2	Decision maker: Councillor Tudor Evans OBE, Leader of the Council
3	Report author and contact details: Catherine Parnall E: Catherine.parnall@plymouth.gov.uk
4	<p>Decision to be taken:</p> <ol style="list-style-type: none"> 1. To agree to allocate £315,000 of Freeport Seed Capital Funding into the Capital Programme for a 30 metre expansion of an existing factory. 2. To authorise the Section 151 Officer to approve relevant funding claims up to the total Seed Capital amount of £315,000 as listed above.
5	<p>Reasons for decision:</p> <p>Plymouth City Council is the Accountable Body which will receive and allocate the seed capital to support the delivery of the Freeport Annual Plan.</p> <p>The Accountable Body is responsible for the effective programme management of the Seed capital programme pipeline; which includes the technical appraisal of individual business cases for Seed Capital projects.</p> <p>The decision is necessary in order to meet timeframes set by Department for Levelling Up, Housing & Communities (DLUHC, now MHCLG) in order to deliver the proposed activities and spend the funds accordingly and in time.</p> <p>Site remediation on land owned by Princess Yachts, to include the construction of an extension to the south of Unit 4 for a Motor Yacht platform canopy assembly and pre/post launch finished boat area. This will enable Princess Yachts to develop their product range, increasing sales for an export market. It will safeguard existing roles and create 20 – 40 new highly skilled roles on the South Yard site (which is located within one of the most deprived communities in Plymouth) and in the company's supply chain.</p>
6	<p>Alternative options considered and rejected:</p> <p>1) Do nothing - This would severely impact on the ability to spend the allocated amount for this financial year but also to submit the required planning permission to ensure the project remains on track.</p>
7	<p>Financial implications and risks:</p> <p>The funding is received from Government for the purpose of delivering the Seed Capital Freeport funding and is underpinned by a Memorandum of Understanding and further funding agreements that binds Plymouth City Council and Partners within the Freeport delivery governance into an agreement with the Department for Levelling Up, Housing & Communities (DLUHC) and further funding agreements between the Accountable Body and projects outlining</p>

	<p>that the funds are shouldered by the applicant as such is contractually obliged to deliver and spend according to the Fund parameters and requirements.</p> <p>Projects are subject to Accountable Body processes involving but not limited to procurement regulations, monitoring and governance, as such, failure to follow requirements from either the Accountable Body or DLUHC runs the risk of remedial action. We will maintain robust programme management protocols through regular monitoring and review to ensure that the projects are delivered within the grant terms and conditions. Remedial action will be taken where necessary.</p>			
8	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:
			x	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million annually
		x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.	
	If yes, date of publication of the notice in the Forward Plan of Key Decisions			
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:		This decision can be linked to the Plymouth Plan Growing City and International City as well as other frameworks including the Climate Emergency Action Plan. This decision would be directly linked to the capital budget and will be managed and monitored in accordance with Plymouth City Council processes.	
10	Please specify any direct environmental implications of the decision (carbon impact)		The expansion will allow for the building of a new motor yacht which will be the first to integrate all of Princess Yachts sustainability initiatives, including an efficient hull design, electrification, decarbonisation and use of sustainable materials.	
Urgent decisions				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	x	(If no, go to section 13a)
12a	Reason for urgency:			

I2b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
I3a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	x	(If no go to section I4)
I3b	Which other Cabinet member's portfolio is affected by the decision?			
I3c	Date Cabinet member consulted			
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	x	
I5	Which Corporate Management Team member has been consulted?	Name	Karime Hassan	
		Job title	Interim Strategic Director for Growth	
		Date consulted	10 September 2024	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS46 24/25	
		Finance (mandatory)	CH.24.25.031	
		Legal (mandatory)	LS.2333.kt.10924	
		Procurement (if applicable)		
		Corporate property (decisions involving Council owned land or facilities) (if applicable)		
		Human Resources (if applicable)		
Appendices				
I7	Ref.	Title of appendix		
	A	Part I Supporting Summary Report		
	B	Equalities Impact Assessment (<i>where required</i>)		
	C	Climate Impact Assessment		

Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?	Yes	x	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
		No						
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title: Part II Business Case			x				
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act (2010) and those who do not. For further details please see the EIA attached.							
Signature			Date of decision	1 st October 2024				
Print Name	Councillor Tudor Evans OBE (Leader of the Council)							

BRIEFING PAPER FOR PASD FREEPORT PROJECT DECISION – PRINCESS YACHTS

Overview of project



BACKGROUND

Princess Yachts is a luxury motor yacht builder operating in a global market from its base within Plymouth. The growth of Princess Yachts and the export demand for its products has reached a point where the maximum physical capacity of the company's five sites is limiting the number of boats that can be built, impacting on turnover, profit and employment. Princess also has an ambition to build a new motor yacht (for which there is an identified demand), which will be the first to integrate all of its sustainability initiatives including an efficient hull design, electrification, decarbonization and use of sustainable materials.

Princess is also a significant local employer and an anchor tenant within the Freeport's South Yard Tax Site, having been actively engaged in the Freeport agenda since its inception.

The Plymouth and South Devon Freeport Full Business Case included a seed funding allocation of 0.9m for site remediation to enable Princess Yachts to create a new factory but they have since altered the plans and this project will enable them to expand their operation by building a 30 metre extension to an existing Unit at their South Yard site. This extension will support an increase in production and will, in particular, accommodate a moulding platform for the production of the motor yacht mentioned above. This yacht is bigger in both length and beam than previous yachts and cannot be built within the current Princess Yachts footprint. This comes with a smaller seed funding request of £0.315m.

The investment will take place on land already owned by Princess Yachts and will include site remediation, construction of an extension to the south of Unit 4 for the Motor Yacht platform canopy assembly and pre/post launch finished boat work area and the extension of the existing overhead crane running beams / structure to cover new expanded envelope.

The project will enable an anchor tenant to develop their product range, increasing sales for an export market. As well as safeguarding 350 jobs it will create 20-40 new highly skilled roles on the South Yard site (which is located within one of the most deprived communities in Plymouth) and in the company's supply chain.

It will also bring an under-utilised site on an historic naval dockyard within the South Yard Tax Site into productive use, providing a spring board for future developments.

The new 90 m yacht will also be the first to integrate all of Princess Yachts' sustainability initiatives through the use of efficient design, electrification and sustainable materials. This will showcase UK capabilities to the rest of the world, thereby also contributing to Maritime 2050, the Export UK strategy and the UK's Innovation Strategy.

The business case is now covered by the Subsidy Scheme recently introduced by DLUHC and thus there is no requirement for subsidy control assessment by Princess Yachts or PCC. Furthermore, in this instance the amount of seed capital being requested falls within the threshold for Minimum Financial Assistance, under section 36 of the UK Subsidy Control Act 2022 so it would not require subsidy control assessment anyway.

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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.

Document is Restricted

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FEQUALITY IMPACT ASSESSMENT – [FREEPORT PROJECT BUSINESS CASE EXECUTIVE DECISION]

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Cath Parnall	Department and service:	Economic Development	Date of assessment:	06/09/24
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Amanda Ratsey	Signature:		Approval date:	06/09/24
Overview:	<p>Plymouth City Council is the Accountable Body for the Freeport and will receive and allocate the Seed Capital to support the delivery of the Freeport Annual Plan.</p> <p>The Accountable Body is responsible for the effective programme management of the Seed capital programme pipeline, including appraisal of individual business cases for Seed Capital projects.</p> <p>This decision is necessary in order to meet timeframes set by Department for Levelling Up, Housing & Communities (DLUHC) in order to deliver the proposed activities as set out in the Business Case and spend the funds accordingly and in time.</p> <p>Business Case Summary</p> <p>The project will enable Princess Yachts to expand their operation by building a 30 metre extension to an existing Unit at their South Yard site. The extension will support an increase in production and will, in particular, accommodate a moulding platform for the production of a new 90 ft motor yacht where they have an identified demand. This yacht is bigger in both length and beam than previous yachts and cannot be built within the current Princess Yachts footprint.</p>				

	<p>Note: the Plymouth and South Devon (PASD) Freeport Full Business Case (FBC) included a seed funding allocation of £0.9m for site remediation to enable Princess Yachts to create a new factory to achieve this objective. This proposed project will deliver an alternative, more cost-efficient means to achieve this outcome with a smaller request of £0.315m seed funding. The company still has plans to develop the full new factory over time and this will be reviewed in 2026 with a view to bringing it forward within the extended tax window (2031) subject to favourable conditions.</p> <p>The project primarily supports two Freeport policy objectives:</p> <p>Establishing a national hub for global trade and investment – by accelerating the development of employment land with the aim of enabling a key local employer to create a new Logistics Facility onsite.</p> <p>Promoting regeneration and job creation – by creating the conditions to support the development of new jobs.</p> <p>It also, less directly, supports the long-term sustainability of the Freeport’s hotbed for innovation because the end user of the site will have a significant supply chain, creating demand and opportunity for collaboration and development.</p> <p>The investment will take place on land already owned by Princess Yachts and will include:</p> <ul style="list-style-type: none"> • Site remediation; • Construction of an extension to the south of Unit 4 for the 90 Motor Yacht platform canopy assembly and pre/post launch finished boat work area. • Extension of existing overhead crane running beams / structure to cover new expanded envelope. <p>The project will enable an anchor tenant to develop their product range, increasing sales for an export market. It will create 20-40 new highly skilled roles on the South Yard site (which is located within one of the most deprived communities in Plymouth) and in the company’s supply chain.</p>
<p>Decision required:</p>	<ol style="list-style-type: none"> 1. To agree to allocate £315,000 of Freeport Seed Capital Funding into the Capital Programme to be used for the extension of an existing factory at South Yard to bring forward a new product to the export market and lead to job creation. 2. To authorise the Section 151 Officer to approve relevant funding claims up the total Seed Capital amount of £315,000 as listed above.

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

<p>Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?</p>	Yes		No	x
<p>Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?</p>	Yes		No	x
<p>Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section three)</p>	Yes		No	x
<p>If you do not agree that a full equality impact assessment is required, please set out your justification for why not.</p>	A full EIA has been completed below despite the answers above.			

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department
Age	<p>Plymouth</p> <ul style="list-style-type: none"> 16.4 per cent of people in Plymouth are children aged under 15. 65.1 per cent are adults aged 15 to 64. 18.5 percent are adults aged 65 and over. 	<p>Noise and disturbance – impacts Evidence has shown that both younger and older people are likely to have their physical and mental wellbeing negatively impacted by increased noise. For young people, for example, increased noise may impact on their wellbeing and ability to meet their educational potential. For older people noise disturbances can cause increased anxiety and exacerbate conditions such as dementia and tinnitus.</p>	<p>Noise and disturbance – Plymouth Port As the Port needs to operate at the time that the tide allows, it is not possible to mitigate against this impact given its nature. Although there is the potential for the increase in freight traffic to increase noise and disturbance for local residents, the parts of</p>	March 2026 Economic Development

	<ul style="list-style-type: none"> • 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none"> • 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. • 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> • 17.4 per cent of people are aged 0 to 14. • 64.2 per cent of people are aged 15 to 64. • 18.4 per cent of people are aged 65 and over. <p>(2021 Census)</p>	<p>Noise and disturbance – Plymouth Port The Freeport may increase the number of ships using the Plymouth Port and it is likely that this will increase noise and disturbance.</p> <p>Noise and disturbance – Increased traffic The Freeport will increase the amount of traffic on Plymouth roads, especially on roads near to the Freeport and within the Freeport itself. A new road link is planned in response to increased demand - spine roads are going to connect to the A38 to improve connectivity.</p> <p>Noise and disturbance – construction It is likely that the Freeport will result in an increase in noise from both construction and business as usual. Increases in noise have been linked to poorer health outcomes including negatively effecting both mental and physical health.</p> <p>Emissions Poor air quality and pollution has negative consequences for health and the local environment. In particular, a high quantity of particulate matter is linked to poorer health outcomes including negatively effecting both mental and physical health. This negative impact is more likely to affect young people as their lungs are still developing.</p> <p>Emissions – Plymouth Port The Freeport aims to significantly increase the volume of freight through the Port of Plymouth.</p>	<p>the Port that will be used are largely away from residential areas. The additional tax/customs sites will be on under-developed land, thus minimising impact to the extent that is possible. South Yard is in close proximity to a local school and the Sherford employment zone is part of the wider Sherford village development. Langage, the largest site where most of the construction is going to take place, is greenfield and is not directly adjacent to residential area.</p> <p>Noise and disturbance – Increased traffic We will consider the possibility to explore noise monitoring and reduction initiatives in the vicinity if required. Any noise complaints will be monitored for trends.</p> <p>Our approach will require buildings to be built using sustainable materials, be well insulated and have renewables (such as solar or heat pumps) integrated. All construction will be delivered in line with local guidance to ensure minimal disruption to the local area.</p>	
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		<p>Increasing the volume of freight brought in through the Port of Plymouth, rather than more distant UK ports, will reduce national emissions from the transport sector, as well as reducing congestion on trunk roads elsewhere.</p> <p>Emissions – Freeport (onsite) The increase in freight traffic and associated traffic within the Freeport will likely increase local traffic and thus local emissions.</p>	<p>Within the Freeport we will use a combination of electric and hydrogen powered vehicles to move cargo between the Port and customs sites. There is already an EV charge point at Oceansgate and by 2026, all support vehicles will be low carbon. Charging infrastructure will also be put in place to encourage wider port users (including RORO traffic) to use low carbon fuels. Emissions from commuter transport will be minimised through green transport initiatives, which will include public transport options (including park and ride) as well as walking and cycling, which build on existing infrastructure such as cycle ways.</p>	
<p>Care experienced individuals (Note that as per the Independent Review of Children’s Social Care recommendations, Plymouth City Council is treating care experience as though it is a</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p>	<p>No adverse impact anticipated.</p>	<p>Not applicable.</p>	<p>March 2026 Economic Development</p>

<p>protected characteristic).</p>	<p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>			
<p>Disability</p>	<p>9.4 per cent of residents in Plymouth have their activities limited ‘a lot’ because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited ‘a little’ because of a physical or mental health problem (2021 Census)</p>	<p>Noise and disturbance</p> <p>Evidence has shown that people with disabilities and underlying health conditions are more likely to have their physical and mental wellbeing negatively impacted by increased noise. For example, one study found that people living in areas with high levels of traffic noise were 25 per cent more likely than those living in quieter areas to develop depression.</p> <p>Noise and disturbance – Plymouth Port</p> <p>The Freeport will increase the number of ships using the Plymouth Port and it is likely that this will increase noise and disturbance.</p> <p>Noise and disturbance – Increased traffic</p> <p>The Freeport will increase the amount of traffic on Plymouth roads, especially on roads near to the Freeport and within the Freeport itself.</p> <p>A new road link is planned in response to increased demand - spine roads are going to connect to the A38 to improve connectivity.</p>	<p>Noise and disturbance – Plymouth Port</p> <p>As the port needs to operate at the time that the tide allows, it is not possible to mitigate against this impact given its nature.</p> <p>Although there is the potential for the increase in freight traffic to increase noise and disturbance for local residents, the parts of the Port that will be used are largely away from residential areas. The additional tax/customs sites will be on under-developed land, thus minimising impact to the extent that is possible. South Yard is in close proximity to a local school and the Sherford employment zone is part of the wider Sherford village development.</p> <p>Langage, the largest site where most of the construction is going to take place, is greenfield and is</p>	<p>March 2026 Economic Development</p>

		<p>Noise and disturbance – construction It is likely that the Freeport will result in an increase in noise from both construction and business as usual. Increases in noise have been linked to poorer health outcomes including negatively effecting both mental and physical health. This negative impact is more likely to be felt by people with disabilities, however this is not limited to this cohort</p> <p>Emissions Poor air quality and pollution has negative consequences for health and the local environment. In particular, a high quantity of particulate matter is linked to poorer health outcomes including negatively effecting both mental and physical health. This negative impact is more likely for people with disabilities due to the increased likelihood that they may have an underlying health condition related to their breathing or lungs.</p> <p>Emissions – Plymouth Port The Freeport aims to significantly increase the volume of freight through the Port of Plymouth. Increasing the volume of freight brought in through the Port of Plymouth, rather than more distant UK Ports, will reduce national emissions from the transport sector, as well as reducing congestion on trunk roads elsewhere.</p> <p>Emissions – Freeport (onsite) The increase in freight traffic and associated traffic within the Freeport will likely increase local traffic and thus local emissions.</p>	<p>not directly adjacent to residential area.</p> <p>Noise and disturbance – Increased traffic We will consider the possibility to explore noise monitoring and reduction initiatives in the vicinity if required. Any noise complaints will be monitored for trends.</p> <p>Our approach will require buildings to be built using sustainable materials, be well insulated and have renewables (such as solar or heat pumps) integrated.</p> <p>All construction will be delivered in line with local guidance to ensure minimal disruption to the local area.</p> <p>Within the Freeport we will use a combination of electric and hydrogen powered vehicles to move cargo between the Port and customs sites. There is already an EV charge point at Oceansgate and by 2025, all support vehicles will be low carbon. Charging infrastructure will also be put in place to encourage wider port users (including RORO traffic) to use low carbon fuels. Emissions from commuter transport will be minimised through green transport initiatives, which will</p>	
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		<p>Accessibility</p> <p>The large majority of buildings within the Freeport will be closed to members of the public, however we recognise that accessibility is still important. Where buildings are older, guidance will be taken from the appropriate colleagues and heritage organisation when appropriate</p>	<p>include public transport options (including park and ride) as well as walking and cycling, which build on existing infrastructure such as cycle ways.</p>	
<p>Gender reassignment</p>	<p>0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).</p>	<p>No adverse impacts are anticipated.</p>	<p>Not applicable.</p>	<p>March 2026 Economic Development</p>
<p>Marriage and civil partnership</p>	<p>40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.</p> <p>0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).</p>	<p>No adverse impacts are anticipated.</p>	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with young women and girls to promote STEM career and education pathways. Engagement will also take place with local voluntary and community sector partners working with women and girls to raise awareness of the employment and education offer available and communication materials will be shared.</p>	<p>March 2026 Economic Development</p>

<p>Pregnancy and maternity</p>	<p>The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.</p>	<p>No adverse impacts are anticipated.</p>	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with young women and girls to promote STEM career and education pathways. Engagement will also take place with local voluntary and community sector partners working with women and girls to raise awareness of the employment and education offer available and communication materials will be shared.</p>	<p>March 2026 Economic Development</p>
<p>Race</p>	<p>In 2021, 94.9 per cent of Plymouth’s population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census) People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census) 92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>	<p>No adverse impacts are anticipated.</p>	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with people from Black, Asian and minority ethnic backgrounds to promote career and education pathways. Engagement will also take place with local voluntary and community sector partners working with this cohort and in particular refugees and asylum seekers to raise awareness of the employment and education offer available.</p>	<p>March 2026 Economic Development</p>

			<p>Key information within the Freeport will be available in different languages, recognising the diversity of people using and passing through the Freeport.</p> <p>Staff employed by the Freeport will be trained in cultural awareness and cultural accessibility.</p>	
Religion or belief	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census). Those who identified as Muslim account for 1.3 per cent of Plymouth’s population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).</p>	Not applicable	Not applicable	March 2026 Economic Development
Sex	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p>	No adverse impacts are anticipated.	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with young women and girls to promote STEM career and education pathways.</p> <p>Engagement will also take place with local voluntary and community sector partners working with women and girls to raise awareness of the employment and education</p>	March 2026 Economic Development

			offer available and communication materials will be shared.	
Sexual orientation	88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).	No adverse impacts are anticipated.	Not applicable	March 2026 Economic Development

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

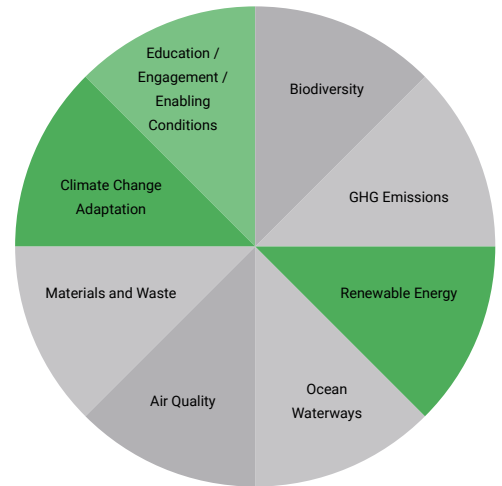
Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse human rights implications are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Not applicable.

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Work together in partnership to: <ul style="list-style-type: none"> ▪ promote equality, diversity and inclusion 	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2026. Economic Development

<p>▪ facilitate community cohesion support people with different backgrounds and lived experiences to get on well together</p>			
<p>Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing</p>	<p>There are no anticipated direct negative implications to this objective.</p>	<p>Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.</p>	<p>March 2026. Economic Development</p>
<p>Build and develop a diverse workforce that represents the community and citizens it serves.</p>	<p>There are no anticipated direct negative implications to this objective.</p>	<p>Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.</p>	<p>March 2026. Economic Development</p>
<p>Support diverse communities to feel confident to report crime and anti-social behaviour, including hate crime and hate incidents, and work with partners to ensure Plymouth is a city where everybody feels safe and welcome</p>	<p>There are no anticipated direct negative implications to this objective.</p>	<p>Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.</p>	<p>March 2026. Economic Development</p>

Plymouth and South Devon Freeport FINAL



Assessment ID: PLY444

Assessment Author: Polly Frost

Assessment Initial Summary:

copy summary of project ; why, outcomes, impact ...

Assessment Final Summary:

Biodiversity Score: 2

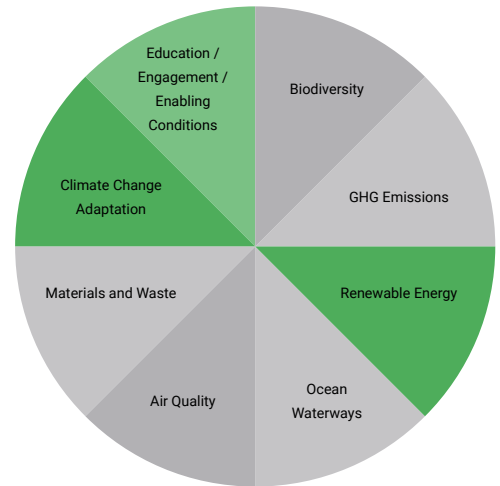
Biodiversity Score Justification: Potential Impact and Risk; - Loss of protected species through development operation of tax/customs sites - Damage to National Marine Park through increased shipping/port activity. The presence of protected species and Priority Habitats and Species and consideration of impacts of a proposed development upon them is a material consideration. Protected species receive levels of protection according to their designation (European, National and Priority Species), and of particular relevance to the JLP area are: European Protected Species that are most likely to be encountered within the Plan Area are bats (17 species), dormice, otters and great crested newts; Nationally protected species most likely to be encountered within the Plan Area are reptiles, Barn Owls and badgers; Priority Species/Species of Principal Importance are identified at a UK scale, a shortlist of which have been identified locally as particularly important and for which Devon has a key responsibility for looking after the species and their supporting habitats, for example, Cirl Bunting; Priority Habitats/Habitats of Principal Importance of which there should be no net loss (otherwise an application may be refused). The vast majority of hedgerows in Devon are Priority Habitats, please see guidance at 'Trees, woodlands and hedgerows (DEV28)' for specific considerations and requirements relating to hedgerows. Supplementary Planning Guidance DEV 26.5 states that net gains in biodiversity will be sought from all major development proposals. The LPAs will consider a 10 per cent increase in biodiversity units when applying the Defra Biodiversity Metric to be policy compliant. Mandatory biodiversity net gain is part of the planning process and applications are required to meet BNG requirements.

Biodiversity Score Mitigate: Yes

Biodiversity Revised Score: 3

Biodiversity Revised Score Justification: Mitigation by freeport: Conduct an Environmental Impact assessment to identify specific risks for protected sites and species, including those offshore. If required, new surveys to be undertaken during correct window to observe wildlife. Work with stakeholders such as the National Marine Park and Local Nature

Plymouth and South Devon Freeport FINAL



Partnership to mitigate risks outside the tax sites (including offshore) as well as identify opportunities for Biodiversity Net Gain and sites that can be enjoyed by people working and living in the sites. Mitigation by landlords and tenants: If it is found that there was an impact on protected species through development of the Freeport tax/customs sites, statutory obligations will need to be satisfied.

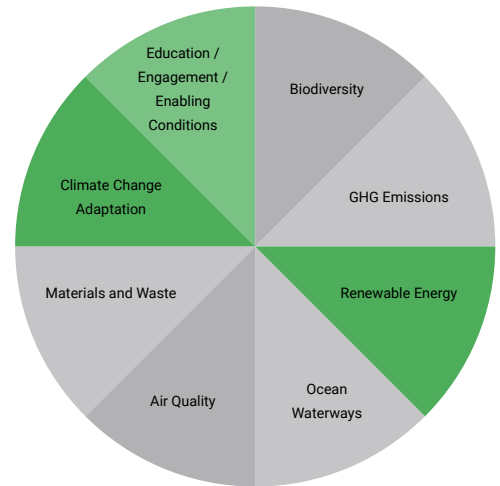
GHG Emissions Score: 2

GHG Emissions Score Justification: Delivery of the tax sites will be co-ordinated by the Freeport Delivery Team which will comprise representatives from Plymouth City Council, Devon County Council and South Hams District Council, in direct collaboration with the responsible planning and transport authorities, landowners, tenants / occupiers and key stakeholders. This is underpinned by robust governance structures which include landowner representation and backed up by our Gateway Policy and landowner agreements, thus enabling Freeport benefits to be realised. Our Gateway Policy and site specific agreements will support us to realise benefits :- South Yard is a 31.9 hectare site located along the waterfront, near to the Port of Plymouth and adjacent to the existing Oceansgate Enterprise Zone. It will form the centrepiece of the Innovation Hotbed. This is a brownfield site and remediation and retrofit works will enhance the energy performance of existing buildings and operations. 48.5 hectares, Langage is our largest tax site which also incorporates a customs site. The site will provide Industrial and Manufacturing as well as Light Industrial units for high value manufacturing/ engineering companies, focusing primarily but not exclusively on the marine, defence and space sectors, with low carbon applications, enabling us to support business expansion, investment and clustering to support the Freeport vision. As part of our value proposition, the site will also be home to a Green Hydrogen Electrolyser. 7.9 hectare Sherford tax site which occupies part of a larger greenfield site owned by the Sherford Consortium with a view to it being developed as warehousing, storage and engineering space. Development of greenfield sites is governed by Freeport commitment to PAS2080 and Planning regulations to minimise GHG emissions throughout construction, operation and end of life. The freeport has conducted a GHG emissions baseline that will be monitored throughout the project.

GHG Emissions Score Mitigate: Yes

GHG Emissions Revised Score: 3

Plymouth and South Devon Freeport FINAL

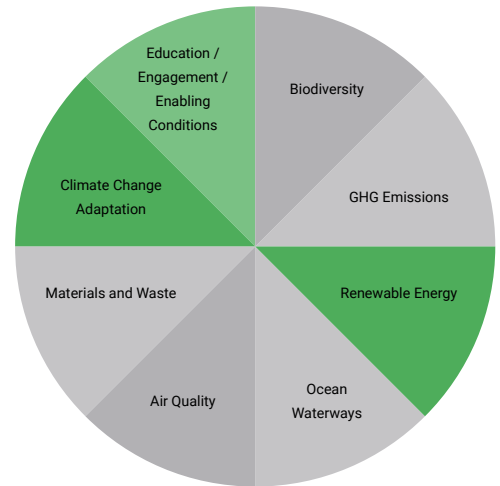


GHG Emissions Revised Score Justification: The freeport's Gateway Policy forms the basis for agreements between the PASD Freeport Board, private sector landowners and tenants who will ultimately be the beneficiaries of the tax site levers including Business Rates Retention (BRR). Compliance with the gateway policy will be the trigger for the consideration of discretionary Business Rates Relief by the relevant Council. The purpose of the Gateway Policy will be to ensure that the PASD Freeport supports the clustering of businesses with a focus on the target sectors; advanced manufacturing and engineering with a particular focus on marine, defence and space with low carbon applications. Our carbon and climate monitoring will identify any residual carbon emissions that have not been mitigated during the construction, operation of the freeport. The freeport business plan declares that 1/3 of retained business rate income to the freeport (once local authority loans have been repaid) will be spent on Net Zero projects, this is likely to include offsetting residual carbon. The Freeport NZ lead works closely with Plymouth Net Zero Action Group and is actively engaged in developing local insetting projects to ensure that any offsets are validated, authentic and provide an income source for local carbon sequestering projects, like seagrass and aqua culture as well as retrofit. Retained business rate policy states that once the borrowing costs of Plymouth City Council, Devon County Council and South Hams District Council have been met, any surplus receipts will be allocated to priorities mutually agreed between the partners at the Freeport Members Steering Group. It is forecast that 33% will be spent on Carbon net zero projects; Developing and delivering arange of low carbon solutions to decrease carbon emissions againstour baseline in accordance with our net zero strategy. This includesopportunities from FLOW, expanding Hydrogen Hubs and other greentechnology opportunities.

Renewable Energy Score: 5

Renewable Energy Score Justification: PASDF Seed capital funded Infrastructure projects include: A Green hydrogen generation plant, which is being developed by landowner Carlton Power. The scheme is a major part of the Freeport's net zero strategy. Renewable energy will be used to produce green hydrogen fuel which will decarbonise industry both within the freeport and in surrounding areas. In the future the upscaled Langage Green Hydrogen plant will also provide energy for transport and heating. Initial (2025) capacity of 10MW, enough to heat 14,000 homes. The plant is a modular build so can expand as the business case becomes viable and grid connections are available. Carlton Power has signed partnership agreements to supply Sibelco and Imerys. The Green Hydrogen plant will become operational in 2025. PASD Freeport Full

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Business Case and Net Zero Opportunities Assessment has conducted a full options analysis for renewable energy opportunities. This is aligned to the commitment to building, operating and end of life plans for the sites to meet PAS 2080 guidelines. These criteria identify additional Opportunities for onsite renewable energy generation, notably solar PV and wind. This is alongside PAS2080 guidance on energy efficiency in buildings operation and construction. Embedded and operational carbon emissions will be monitored by the Freeport company on a quarterly basis. Conditions to do this are included in seed capital business cases and After care plans. Additionally the innovation and operations within the freeport also focus on renewable energy, i.e. being in the supply chain for Celtic sea FLOW. Innovation strands in freeport key sectors; marine, defence and space also prioritise innovations like increase short sea shipping, autonomous shipping, and working with University and innovation partners to clean green industry and advanced manufacturing supply chain and business operations.

Renewable Energy Score Mitigate: Yes

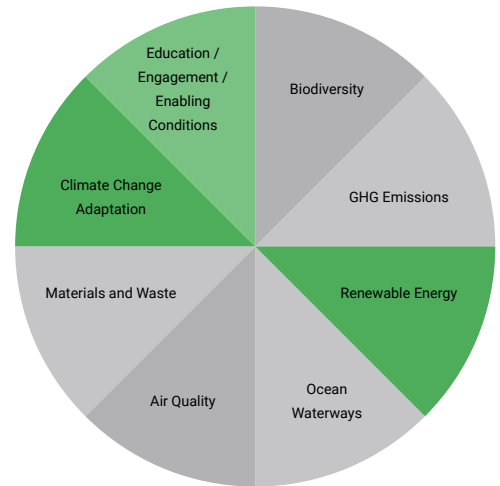
Renewable Energy Revised Score: 5

Renewable Energy Revised Score Justification: Our carbon and climate monitoring will identify any residual carbon emissions that have not been mitigated. The freeport business plan declares that 1/3 of retained business rate income to the freeport (once local authority loans have been repaid) will be spent on Net Zero projects, this is likely to be additional renewable energy generation.

Ocean and Waterways Score: 2

Ocean and Waterways Score Justification: Any Freeport related planning applications will need to comply with the Plymouth and SW Devon Supplementary Planning Document, which contains a section titled 'DEV2.1 and DEV2.3 – Water. This states: DEV2.3 ensures development will not result in an unacceptable harm to the water environment through the deterioration of water quality, and will look to improve water quality. This is required in line with the objectives of the Water Framework Directive (WFD), and to meet requirements under The Habitat Regulations (2017). The WFD sets out objectives to ensure the protection and improvement of the water environment, this includes achieving “good status” of all water bodies and groundwater bodies by set deadlines. Relevant information on water bodies is available via the Environment Agency’s Catchment Data Explorer, whilst the River Basin Management Plan sets out objectives for how

Plymouth and South Devon Freeport FINAL



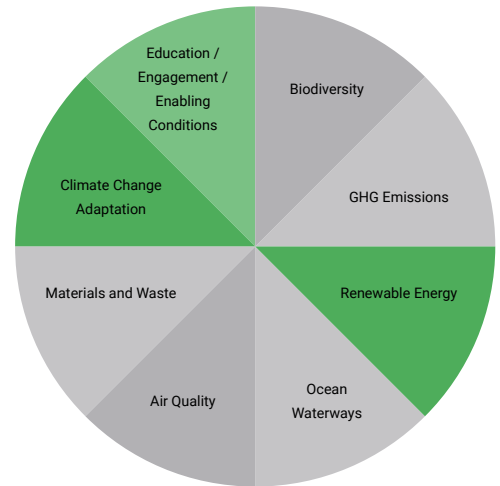
water quality will be improved. It is expected that all developments will comply with the aforementioned documents. All developments should consider potential impacts, direct, indirect or cumulative, to water quality during construction or operation. Any forthcoming applications that are likely to impact the water environment should clearly show how the development may affect relevant water bodies and how any negative impacts are to be mitigated, if these cannot first be avoided. Wherever possible applicants should explore opportunities to improve and/or restore water quality. The environmental sensitivity of the site should also be considered as set out at 7 'Natural environment (DEV23-DEV28)'. All construction activities should follow Pollution Prevention Guidance 6 (PPG 6) and all relevant current Construction Industry Research and Information Association (CIRIA) guidance. Evidence will be required to show that impacts have been considered in relation to the environmental sensitivity of the site. The initial assessment should be proportional to the scale of the development, any significant impacts will be required to be addressed through a Water Framework Directive Assessment. Development may not be supported if there is likely to be interruption to the quantity or quality of water available to off-site supplies. Evidence may be required if a development is identified as having an unacceptable impact on private water supplies in the vicinity of the proposed development. Plymouth Marine Park are a stakeholder of the Freeport and we work closely with them on joint engagement and opportunities.

Ocean and Waterways Score Mitigate: Yes

Ocean and Waterways Revised Score: 3

Ocean and Waterways Revised Score Justification: Any Freeport related planning applications will need to comply with the Plymouth and SW Devon Supplementary Planning Document, which contains a section titled 'DEV2.1 and DEV2.3 – Water. This states: DEV2.3 ensures development will not result in an unacceptable harm to the water environment through the deterioration of water quality, and will look to improve water quality. This is required in line with the objectives of the Water Framework Directive (WFD), and to meet requirements under The Habitat Regulations (2017). The WFD sets out objectives to ensure the protection and improvement of the water environment, this includes achieving "good status" of all water bodies and groundwater bodies by set deadlines. Relevant information on water bodies is available via the Environment Agency's Catchment Data Explorer, whilst the River Basin Management Plan sets out objectives for how water quality will be improved. It is expected that all developments will comply with the aforementioned documents. All developments should consider potential impacts, direct, indirect or cumulative, to water quality during construction or operation. Any forthcoming

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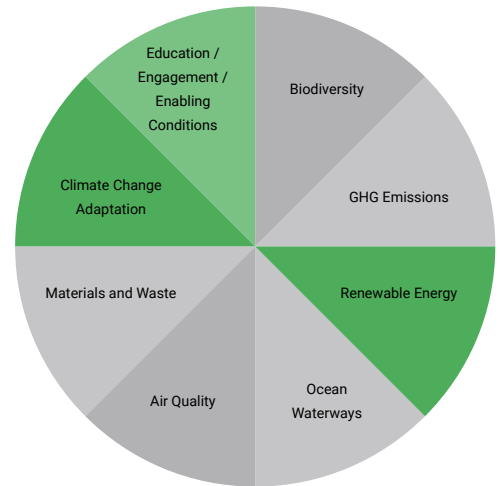
applications that are likely to impact the water environment should clearly show how the development may affect relevant water bodies and how any negative impacts are to be mitigated, if these cannot first be avoided. Wherever possible applicants should explore opportunities to improve and/or restore water quality. The environmental sensitivity of the site should also be considered as set out at 7 'Natural environment (DEV23-DEV28)'. All construction activities should follow Pollution Prevention Guidance 6 (PPG 6) and all relevant current Construction Industry Research and Information Association (CIRIA) guidance. Evidence will be required to show that impacts have been considered in relation to the environmental sensitivity of the site. The initial assessment should be proportional to the scale of the development, any significant impacts will be required to be addressed through a Water Framework Directive Assessment. Development may not be supported if there is likely to be interruption to the quantity or quality of water available to off-site supplies. Evidence may be required if a development is identified as having an unacceptable impact on private water supplies in the vicinity of the proposed development. Plymouth Marine Park are a stakeholder of the Freeport and we work closely with them on joint engagement and opportunities.

Air Quality Score: 3

Air Quality Score Justification: Impact/ Risk; Reduction in air quality standards due to increased road and sea traffic and industrial processes. Any Freeport related planning applications will need to comply with the Plymouth and SW Devon Supplementary Planning Document, which contains a section titled 'DEV2.1 and DEV2.2 – Air. Both DEV2.1 and DEV2.2 aim to minimise negative air quality impacts by development proposals. Developments will normally be refused where a development is going to have a significant impact on an Air Quality Management Areas (AQMA), create a new AQMA, or result in an adverse effect on a European Site. Maps showing the AQMAs across the Plan Area are available for Plymouth City Council and South Hams District Council. When ensuring development proposals avoid or mitigate against having a negative impact on air, the type of mitigation required on a particular development should be informed by:

- ☐ Outcomes from transport statements, assessments and plans;
- ☐ Air Quality Assessments or emission profiling;
- ☐ LPAs' Air Quality Action Plans;
- ☐ Specific needs identified in site specific spatial policy allocations;
- ☐ Travel awareness/planning and highway development requirements;
- ☐ The latest Defra Local Air Quality Management Guidance. The latest information to be found on the UK Air Pollution Information System;
- ☐ Relevant technical guidance and acknowledged best practice; and/or
- ☐ Any other measures that the applicant can evidence which will result in a

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net reduction in the air quality impact of the development. Whilst the LPAs recognise the importance of the Government's 'Road to Zero Strategy' and supports the aim of decarbonising transport networks, there are also other opportunities within the transport networks to make small improvements that will have significant positive impacts on air quality. The LPAs expect all new development proposals to take into consideration the below list of potential measures:

- ☒ Provision of electric vehicle charging points (Guidance on the requirements of electric vehicle charging points can be found at 'Specific provisions relating to transport (DEV29)');
- ☒ Designation of parking spaces for low emission vehicles;
- ☒ Provision of facilities to encourage sustainable travel, such as cycling facilities;
- ☒ Travel planning with new residents/businesses to encourage travel by sustainable transport modes as well as the uptake of ultra-low emission vehicles;
- ☒ Green travel vouchers;
- ☒ Facilities within developments which support active modes of transport such as: drying rooms; showers and lockers etc.
- ☒ Ensuring good connectivity to existing and future public transport, cycle and pedestrian routes;
- The provision of appropriate trees and landscaping features to reflect the importance of 'right tree (or landscaping feature) in the right place'.

For major developments which are likely to have a negative impact on air quality, the level of contribution towards offsetting measures will be calculated based upon the damage caused by the additional emissions, having regard to published national guidance on the calculations of such costs such as the Land-Use Planning & Development Control: Planning For Air Quality. This approach allows for mitigation measures to be delivered in line with any existing air quality action plans. Any mitigation measures will be secured through planning conditions or through planning obligations and will be negotiated on a case-by-case basis.

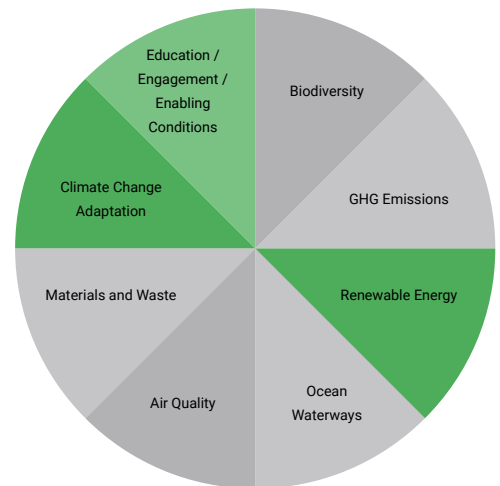
Air Quality Score Mitigate: Yes

Air Quality Revised Score: 3

Air Quality Revised Score Justification: Mitigations by Freeport: Conduct an Environmental Impact assessment to identify specific air quality risks. Potential to undertake a strategic transport vision across all three site and transport assessments with low-med-high scenarios including robust transport modelling. Seed capital will be used to build pedestrian/cycle bridge between Sherford and Langage to reduce commuter emissions. Other mitigations are likely to include:

- ☒ Development of an Air Quality Plan to reduce emissions from diesel engines. Which may include the introduction of an Air Quality Management Area within Plymouth Sound. (linked to smart sound) in which vessels are required to switch to clean propulsion systems when they enter
- ☒ Development of a Green Transport Plan for the Freeport and each tax site to include - Public transport
 - o Walking and cycling
 - o Charging infrastructure
 - o Low carbon freight options

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(potentially linked to the Green Hydrogen plant) Innovation activity without industrial and academic partners to develop cleaner/low emission processes (e.g. Princess Yachts are breaking new ground in large scale resin infusion technology, a closed moulded process which almost completely eliminates styrene emissions in the workplace and local environment) Mitigations by landowners/tenants: Will be required to meet planning requirements Identification and mitigation of any industrial processes which may result in emissions and compliance with relevant legislation Participation in Freeport initiatives to reduce transport related emissions Participation in voluntary innovation activity to develop cleaner processes.

Materials and Waste Score: 2

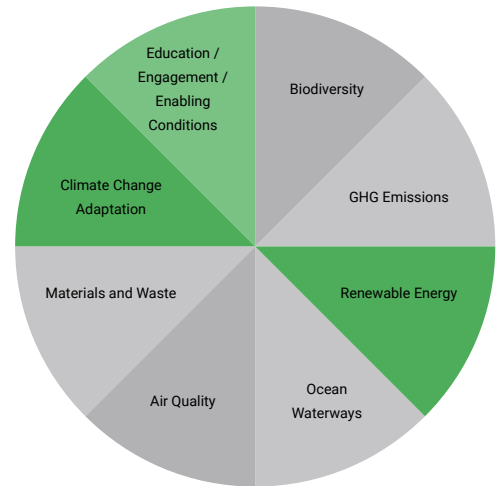
Materials and Waste Score Justification: The risk is failure to ensure waste is disposed of responsibly and in accordance with the law. The freeport refers to Environmental Protection Act Hazardous Waste Regulations Producer Responsibility Obligations Waste Electrical and Electronic Equipment. Paragraph 8 of the National Planning Policy for Waste and Policy W4 of the Devon Waste Plan requires major development proposals within Devon County Council (sites Sherford and Langage) to be accompanied by a Waste Audit Statement. Devon County Council has published a Waste Management and Infrastructure SPD that provides guidance on the production of Waste Audit Statements. This can be found online at: <https://new.devon.gov.uk/planning/planning-policies/other-county-policy-and-guidance>

Materials and Waste Score Mitigate: Yes

Materials and Waste Revised Score: 3

Materials and Waste Revised Score Justification: Mitigations by Freeport; Conduct an Environmental Impact assessment to identify specific waste management risks Work with landowners and tenants to identify and mitigate waste management risks Develop initiatives which encourage landowners/tenants to: Reduce, re-use, recycle Minimise waste going to landfill Increase recycling Reduce waste in the economy (e.g. through circular economy principles) Promote complementary initiatives such as the Preventing Plastic Pollution Project (an Interreg project involving PCC and PU). Mitigations by Tenants and Landlords: Ensure all waste management regulations are complied with and the approach to waste management follows the Waste Management Plan for England. Participation in voluntary

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wastemanagementinitiatives such asthe PreventingPlastic PollutionProject.

Climate Change Adaptation Score: 3

Climate Change Adaptation Score Justification: The freeport has contributed to and is informed byThe Devon Cornwall and Isles of Scilly Climate Adaptation Strategy. This helps communities and organisations across the Southwest better understand the risks their area will face in the future, as climate change increasingly affects the UK. It will also help them to adapt to these changes, thereby improving their resilience and community safety.Resources to help individuals, communities, organisations and local policy makers take action for climate adaptation and prepare for climate impacts. Using this framework and the Freeport's own Net Zero Strategy and Action Plan the freeport will monitor it's delivery and actions in the face of changing climate and adaptations.

Climate Change Adaptation Score Mitigate: Yes

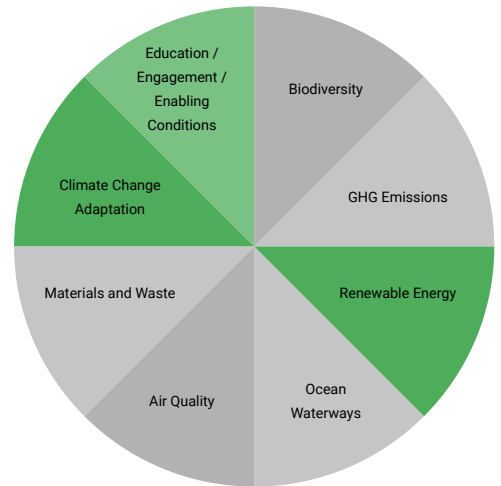
Climate Change Adaptation Revised Score: 5

Climate Change Adaptation Revised Score Justification: The freeport has contributed to and is informed byThe Devon Cornwall and Isles of Scilly Climate Adaptation Strategy. This helps communities and organisations across the Southwest better understand the risks their area will face in the future, as climate change increasingly affects the UK. It will also help them to adapt to these changes, thereby improving their resilience and community safety.Resources to help individuals, communities, organisations and local policy makers take action for climate adaptation and prepare for climate impacts. Using this framework and the Freeport's own Net Zero Strategy and Action Plan the freeport will monitor it's delivery and actions in the face of changing climate and adaptations.

Education / Engagement / Enabling Conditions Score: 5

Education / Engagement / Enabling Conditions Score Justification: Impact of skills strategy;The Freeport is a facilitator of closer collaboration between businesses and education providers, with the following objectives as focal points:Retaining people in the regionDeveloping new course content and future rolesProvision of tutors and spacesDefining future skills roles in greater

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detail. Working across the Freeport Skills advisory board the freeport will build greater gender diversity, particularly in those moving into employment post-qualification, supplementing the various other inclusivity workstreams underway or planned within the region. The Freeport acts as a natural focal point for businesses and education providers. This collaboration already exists, however the Freeport can serve to aggregate pockets of collaboration and drive greater ambition across the region. With target sectors and long term investments planned for the Freeport, greater and clearer needs can create a mandate for collaboration. The Freeport can serve as a beacon for great careers and build a strong reputation for any employers active on the site. A Government mandate by virtue of public investment and tax incentives can be used to drive progress. The Pedestrian and Cycle bridge will create new opportunities for green and active travel.

Education / Engagement / Enabling Conditions Score Mitigate: Yes

Education / Engagement / Enabling Conditions Revised Score: 5

Education / Engagement / Enabling Conditions Revised Score Justification: The freeport and its construction partners and contractors are part of Plymouth Skills Launchpad and Skills 2 Plymouth which includes construction skills. Procured construction companies will adhere to social value requirements. Additionally working with partners like Trade Unions, Plymouth National Marine Park, training providers and colleges raised the profile of green skills among residents in the city.

Wheel Key

- Long lasting or severe negative impact
- Short term or limited negative impact
- No impact or neutral impact
- Short term or limited positive impact
- Long lasting or extensive positive impact

EXECUTIVE DECISION

made by a Cabinet Member




REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER

Executive Decision Reference Number – L16 24/25

Decision	
1	Title of decision: Plymouth and South Devon Freeport: South Yard Innovation Units
2	Decision maker: Councillor Tudor Evans OBE, Leader of the Council
3	Report author and contact details: Catherine Parnall E: Catherine.parnall@plymouth.gov.uk
4	<p>Decision to be taken:</p> <ol style="list-style-type: none"> 1. Allocate £6.9m for the project into the Capital Programme funded by £3.344m Local Authority service borrowing and £3.556m PASD Freeport Seed Capital; 2. To agree to allocate £3,556m of Freeport Seed Capital Funding into the Capital Programme to continue development of the Oceansgate marine industrial park within the Freeport South Yard Tax Site and to provide potential tenants with tax benefits for locating within the designated Tax Site; 3. To authorise the Section 151 Officer to approve relevant funding claims up to the total Seed Capital amount of £3,556m as listed above.
5	<p>Reasons for decision:</p> <p>Plymouth City Council is the Accountable Body which will receive and allocate the seed capital to support the delivery of the Freeport Annual Plan.</p> <p>The Accountable Body is responsible for the effective programme management of the Seed capital programme pipeline; which includes the technical appraisal of individual business cases for Seed Capital projects,</p> <p>The decision is necessary in order to meet timeframes set by Department for Levelling Up, Housing & Communities (DLUHC) in order to deliver the proposed activities and spend the funds accordingly and in time. These industrial units will form the centrepiece of the Freeport's <i>Innovation Hotbed</i>, providing industrial units that are well suited for use as workshops and prototyping along with project offices / synthetic testbeds. The Freeport's innovation service offer will support R&D through the Innovation Centre and will assist waterside access along with at sea trials working with partners. As the point of contact and main channel for innovation support it will also work with businesses through a dispersed model wherever they are located.</p> <p>The original cost was £3.256m of seed capital with £3.274m service borrowing. Costs have now increased and a further £0.3m of seed capital is now required to fund the costs of a security fence that is in need of replacement and upgrade. £3.344m is the revised service borrowing cost A further Project Change Request has been prepared to reallocate £0.3m of seed capital from another scheme to plug the seed capital gap.</p>

6	<p>Alternative options considered and rejected:</p> <p>1.) Do nothing: This would severely affect the ability to spend the allocated amount for this financial year but also to submit the required planning permission to ensure the project remains on track.</p>																				
7	<p>Financial implications and risks: The funding is received from Government for the purpose of delivering the Seed Capital Freeport funding and is underpinned by a Memorandum of Understanding and further funding agreements that binds Plymouth City Council and Partners within the Freeport delivery governance into an agreement with the Department for Levelling Up, Housing & Communities (DLUHC) and further funding agreements between the Accountable Body and projects outlining that the funds are shouldered by the applicant as such is contractually obliged to deliver and spend according to the Fund parameters and requirements.</p> <p>Projects are subject to Accountable Body processes involving but not limited to procurement regulations, monitoring and governance, as such, failure to follow requirements from either the Accountable Body or DLUHC runs the risk of remedial action. We will maintain robust programme management protocols through regular monitoring and review to ensure that the projects are delivered within the grant terms and conditions. Remedial action will be taken where necessary.</p>																				
8	<table border="1"> <thead> <tr> <th data-bbox="225 741 759 831">Is the decision a Key Decision? (please contact Democratic Support for further advice)</th> <th data-bbox="759 741 852 831">Yes</th> <th data-bbox="852 741 967 831">No</th> <th data-bbox="967 741 1495 831">Per the Constitution, a key decision is one which:</th> </tr> </thead> <tbody> <tr> <td data-bbox="225 831 759 999"></td> <td data-bbox="759 831 852 999">x</td> <td data-bbox="852 831 967 999"></td> <td data-bbox="967 831 1495 999">in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total</td> </tr> <tr> <td data-bbox="225 999 759 1144"></td> <td data-bbox="759 999 852 1144"></td> <td data-bbox="852 999 967 1144">x</td> <td data-bbox="967 999 1495 1144">in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million annually</td> </tr> <tr> <td data-bbox="225 1144 759 1290"></td> <td data-bbox="759 1144 852 1290"></td> <td data-bbox="852 1144 967 1290">x</td> <td data-bbox="967 1144 1495 1290">is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.</td> </tr> <tr> <td data-bbox="225 1290 759 1420">If yes, date of publication of the notice in the Forward Plan of Key Decisions</td> <td colspan="3" data-bbox="759 1290 1495 1420">03/07/2023</td> </tr> </tbody> </table>	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:		x		in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million annually			x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.	If yes, date of publication of the notice in the Forward Plan of Key Decisions	03/07/2023		
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9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	This decision can be linked to the Plymouth Plan Growing City and International City as well as other frameworks including the Climate Emergency Action Plan. This decision would be directly linked to the capital budget and will be managed and monitored in accordance with Plymouth City Council processes.																			
10	Please specify any direct environmental implications of the decision (carbon impact)	It will support the development of net zero technologies aligned with the marine and defence sectors by pioneering new solutions through our Innovation Hotbed.																			
Urgent decisions																					
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)																	
		No	x	(If no, go to section 13a)																	

12a	Reason for urgency:		
12b	Scrutiny Chair Signature:		Date
	Scrutiny Committee name:		
	Print Name:		
Consultation			
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes	
		No	<input checked="" type="checkbox"/> (If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?		
13c	Date Cabinet member consulted		
14	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes	If yes, please discuss with the Monitoring Officer
		No	<input checked="" type="checkbox"/>
15	Which Corporate Management Team member has been consulted?	Name	Karime Hassan
		Job title	Interim Strategic Director for Growth
		Date consulted	12 September 2024
Sign-off			
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS47 24/25
		Finance (mandatory)	CH.24.25.030
		Legal (mandatory)	LS.2333.kt.120924
		Procurement (if applicable)	
		Corporate property (decisions involving Council owned land or facilities) (if applicable)	
		Human Resources (if applicable)	
Appendices			
17	Ref.	Title of appendix	
	A	Part I Supporting Summary Report	

	B	Equalities Impact Assessment (where required)						
	C	Climate Impact Assessment						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?	Yes	<input checked="" type="checkbox"/>	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
		No	<input type="checkbox"/>					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title: Part II Business Case			x				
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act (2010) and those who do not. For further details please see the EIA attached.							
Signature				Date of decision		1 st October 2024		
Print Name		Councillor Tudor Evans OBE (Leader of the Council)						

BRIEFING PAPER FOR PASD FREEPORT PROJECT DECISION – OCEANSGATE INNOVATION BARNs.



Overview of project

BACKGROUND

The PASDF Freeport's approved Full Business Case included an Innovation Centre and Mobility Hub at the South Yard Tax Site, forming the centre piece of an Innovation Hotbed. It originally included LUF2 funding, however following an unsuccessful bid for such funds, a scaled down project for two buildings with industrial units on the ground floor and project offices/synthetic testbeds on a mezzanine level was submitted and approved. The costs for the new project comprised £3.256m seed capital and £3.274m of PCC borrowings.

The costs were originally developed through the feasibility study undertaken by AECOM to inform the options and have subsequently been updated in August 2024. These costs have now risen to £3.556m seed capital and £3.344m of service borrowings,

The project supports a number of Freeport policy objectives as it will deliver modern employment space for new and expanding businesses. Located on a historic naval dockyard in an area of Plymouth with high levels of deprivation, the project will also contribute to regeneration by creating 49 direct jobs. It will further provide industrial units that will be well suited for use as workshops and prototyping along with project offices and testbeds. The Freeport's innovation service offer will support R & D through the Innovation Centre and will assist waterside access along with at sea trials working with partners and will act as the point of contact for innovation support.

As a core part of the Freeport proposition the project also directly supports the area's plans for strategic development and economic growth, specifically building on the Plymouth/ South West Peninsula £30m City Deal investment made at the South Yard site in 2014 to create the UK's first Marine Enterprise Zone at Oceansgate.

The increase in seed capital is due to the fact that we have been informed by one of our Principal Surveyors that there is now a requirement for an additional £300,000 of seed capital to be allocated to this project. The South Yard Security Team have notified us that in order for the MOD to surrender the land to us at least 90m of security fencing needs to be replaced and upgraded. The rationale behind this is because the land will effectively allow public access up to the edge of the yard.

The fence needs to be a welded steel mesh, similar to that used to surround prisons, with spring lines in front of it.

There is currently a Project Change Request ready for submission to MHCLG which will release seed capital previously assigned to another project to this one, to cover the additional £300,000.

The business case is now covered by the Subsidy Scheme recently introduced by DLUHC and thus there is no requirement for subsidy control assessment by PCC.

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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.

Document is Restricted

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FEQUALITY IMPACT ASSESSMENT – [FREEPORT PROJECT BUSINESS CASE EXECUTIVE DECISION]

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Cath Parnall	Department and service:	Economic Development	Date of assessment:	10/09/24
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Amanda Ratsey	Signature:		Approval date:	10/09/24
Overview:	<p>Plymouth City Council is the Accountable Body for the Freeport and will receive and allocate the Seed Capital to support the delivery of the Freeport Annual Plan.</p> <p>The Accountable Body is responsible for the effective programme management of the Seed capital programme pipeline, including appraisal of individual business cases for Seed Capital projects.</p> <p>This decision is necessary in order to meet timeframes set by Department for Levelling Up, Housing & Communities (DLUHC) in order to deliver the proposed activities as set out in the Business Case and spend the funds accordingly and in time.</p> <p>Business Case Summary</p> <p>The PASDF Freeport's approved Full Business Case included an Innovation Centre and Mobility Hub at the South Yard Tax Site, forming the centre piece of an Innovation Hotbed. It originally included LUF2 funding, however following an unsuccessful bid for such funds, a scaled down project for two buildings with industrial units on the ground floor and project offices/synthetic testbeds on a mezzanine level was submitted and approved. The costs for the new project comprised £3,256m seed capital and £3,274m of PCC borrowings. However, the costs have recently been updated and have risen to £3,556m seed capital and £3,334m of service borrowings. The Innovation Barns are set to create 49 new jobs.</p>				

	<p>The project primarily supports two Freeport policy objectives:</p> <p>Establishing a national hub for global trade and investment – by accelerating the development of employment land with the aim of enabling a key local employer to create a new Logistics Facility onsite.</p> <p>Promoting regeneration and job creation – by creating the conditions to support the development of new jobs.</p> <p>It also, less directly, supports the long-term sustainability of the Freeport’s hotbed for innovation because the end user of the site will have a significant supply chain, creating demand and opportunity for collaboration and development.</p> <p>The original cost was £3.256m of seed capital with £3.274m service borrowing. As mentioned above costs have now increased and a further £0.3m of seed capital is now required to fund the costs of a security fence that is in need of replacement and upgrade and is required in order for the MOD to surrender the land to us. The rationale behind this is because the land will effectively allow public access up to the edge of the yard. The fence needs to be a welded steel mesh, similar to that used to surround prisons, with spring lines in front of it.</p> <p>A further Project Change Request has been prepared to reallocate £0.3m of seed capital from another scheme to plug the seed capital gap.</p>
Decision required:	<p>Decision to be taken:</p> <ol style="list-style-type: none"> 1. Allocate £6.9m for the project into the Capital Programme funded by £3.344m Local Authority service borrowing and £3.556m PASD Freeport Seed Capital; 2. To agree to allocate £3,556m of Freeport Seed Capital Funding into the Capital Programme to continue development of the Oceansgate marine industrial park within the Freeport South Yard Tax Site and to provide potential tenants with tax benefits for locating within the designated Tax Site; 3. To authorise the Section 151 Officer to approve relevant funding claims up to the total Seed Capital amount of £3,556m as listed above.

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts:	Yes		No	x
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Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?				
Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes		No	x
Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section three)	Yes		No	x
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	A full EIA has been completed below despite the answers above.			

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department
Age	<p>Plymouth</p> <ul style="list-style-type: none"> 16.4 per cent of people in Plymouth are children aged under 15. 65.1 per cent are adults aged 15 to 64. 18.5 percent are adults aged 65 and over. 2.4 percent of the resident population are 85 and over. <p>South West</p>	<p>Noise and disturbance – impacts</p> <p>Evidence has shown that both younger and older people are likely to have their physical and mental wellbeing negatively impacted by increased noise. For young people, for example, increased noise may impact on their wellbeing and ability to meet their educational potential. For older people noise disturbances can cause increased anxiety and exacerbate conditions such as dementia and tinnitus.</p> <p>Noise and disturbance – Plymouth Port</p>	<p>Noise and disturbance – Plymouth Port</p> <p>As the Port needs to operate at the time that the tide allows, it is not possible to mitigate against this impact given its nature.</p> <p>Although there is the potential for the increase in freight traffic to increase noise and disturbance for local residents, the parts of the Port that will be used are largely away from residential areas. The additional tax/customs</p>	<p>March 2026 Economic Development</p>

	<ul style="list-style-type: none"> • 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. • 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> • 17.4 per cent of people are aged 0 to 14. • 64.2 per cent of people are aged 15 to 64. • 18.4 per cent of people are aged 65 and over. <p>(2021 Census)</p>	<p>The Freeport may increase the number of ships using the Plymouth Port and it is likely that this will increase noise and disturbance.</p> <p>Noise and disturbance – Increased traffic The Freeport will increase the amount of traffic on Plymouth roads, especially on roads near to the Freeport and within the Freeport itself. A new road link is planned in response to increased demand - spine roads are going to connect to the A38 to improve connectivity.</p> <p>Noise and disturbance – construction It is likely that the Freeport will result in an increase in noise from both construction and business as usual. Increases in noise have been linked to poorer health outcomes including negatively effecting both mental and physical health.</p> <p>Emissions Poor air quality and pollution has negative consequences for health and the local environment. In particular, a high quantity of particulate matter is linked to poorer health outcomes including negatively effecting both mental and physical health. This negative impact is more likely to affect young people as their lungs are still developing.</p> <p>Emissions – Plymouth Port The Freeport aims to significantly increase the volume of freight through the Port of Plymouth. Increasing the volume of freight brought in through the Port of Plymouth, rather than more distant UK ports, will reduce national emissions</p>	<p>sites will be on under-developed land, thus minimising impact to the extent that is possible. South Yard is in close proximity to a local school and the Sherford employment zone is part of the wider Sherford village development. Langage, the largest site where most of the construction is going to take place, is greenfield and is not directly adjacent to residential area.</p> <p>Noise and disturbance – Increased traffic We will consider the possibility to explore noise monitoring and reduction initiatives in the vicinity if required. Any noise complaints will be monitored for trends.</p> <p>Our approach will require buildings to be built using sustainable materials, be well insulated and have renewables (such as solar or heat pumps) integrated. All construction will be delivered in line with local guidance to ensure minimal disruption to the local area.</p> <p>Within the Freeport we will use a combination of electric and hydrogen powered vehicles to move cargo between the Port</p>	
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		<p>from the transport sector, as well as reducing congestion on trunk roads elsewhere.</p> <p>Emissions – Freeport (onsite) The increase in freight traffic and associated traffic within the Freeport will likely increase local traffic and thus local emissions.</p>	<p>and customs sites. There is already and EV charge point at Oceansgate and by 2026, all support vehicles will be low carbon. Charging infrastructure will also be put in place to encourage wider port users (including RORO traffic) to use low carbon fuels. Emissions from commuter transport will be minimised through green transport initiatives, which will include public transport options (including park and ride) as well as walking and cycling, which build on existing infrastructure such as cycle ways.</p>	
<p>Care experienced individuals (Note that as per the Independent Review of Children’s Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54</p>	<p>No adverse impact anticipated.</p>	<p>Not applicable.</p>	<p>March 2026 Economic Development</p>

	<p>per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>			
<p>Disability</p>	<p>9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited 'a little' because of a physical or mental health problem (2021 Census)</p>	<p>Noise and disturbance Evidence has shown that people with disabilities and underlying health conditions are more likely to have their physical and mental wellbeing negatively impacted by increased noise. For example, one study found that people living in areas with high levels of traffic noise were 25 per cent more likely than those living in quieter areas to develop depression.</p> <p>Noise and disturbance – Plymouth Port The Freeport will increase the number of ships using the Plymouth Port and it is likely that this will increase noise and disturbance.</p> <p>Noise and disturbance – Increased traffic The Freeport will increase the amount of traffic on Plymouth roads, especially on roads near to the Freeport and within the Freeport itself. A new road link is planned in response to increased demand - spine roads are going to connect to the A38 to improve connectivity.</p> <p>Noise and disturbance – construction It is likely that the Freeport will result in an increase in noise from both construction and</p>	<p>Noise and disturbance – Plymouth Port As the port needs to operate at the time that the tide allows, it is not possible to mitigate against this impact given its nature. Although there is the potential for the increase in freight traffic to increase noise and disturbance for local residents, the parts of the Port that will be used are largely away from residential areas. The additional tax/customs sites will be on under-developed land, thus minimising impact to the extent that is possible. South Yard is in close proximity to a local school and the Sherford employment zone is part of the wider Sherford village development. Langage, the largest site where most of the construction is going to take place, is greenfield and is not directly adjacent to residential area.</p>	<p>March 2026 Economic Development</p>

		<p>business as usual. Increases in noise have been linked to poorer health outcomes including negatively effecting both mental and physical health. This negative impact is more likely to be felt by people with disabilities, however this is not limited to this cohort</p> <p>Emissions Poor air quality and pollution has negative consequences for health and the local environment. In particularly, a high quantity of particulate matter is linked to poorer health outcomes including negatively effecting both mental and physical health. This negative impact is more likely for people with disabilities due to the increased likelihood that they may have an underlying health condition related to their breathing or lungs.</p> <p>Emissions – Plymouth Port The Freeport aims to significantly increase the volume of freight through the Port of Plymouth. Increasing the volume of freight brought in through the Port of Plymouth, rather than more distant UK Ports, will reduce national emissions from the transport sector, as well as reducing congestion on trunk roads elsewhere.</p> <p>Emissions – Freeport (onsite) The increase in freight traffic and associated traffic within the Freeport will likely increase local traffic and thus local emissions.</p> <p>Accessibility The large majority of buildings within the Freeport will be closed to members of the</p>	<p>Noise and disturbance – Increased traffic We will consider the possibility to explore noise monitoring and reduction initiatives in the vicinity if required. Any noise complaints will be monitored for trends.</p> <p>Our approach will require buildings to be built using sustainable materials, be well insulated and have renewables (such as solar or heat pumps) integrated.</p> <p>All construction will be delivered in line with local guidance to ensure minimal disruption to the local area.</p> <p>Within the Freeport we will use a combination of electric and hydrogen powered vehicles to move cargo between the Port and customs sites. There is already and EV charge point at Oceansgate and by 2025, all support vehicles will be low carbon. Charging infrastructure will also be put in place to encourage wider port users (including RORO traffic) to use low carbon fuels. Emissions from commuter transport will be minimised through green transport initiatives, which will include public transport options (including park and ride) as well as walking and cycling, which</p>	
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		public, however we recognise that accessibility is still important. Where buildings are older, guidance will be taken from the appropriate colleagues and heritage organisation when appropriate	build on existing infrastructure such as cycle ways.	
Gender reassignment	0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).	No adverse impacts are anticipated.	Not applicable.	March 2026 Economic Development
Marriage and civil partnership	40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married. 0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).	No adverse impacts are anticipated.	The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with young women and girls to promote STEM career and education pathways. Engagement will also take place with local voluntary and community sector partners working with women and girls to raise awareness of the employment and education offer available and communication materials will be shared.	March 2026 Economic Development
Pregnancy and maternity	The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.	No adverse impacts are anticipated.	The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with	March 2026 Economic Development

			<p>young women and girls to promote STEM career and education pathways. Engagement will also take place with local voluntary and community sector partners working with women and girls to raise awareness of the employment and education offer available and communication materials will be shared.</p>	
<p>Race</p>	<p>In 2021, 94.9 per cent of Plymouth’s population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census) People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census) 92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>	<p>No adverse impacts are anticipated.</p>	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with people from Black, Asian and minority ethnic backgrounds to promote career and education pathways.</p> <p>Engagement will also take place with local voluntary and community sector partners working with this cohort and in particular refugees and asylum seekers to raise awareness of the employment and education offer available.</p> <p>Key information within the Freeport will be available in different languages, recognising the diversity of people using and passing through the Freeport.</p>	<p>March 2026 Economic Development</p>

			Staff employed by the Freeport will be trained in cultural awareness and cultural accessibility.	
Religion or belief	48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census). Those who identified as Muslim account for 1.3 per cent of Plymouth’s population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).	Not applicable	Not applicable	March 2026 Economic Development
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impacts are anticipated.	The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with young women and girls to promote STEM career and education pathways. Engagement will also take place with local voluntary and community sector partners working with women and girls to raise awareness of the employment and education offer available and	March 2026 Economic Development

			communication materials will be shared.	
Sexual orientation	88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).	No adverse impacts are anticipated.	Not applicable	March 2026 Economic Development

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

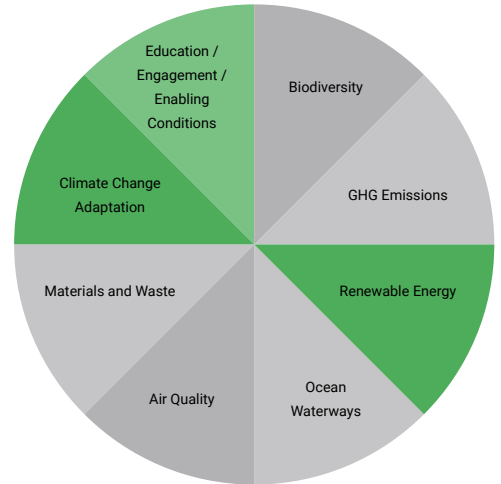
Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse human rights implications are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Not applicable.

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Work together in partnership to: <ul style="list-style-type: none"> ▪ promote equality, diversity and inclusion ▪ facilitate community cohesion 	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2026. Economic Development

<p>support people with different backgrounds and lived experiences to get on well together</p>			
<p>Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing</p>	<p>There are no anticipated direct negative implications to this objective.</p>	<p>Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.</p>	<p>March 2026. Economic Development</p>
<p>Build and develop a diverse workforce that represents the community and citizens it serves.</p>	<p>There are no anticipated direct negative implications to this objective.</p>	<p>Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.</p>	<p>March 2026. Economic Development</p>
<p>Support diverse communities to feel confident to report crime and anti-social behaviour, including hate crime and hate incidents, and work with partners to ensure Plymouth is a city where everybody feels safe and welcome</p>	<p>There are no anticipated direct negative implications to this objective.</p>	<p>Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.</p>	<p>March 2026. Economic Development</p>

Plymouth and South Devon Freeport FINAL



Assessment ID: PLY444

Assessment Author: Polly Frost

Assessment Initial Summary:

copy summary of project ; why, outcomes, impact ...

Assessment Final Summary:

Biodiversity Score: 2

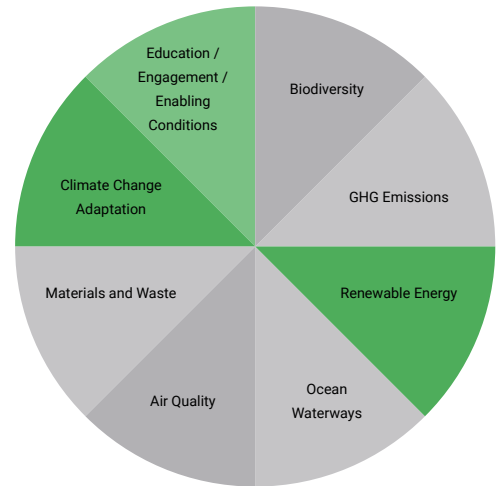
Biodiversity Score Justification: Potential Impact and Risk; - Loss of protected species through development operation of tax/customs sites - Damage to National Marine Park through increased shipping/port activity. The presence of protected species and Priority Habitats and Species and consideration of impacts of a proposed development upon them is a material consideration. Protected species receive levels of protection according to their designation (European, National and Priority Species), and of particular relevance to the JLP area are: European Protected Species that are most likely to be encountered within the Plan Area are bats (17 species), dormice, otters and great crested newts; Nationally protected species most likely to be encountered within the Plan Area are reptiles, Barn Owls and badgers; Priority Species/Species of Principal Importance are identified at a UK scale, a shortlist of which have been identified locally as particularly important and for which Devon has a key responsibility for looking after the species and their supporting habitats, for example, Cirl Bunting; Priority Habitats/Habitats of Principal Importance of which there should be no net loss (otherwise an application may be refused). The vast majority of hedgerows in Devon are Priority Habitats, please see guidance at 'Trees, woodlands and hedgerows (DEV28)' for specific considerations and requirements relating to hedgerows. Supplementary Planning Guidance DEV 26.5 states that net gains in biodiversity will be sought from all major development proposals. The LPAs will consider a 10 per cent increase in biodiversity units when applying the Defra Biodiversity Metric to be policy compliant. Mandatory biodiversity net gain is part of the planning process and applications are required to meet BNG requirements.

Biodiversity Score Mitigate: Yes

Biodiversity Revised Score: 3

Biodiversity Revised Score Justification: Mitigation by freeport: Conduct an Environmental Impact assessment to identify specific risks for protected sites and species, including those offshore. If required new surveys to be undertaken during correct window to observe wildlife. Work with stakeholders such as the National Marine Park and Local Nature

Plymouth and South Devon Freeport FINAL



Partnership to mitigate risks outside the tax sites (including offshore) as well as identify opportunities for Biodiversity Net Gain and sites that can be enjoyed by people working and living in the sites. Mitigation by landlords and tenants: If it is found that there was an impact on protected species through development of the Freeport tax/customs sites, statutory obligations will need to be satisfied.

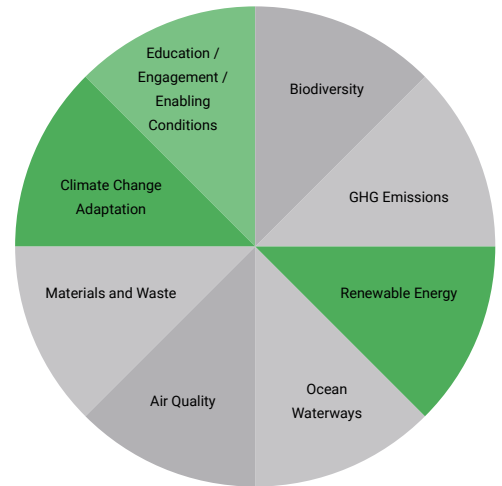
GHG Emissions Score: 2

GHG Emissions Score Justification: Delivery of the tax sites will be co-ordinated by the Freeport Delivery Team which will comprise representatives from Plymouth City Council, Devon County Council and South Hams District Council, in direct collaboration with the responsible planning and transport authorities, landowners, tenants / occupiers and key stakeholders. This is underpinned by robust governance structures which include landowner representation and backed up by our Gateway Policy and landowner agreements, thus enabling Freeport benefits to be realised. Our Gateway Policy and site specific agreements will support us to realise benefits :- South Yard is a 31.9 hectare site located along the waterfront, near to the Port of Plymouth and adjacent to the existing Oceansgate Enterprise Zone. It will form the centrepiece of the Innovation Hotbed. This is a brownfield site and remediation and retrofit works will enhance the energy performance of existing buildings and operations. 48.5 hectares, Langage is our largest tax site which also incorporates a customs site. The site will provide Industrial and Manufacturing as well as Light Industrial units for high value manufacturing/ engineering companies, focusing primarily but not exclusively on the marine, defence and space sectors, with low carbon applications, enabling us to support business expansion, investment and clustering to support the Freeport vision. As part of our value proposition, the site will also be home to a Green Hydrogen Electrolyser. 7.9 hectare Sherford tax site which occupies part of a larger greenfield site owned by the Sherford Consortium with a view to it being developed as warehousing, storage and engineering space. Development of greenfield sites is governed by Freeport commitment to PAS2080 and Planning regulations to minimise GHG emissions throughout construction, operation and end of life. The freeport has conducted a GHG emissions baseline that will be monitored throughout the project.

GHG Emissions Score Mitigate: Yes

GHG Emissions Revised Score: 3

Plymouth and South Devon Freeport FINAL

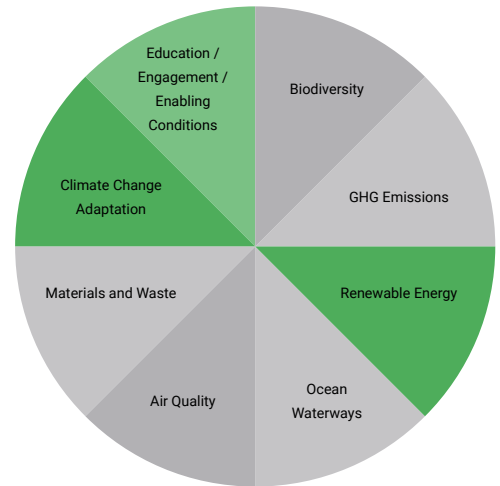


GHG Emissions Revised Score Justification: The freeport's Gateway Policy forms the basis for agreements between the PASD Freeport Board, private sector landowners and tenants who will ultimately be the beneficiaries of the tax site levers including Business Rates Retention (BRR). Compliance with the gateway policy will be the trigger for the consideration of discretionary Business Rates Relief by the relevant Council. The purpose of the Gateway Policy will be to ensure that the PASD Freeport supports the clustering of businesses with a focus on the target sectors; advanced manufacturing and engineering with a particular focus on marine, defence and space with low carbon applications. Our carbon and climate monitoring will identify any residual carbon emissions that have not been mitigated during the construction, operation of the freeport. The freeport business plan declares that 1/3 of retained business rate income to the freeport (once local authority loans have been repaid) will be spent on Net Zero projects, this is likely to include offsetting residual carbon. The Freeport NZ lead works closely with Plymouth Net Zero Action Group and is actively engaged in developing local insetting projects to ensure that any offsets are validated, authentic and provide an income source for local carbon sequestering projects, like seagrass and aqua culture as well as retrofit. Retained business rate policy states that once the borrowing costs of Plymouth City Council, Devon County Council and South Hams District Council have been met, any surplus receipts will be allocated to priorities mutually agreed between the partners at the Freeport Members Steering Group. It is forecast that 33% will be spent on Carbon net zero projects; Developing and delivering arange of low carbon solutions to decrease carbon emissions againstour baseline in accordance with our net zero strategy. This includesopportunities from FLOW, expanding Hydrogen Hubs and other greentechnology opportunities.

Renewable Energy Score: 5

Renewable Energy Score Justification: PASDF Seed capital funded Infrastructure projects include: A Green hydrogen generation plant, which is being developed by landowner Carlton Power. The scheme is a major part of the Freeport's net zero strategy. Renewable energy will be used to produce green hydrogen fuel which will decarbonise industry both within the freeport and in surrounding areas. In the future the upscaled Langage Green Hydrogen plant will also provide energy for transport and heating. Initial (2025) capacity of 10MW, enough to heat 14,000 homes. The plant is a modular build so can expand as the business case becomes viable and grid connections are available. Carlton Power has signed partnership agreements to supply Sibelco and Imerys. The Green Hydrogen plant will become operational in 2025. PASD Freeport Full

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Business Case and Net Zero Opportunities Assessment has conducted a full options analysis for renewable energy opportunities. This is aligned to the commitment to building, operating and end of life plans for the sites to meet PAS 2080 guidelines. These criteria identify additional Opportunities for onsite renewable energy generation, notably solar PV and wind. This is alongside PAS2080 guidance on energy efficiency in buildings operation and construction. Embedded and operational carbon emissions will be monitored by the Freeport company on a quarterly basis. Conditions to do this are included in seed capital business cases and After care plans. Additionally the innovation and operations within the freeport also focus on renewable energy, i.e. being in the supply chain for Celtic sea FLOW. Innovation strands in freeport key sectors; marine, defence and space also prioritise innovations like increase short sea shipping, autonomous shipping, and working with University and innovation partners to clean green industry and advanced manufacturing supply chain and business operations.

Renewable Energy Score Mitigate: Yes

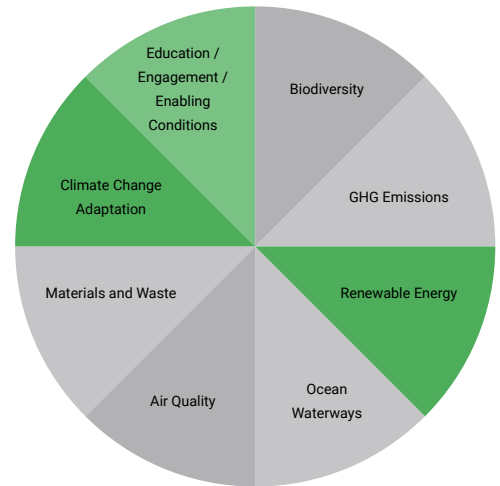
Renewable Energy Revised Score: 5

Renewable Energy Revised Score Justification: Our carbon and climate monitoring will identify any residual carbon emissions that have not been mitigated. The freeport business plan declares that 1/3 of retained business rate income to the freeport (once local authority loans have been repaid) will be spent on Net Zero projects, this is likely to be additional renewable energy generation.

Ocean and Waterways Score: 2

Ocean and Waterways Score Justification: Any Freeport related planning applications will need to comply with the Plymouth and SW Devon Supplementary Planning Document, which contains a section titled 'DEV2.1 and DEV2.3 – Water. This states: DEV2.3 ensures development will not result in an unacceptable harm to the water environment through the deterioration of water quality, and will look to improve water quality. This is required in line with the objectives of the Water Framework Directive (WFD), and to meet requirements under The Habitat Regulations (2017). The WFD sets out objectives to ensure the protection and improvement of the water environment, this includes achieving "good status" of all water bodies and groundwater bodies by set deadlines. Relevant information on water bodies is available via the Environment Agency's Catchment Data Explorer, whilst the River Basin Management Plan sets out objectives for how

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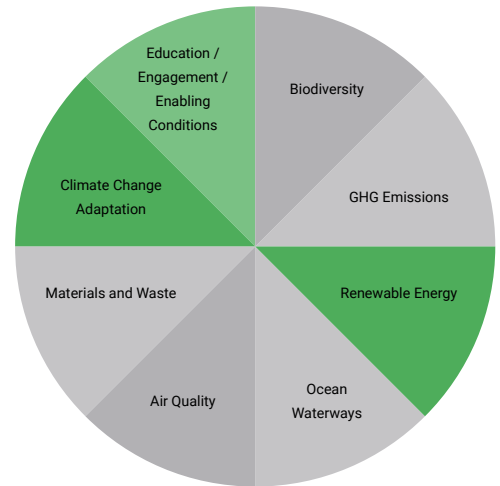
water quality will be improved. It is expected that all developments will comply with the aforementioned documents. All developments should consider potential impacts, direct, indirect or cumulative, to water quality during construction or operation. Any forthcoming applications that are likely to impact the water environment should clearly show how the development may affect relevant water bodies and how any negative impacts are to be mitigated, if these cannot first be avoided. Wherever possible applicants should explore opportunities to improve and/or restore water quality. The environmental sensitivity of the site should also be considered as set out at 7 'Natural environment (DEV23-DEV28)'. All construction activities should follow Pollution Prevention Guidance 6 (PPG 6) and all relevant current Construction Industry Research and Information Association (CIRIA) guidance. Evidence will be required to show that impacts have been considered in relation to the environmental sensitivity of the site. The initial assessment should be proportional to the scale of the development, any significant impacts will be required to be addressed through a Water Framework Directive Assessment. Development may not be supported if there is likely to be interruption to the quantity or quality of water available to off-site supplies. Evidence may be required if a development is identified as having an unacceptable impact on private water supplies in the vicinity of the proposed development. Plymouth Marine Park are a stakeholder of the Freeport and we work closely with them on joint engagement and opportunities.

Ocean and Waterways Score Mitigate: Yes

Ocean and Waterways Revised Score: 3

Ocean and Waterways Revised Score Justification: Any Freeport related planning applications will need to comply with the Plymouth and SW Devon Supplementary Planning Document, which contains a section titled 'DEV2.1 and DEV2.3 – Water. This states: DEV2.3 ensures development will not result in an unacceptable harm to the water environment through the deterioration of water quality, and will look to improve water quality. This is required in line with the objectives of the Water Framework Directive (WFD), and to meet requirements under The Habitat Regulations (2017). The WFD sets out objectives to ensure the protection and improvement of the water environment, this includes achieving "good status" of all water bodies and groundwater bodies by set deadlines. Relevant information on water bodies is available via the Environment Agency's Catchment Data Explorer, whilst the River Basin Management Plan sets out objectives for how water quality will be improved. It is expected that all developments will comply with the aforementioned documents. All developments should consider potential impacts, direct, indirect or cumulative, to water quality during construction or operation. Any forthcoming

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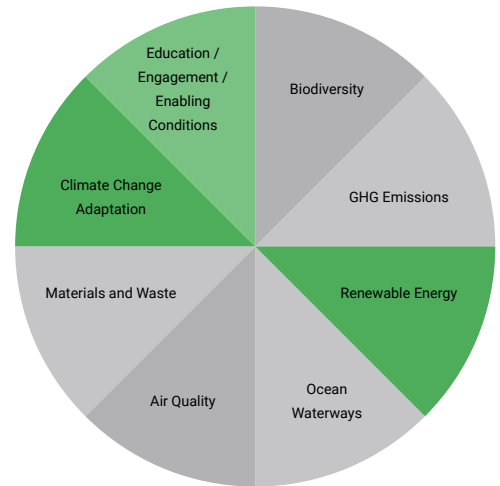
applications that are likely to impact the water environment should clearly show how the development may affect relevant water bodies and how any negative impacts are to be mitigated, if these cannot first be avoided. Wherever possible applicants should explore opportunities to improve and/or restore water quality. The environmental sensitivity of the site should also be considered as set out at 7 'Natural environment (DEV23-DEV28)'. All construction activities should follow Pollution Prevention Guidance 6 (PPG 6) and all relevant current Construction Industry Research and Information Association (CIRIA) guidance. Evidence will be required to show that impacts have been considered in relation to the environmental sensitivity of the site. The initial assessment should be proportional to the scale of the development, any significant impacts will be required to be addressed through a Water Framework Directive Assessment. Development may not be supported if there is likely to be interruption to the quantity or quality of water available to off-site supplies. Evidence may be required if a development is identified as having an unacceptable impact on private water supplies in the vicinity of the proposed development. Plymouth Marine Park are a stakeholder of the Freeport and we work closely with them on joint engagement and opportunities.

Air Quality Score: 3

Air Quality Score Justification: Impact/ Risk; Reduction in air quality standards due to increased road and sea traffic and industrial processes. Any Freeport related planning applications will need to comply with the Plymouth and SW Devon Supplementary Planning Document, which contains a section titled 'DEV2.1 and DEV2.2 – Air. Both DEV2.1 and DEV2.2 aim to minimise negative air quality impacts by development proposals. Developments will normally be refused where a development is going to have a significant impact on an Air Quality Management Areas (AQMA), create a new AQMA, or result in an adverse effect on a European Site. Maps showing the AQMAs across the Plan Area are available for Plymouth City Council and South Hams District Council. When ensuring development proposals avoid or mitigate against having a negative impact on air, the type of mitigation required on a particular development should be informed by:

- ☐ Outcomes from transport statements, assessments and plans;
- ☐ Air Quality Assessments or emission profiling;
- ☐ LPAs' Air Quality Action Plans;
- ☐ Specific needs identified in site specific spatial policy allocations;
- ☐ Travel awareness/planning and highway development requirements;
- ☐ The latest Defra Local Air Quality Management Guidance. The latest information to be found on the UK Air Pollution Information System;
- ☐ Relevant technical guidance and acknowledged best practice; and/or
- ☐ Any other measures that the applicant can evidence which will result in a

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net reduction in the air quality impact of the development. Whilst the LPAs recognise the importance of the Government's 'Road to Zero Strategy' and supports the aim of decarbonising transport networks, there are also other opportunities within the transport networks to make small improvements that will have significant positive impacts on air quality. The LPAs expect all new development proposals to take into consideration the below list of potential measures:

- ☐ Provision of electric vehicle charging points (Guidance on the requirements of electric vehicle charging points can be found at 'Specific provisions relating to transport (DEV29)');
- ☐ Designation of parking spaces for low emission vehicles;
- ☐ Provision of facilities to encourage sustainable travel, such as cycling facilities;
- ☐ Travel planning with new residents/businesses to encourage travel by sustainable transport modes as well as the uptake of ultra-low emission vehicles;
- ☐ Green travel vouchers;
- ☐ Facilities within developments which support active modes of transport such as: drying rooms; showers and lockers etc.
- ☐ Ensuring good connectivity to existing and future public transport, cycle and pedestrian routes;
- ☐ The provision of appropriate trees and landscaping features to reflect the importance of 'right tree (or landscaping feature) in the right place'.

For major developments which are likely to have a negative impact on air quality, the level of contribution towards offsetting measures will be calculated based upon the damage caused by the additional emissions, having regard to published national guidance on the calculations of such costs such as the Land-Use Planning & Development Control: Planning For Air Quality. This approach allows for mitigation measures to be delivered in line with any existing air quality action plans. Any mitigation measures will be secured through planning conditions or through planning obligations and will be negotiated on a case-by-case basis.

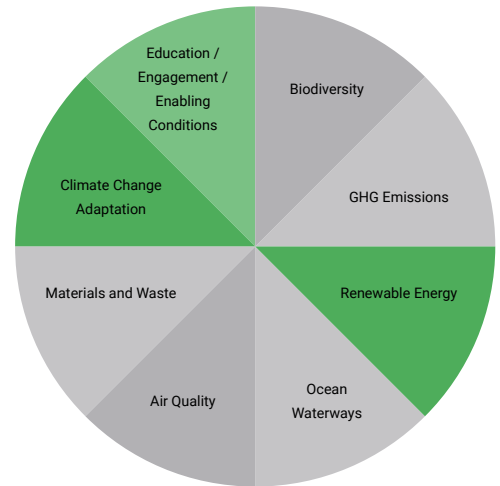
Air Quality Score Mitigate: Yes

Air Quality Revised Score: 3

Air Quality Revised Score Justification: Mitigations by Freeport: Conduct an Environmental Impact assessment to identify specific air quality risks. Potential to undertake a strategic transport vision across all three site and transport assessments with low-med-high scenarios including robust transport modelling. Seed capital will be used to build pedestrian/cycle bridge between Sherford and Langage to reduce commuter emissions. Other mitigations are likely to include:

- ☐ Development of an Air Quality Plan to reduce emissions from diesel engines. Which may include the introduction of an Air Quality Management Area within Plymouth Sound. (linked to smart sound) in which vessels are required to switch to clean propulsion systems when they enter
- ☐ Development of a Green Transport Plan for the Freeport and each tax site to include - Public transport
 - o Walking and cycling
 - o Charging infrastructure
 - o Low carbon freight options

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(potentially linked to the Green Hydrogen plant) Innovation activity without industrial and academic partners to develop cleaner/low emission processes (e.g. Princess Yachts are breaking new ground in large scale resin infusion technology, a closed moulded process which almost completely eliminates styrene emissions in the workplace and local environment) Mitigations by landowners/tenants: Will be required to meet planning requirements Identification and mitigation of any industrial processes which may result in emissions and compliance with relevant legislation Participation in Freeport initiatives to reduce transport related emissions Participation in voluntary innovation activity to develop cleaner processes.

Materials and Waste Score: 2

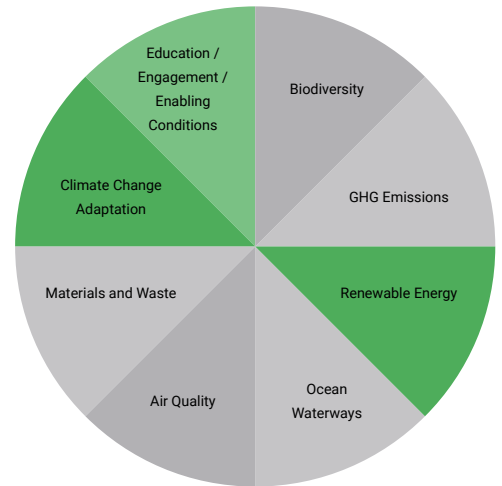
Materials and Waste Score Justification: The risk is failure to ensure waste is disposed of responsibly and in accordance with the law. The freeport refers to Environmental Protection Act Hazardous Waste Regulations Producer Responsibility Obligations Waste Electrical and Electronic Equipment. Paragraph 8 of the National Planning Policy for Waste and Policy W4 of the Devon Waste Plan requires major development proposals within Devon County Council (sites Sherford and Langage) to be accompanied by a Waste Audit Statement. Devon County Council has published a Waste Management and Infrastructure SPD that provides guidance on the production of Waste Audit Statements. This can be found online at: <https://new.devon.gov.uk/planning/planning-policies/other-county-policy-and-guidance>

Materials and Waste Score Mitigate: Yes

Materials and Waste Revised Score: 3

Materials and Waste Revised Score Justification: Mitigations by Freeport; Conduct an Environmental Impact assessment to identify specific waste management risks Work with landowners and tenants to identify and mitigate waste management risks Develop initiatives which encourage landowners/tenants to: Reduce, re-use, recycle Minimise waste going to landfill Increase recycling Reduce waste in the economy (e.g. through circular economy principles) Promote complementary initiatives such as the Preventing Plastic Pollution Project (an Interreg project involving PCC and PU). Mitigations by Tenants and Landlords: Ensure all waste management regulations are complied with and the approach to waste management follows the Waste Management Plan for England. Participation in voluntary

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wastemanagementinitiatives such asthe PreventingPlastic PollutionProject.

Climate Change Adaptation Score: 3

Climate Change Adaptation Score Justification: The freeport has contributed to and is informed byThe Devon Cornwall and Isles of Scilly Climate Adaptation Strategy. This helps communities and organisations across the Southwest better understand the risks their area will face in the future, as climate change increasingly affects the UK. It will also help them to adapt to these changes, thereby improving their resilience and community safety.Resources to help individuals, communities, organisations and local policy makers take action for climate adaptation and prepare for climate impacts. Using this framework and the Freeport's own Net Zero Strategy and Action Plan the freeport will monitor it's delivery and actions in the face of changing climate and adaptations.

Climate Change Adaptation Score Mitigate: Yes

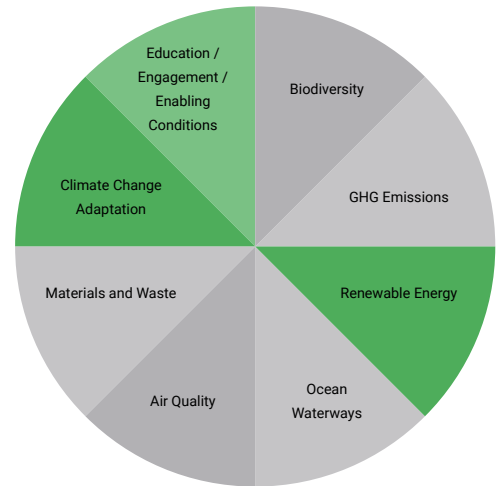
Climate Change Adaptation Revised Score: 5

Climate Change Adaptation Revised Score Justification: The freeport has contributed to and is informed byThe Devon Cornwall and Isles of Scilly Climate Adaptation Strategy. This helps communities and organisations across the Southwest better understand the risks their area will face in the future, as climate change increasingly affects the UK. It will also help them to adapt to these changes, thereby improving their resilience and community safety.Resources to help individuals, communities, organisations and local policy makers take action for climate adaptation and prepare for climate impacts. Using this framework and the Freeport's own Net Zero Strategy and Action Plan the freeport will monitor it's delivery and actions in the face of changing climate and adaptations.

Education / Engagement / Enabling Conditions Score: 5

Education / Engagement / Enabling Conditions Score Justification: Impact of skills strategy;The Freeport is a facilitator of closer collaboration between businesses and education providers, with the following objectives as focal points:Retaining people in the regionDeveloping new course content and future rolesProvision of tutors and spacesDefining future skills roles in greater

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detail. Working across the Freeport Skills advisory board the freeport will build greater gender diversity, particularly in those moving into employment post-qualification, supplementing the various other inclusivity workstreams underway or planned within the region. The Freeport acts as a natural focal point for businesses and education providers. This collaboration already exists, however the Freeport can serve to aggregate pockets of collaboration and drive greater ambition across the region. With target sectors and long term investments planned for the Freeport, greater and clearer needs can create a mandate for collaboration. The Freeport can serve as a beacon for great careers and build a strong reputation for any employers active on the site. A Government mandate by virtue of public investment and tax incentives can be used to drive progress. The Pedestrian and Cycle bridge will create new opportunities for green and active travel.

Education / Engagement / Enabling Conditions Score Mitigate: Yes

Education / Engagement / Enabling Conditions Revised Score: 5

Education / Engagement / Enabling Conditions Revised Score Justification: The freeport and its construction partners and contractors are part of Plymouth Skills Launchpad and Skills 2 Plymouth which includes construction skills. Procured construction companies will adhere to social value requirements. Additionally working with partners like Trade Unions, Plymouth National Marine Park, training providers and colleges raised the profile of green skills among residents in the city.

Wheel Key

- Long lasting or severe negative impact
- Short term or limited negative impact
- No impact or neutral impact
- Short term or limited positive impact
- Long lasting or extensive positive impact

EXECUTIVE DECISION

made by a Cabinet Member




REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER

Executive Decision Reference Number – L17 24/25

Decision	
1	Title of decision: Plymouth and South Devon Freeport: Langage Core Infrastructure
2	Decision maker: Councillor Tudor Evans OBE, Leader of the Council
3	Report author and contact details: Catherine Parnall E: Catherine.parnall@plymouth.gov.uk
4	<p>Decision to be taken:</p> <p>1. To agree to allocate £800,000 of Freeport Seed Capital Funding into the Capital Programme for the construction of an adoptable road to Plots 2 & 5 of the Langage Tax site. This road will join onto Holland Road.</p> <p>2. To authorise the Section 151 Officer to approve relevant funding claims up to the total Seed Capital amount of £800,000 as listed above.</p>
5	<p>Reasons for decision:</p> <ul style="list-style-type: none"> • Plymouth City Council is the Accountable Body which will receive and allocate the seed capital to support the delivery of the Freeport Annual Plan. • The Accountable Body is responsible for the effective programme management of the Seed capital programme pipeline; which includes the technical appraisal of individual business cases for Seed Capital projects. The decision is necessary in order to meet timeframes set by Department for Levelling Up, Housing & Communities (DLUHC) in order to deliver the proposed activities and spend the funds accordingly and in time. • The core objective of the project is to deliver the construction of an adoptable road of approx. 290m, joining Holland Road and continuing through Plot 2. The road will connect to Plot 5, which has scope for an estimated further 6,840sqm of units, access for which is restricted by a narrow section of road with traditional Devon Hedgerows that would otherwise require removal to allow development to proceed. The road will provide two way access and will be constructed to an adoptable standard, with the intention of it being adopted in the future by South Hams District Council. • The road will contain water, drainage and electricity conduits to Plots 2 and 5, further supporting the development which is otherwise affected by high and rising construction costs. Plot 2, adjacent to the starter units, is in the process of a full planning application approval. Plot 5 requires road widening and improvements, as mentioned above. There is a Project Change Request in the process of being submitted which will seek to divert funds from another programme into this project.
6	Alternative options considered and rejected:

	1.) Do nothing: This would severely impact on the ability to spend the allocated amount for this financial year but also to submit the required planning permission to ensure the project remains on track.			
7	<p>Financial implications and risks: The funding is received from Government for the purpose of delivering the Seed Capital Freeport funding and is underpinned by a Memorandum of Understanding and further funding agreements that binds Plymouth City Council and Partners within the Freeport delivery governance into an agreement with the Department for Levelling Up, Housing & Communities (DLUHC) and further funding agreements between the Accountable Body and projects outlining that the funds are shouldered by the applicant as such is contractually obliged to deliver and spend according to the Fund parameters and requirements.</p> <p>Projects are subject to Accountable Body processes involving but not limited to procurement regulations, monitoring and governance, as such, failure to follow requirements from either the Accountable Body or DLUHC runs the risk of remedial action. We will maintain robust programme management protocols through regular monitoring and review to ensure that the projects are delivered within the grant terms and conditions. Remedial action will be taken where necessary.</p>			
8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	Yes	No	Per the Constitution, a key decision is one which:
			x	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million annually
		x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.	
	<p>If yes, date of publication of the notice in the Forward Plan of Key Decisions</p>			
9	<p>Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:</p> <p>This decision can be linked to the Plymouth Plan Growing City and International City as well as other frameworks including the Climate Emergency Action Plan. This decision would be directly linked to the capital budget and will be managed and monitored in accordance with Plymouth City Council processes.</p>			
10	<p>Please specify any direct environmental implications of the decision (carbon impact)</p> <p>These works will contribute towards a larger solution, including a network to LEPL's already established 5MW solar park.</p>			
Urgent decisions				
11	Is the decision urgent and to be	Yes		(If yes, please contact Democratic Support

	implemented immediately in the interests of the Council or the public?			(democraticsupport@plymouth.gov.uk) for advice)
		No	x	(If no, go to section I3a)
I2a	Reason for urgency:			
I2b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
I3a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	x	(If no go to section I4)
I3b	Which other Cabinet member's portfolio is affected by the decision?			
I3c	Date Cabinet member consulted			
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	x	
I5	Which Corporate Management Team member has been consulted?	Name	Karime Hassan	
		Job title	Interim Strategic Director for Growth	
		Date consulted	12 September 2024	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS48 24/25	
		Finance (mandatory)	CH.24.25.028	
		Legal (mandatory)	LS.2333.kt.120924	
		Procurement (if applicable)		
		Corporate property (decisions involving Council owned land or facilities) (if applicable)		
		Human Resources (if applicable)		
Appendices				

17	Ref.	Title of appendix						
	A	Part I Supporting Summary Report						
	B	Equalities Impact Assessment (<i>where required</i>)						
	C	Climate Impact Assessment (<i>where required</i>)						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?	Yes	<input checked="" type="checkbox"/>	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
		No	<input type="checkbox"/>					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title: Part II Business Case			<input checked="" type="checkbox"/>				
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act (2010) and those who do not. For further details please see the EIA attached.							
Signature			Date of decision	1 st October 2024				
Print Name	Councillor Tudor Evans OBE (Leader of the Council)							

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BRIEFING PAPER FOR PASD FREEPORT PROJECT DECISION – LANGAGE ROAD CONSTRUCTION



Overview of project

BACKGROUND

Langage is a greenfield site within the Eastern corridor of Plymouth, in close proximity to the A38 Expressway. Although it is a strategic employment allocation within the Joint Local Plan the site had not historically been brought forward due the viability gap (i.e. the high opportunity costs associated with development which have proven to be prohibitive for businesses).

The Freeport programme provided a policy mechanism to bridge this gap and the site was identified within the full business case as creating the critical mass needed for achieving the Freeport's objectives - unlocking space for business growth and clustering. As the largest site within the Freeport, when developed, Langage will provide the greatest range of opportunities for businesses looking to locate or expand into the area, offering both tax and customs benefits.

The core objective of the project is to deliver the construction of an adoptable road of approximately 290m, joining Holland Road and continuing through Plot 2. The planning application for Plot 2 will be submitted w/c 9th September and will be for 3,344sqm in two B2/B8 units with associated yard and parking. The road will connect to Plot 5, which has scope for an estimated further 6,840sqm of units, access for which is restricted by a narrow section of road with traditional Devon hedgerows that would otherwise require removal to allow development to proceed.

The road will provide two-way access and will be constructed to an adoptable standard, with the intention of it being adopted in the future by South Hams District Council.

The road will contain water, drainage and electricity conduits to Plots 2 and 5, further supporting the development which is otherwise affected by high and rising construction costs.

Plot 2, adjacent to the starter units, is in the process of a full planning application approval. Plot 5 requires road widening and improvements, as mentioned above.

This case is subject to the approval of a Project Change Request, which is seeking to divert funds from a scheme that is now no longer required.

The business case is now covered by the Subsidy Scheme recently introduced by DLUHC and thus there is no requirement for subsidy control assessment by LEPL or PCC.

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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.

Document is Restricted

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FEQUALITY IMPACT ASSESSMENT – [FREEPORT PROJECT BUSINESS CASE EXECUTIVE DECISION]

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Cath Parnall	Department and service:	Economic Development	Date of assessment:	10/09/24
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Amanda Ratsey	Signature:		Approval date:	10/09/24
Overview:	<p>Plymouth City Council is the Accountable Body for the Freeport and will receive and allocate the Seed Capital to support the delivery of the Freeport Annual Plan.</p> <p>The Accountable Body is responsible for the effective programme management of the Seed capital programme pipeline, including appraisal of individual business cases for Seed Capital projects.</p> <p>This decision is necessary in order to meet timeframes set by Department for Levelling Up, Housing & Communities (DLUHC) in order to deliver the proposed activities as set out in the Business Case and spend the funds accordingly and in time.</p> <p>Business Case Summary</p> <p>The core objective of the project is to deliver the construction of an adoptable road of approx. 290m. It will join onto the existing Holland Road and will continue through Plot 2, ending up connecting to Plot 5. It will provide two way access and will be constructed to an adoptable standard, with the intention of it being adopted by the relevant Council in the future. Plot 2 is one of the prime developable sites at Langage at the current time and Plot 5 is restricted by a narrow section of road that would require the removal of traditional Devon hedgerows before further developments could take place so this is the best option to open up access at this time.</p> <p>The project primarily supports two Freeport policy objectives:</p>				

	<ul style="list-style-type: none"> • Establishing a national hub for global trade and investment – by accelerating the development of employment land with the aim of enabling a key local employer to create a new Logistics Facility onsite. • Promoting regeneration and job creation – by creating the conditions to support the development of new jobs. <p>It also, less directly, supports the long-term sustainability of the Freeport’s hotbed for innovation because the end user of the site will have a significant supply chain, creating demand and opportunity for collaboration and development.</p> <p>The project itself is a straightforward transaction. It will use the seed capital allocation of £800,000, in order to deliver 290m of two way access road to open up Plots 2 and 5 ahead of the DCC Spine Road build. The road will contain water, drainage and electricity conduits to both Plots , further supporting the development , which is otherwise affected by high and rising construction costs.</p>
Decision required:	<ol style="list-style-type: none"> 1. To agree to allocate £800,000 of Freeport Seed Capital Funding into the Capital Programme to be used for power installation at Langage Energy Park Ltd. 2. To authorise the Section 151 Officer to approve relevant funding claims up the total Seed Capital amount of £800,000 as listed above.

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	x
Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes		No	x
Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section three)	Yes		No	x
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	A full EIA has been completed below despite the answers above.			

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department
Age	<p>Plymouth</p> <ul style="list-style-type: none"> • 16.4 per cent of people in Plymouth are children aged under 15. • 65.1 per cent are adults aged 15 to 64. • 18.5 percent are adults aged 65 and over. • 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none"> • 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. • 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> • 17.4 per cent of people are aged 0 to 14. • 64.2 per cent of people are aged 15 to 64. 	<p>Noise and disturbance – impacts Evidence has shown that both younger and older people are likely to have their physical and mental wellbeing negatively impacted by increased noise. For young people, for example, increased noise may impact on their wellbeing and ability to meet their educational potential. For older people noise disturbances can cause increased anxiety and exacerbate conditions such as dementia and tinnitus.</p> <p>Noise and disturbance – Plymouth Port The Freeport may increase the number of ships using the Plymouth Port and it is likely that this will increase noise and disturbance.</p> <p>Noise and disturbance – Increased traffic The Freeport will increase the amount of traffic on Plymouth roads, especially on roads near to the Freeport and within the Freeport itself. A new road link is planned in response to increased demand - spine roads are going to connect to the A38 to improve connectivity.</p> <p>Noise and disturbance – construction</p>	<p>Noise and disturbance – Plymouth Port As the Port needs to operate at the time that the tide allows, it is not possible to mitigate against this impact given its nature. Although there is the potential for the increase in freight traffic to increase noise and disturbance for local residents, the parts of the Port that will be used are largely away from residential areas. The additional tax/customs sites will be on under-developed land, thus minimising impact to the extent that is possible. South Yard is in close proximity to a local school and the Sherford employment zone is part of the wider Sherford village development. Langage, the largest site where most of the construction is going to take place, is greenfield and is not directly adjacent to residential area.</p>	<p>March 2026 Economic Development</p>

	<ul style="list-style-type: none"> 18.4 per cent of people are aged 65 and over. <p>(2021 Census)</p>	<p>It is likely that the Freeport will result in an increase in noise from both construction and business as usual. Increases in noise have been linked to poorer health outcomes including negatively effecting both mental and physical health.</p> <p>Emissions Poor air quality and pollution has negative consequences for health and the local environment. In particular, a high quantity of particulate matter is linked to poorer health outcomes including negatively effecting both mental and physical health. This negative impact is more likely to affect young people as their lungs are still developing.</p> <p>Emissions – Plymouth Port The Freeport aims to significantly increase the volume of freight through the Port of Plymouth. Increasing the volume of freight brought in through the Port of Plymouth, rather than more distant UK ports, will reduce national emissions from the transport sector, as well as reducing congestion on trunk roads elsewhere.</p> <p>Emissions – Freeport (onsite) The increase in freight traffic and associated traffic within the Freeport will likely increase local traffic and thus local emissions.</p>	<p>Noise and disturbance – Increased traffic We will consider the possibility to explore noise monitoring and reduction initiatives in the vicinity if required. Any noise complaints will be monitored for trends.</p> <p>Our approach will require buildings to be built using sustainable materials, be well insulated and have renewables (such as solar or heat pumps) integrated.</p> <p>All construction will be delivered in line with local guidance to ensure minimal disruption to the local area.</p> <p>Within the Freeport we will use a combination of electric and hydrogen powered vehicles to move cargo between the Port and customs sites. There is already and EV charge point at Oceansgate and by 2025, all support vehicles will be low carbon. Charging infrastructure will also be put in place to encourage wider port users (including RORO traffic) to use low carbon fuels. Emissions from commuter transport will be minimised through green transport initiatives, which will include public transport options (including park and ride) as well</p>	
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			as walking and cycling, which build on existing infrastructure such as cycle ways.	
<p>Care experienced individuals</p> <p>(Note that as per the Independent Review of Children’s Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>	No adverse impact anticipated.	Not applicable.	March 2026 Economic Development
<p>Disability</p>	<p>9.4 per cent of residents in Plymouth have their activities limited ‘a lot’ because of a physical or mental health problem.</p>	<p>Noise and disturbance</p> <p>Evidence has shown that people with disabilities and underlying health conditions are more likely to have their physical and mental wellbeing negatively impacted by increased noise. For example, one study found that people living in</p>	<p>Noise and disturbance – Plymouth Port</p> <p>As the port needs to operate at the time that the tide allows, it is</p>	March 2026 Economic Development

	<p>12.2 per cent of residents in Plymouth have their activities limited ‘a little’ because of a physical or mental health problem (2021 Census)</p>	<p>areas with high levels of traffic noise were 25 per cent more likely than those living in quieter areas to develop depression.</p> <p>Noise and disturbance – Plymouth Port The Freeport will increase the number of ships using the Plymouth Port and it is likely that this will increase noise and disturbance.</p> <p>Noise and disturbance – Increased traffic The Freeport will increase the amount of traffic on Plymouth roads, especially on roads near to the Freeport and within the Freeport itself. A new road link is planned in response to increased demand - spine roads are going to connect to the A38 to improve connectivity.</p> <p>Noise and disturbance – construction It is likely that the Freeport will result in an increase in noise from both construction and business as usual. Increases in noise have been linked to poorer health outcomes including negatively effecting both mental and physical health. This negative impact is more likely to be felt by people with disabilities, however this is not limited to this cohort</p> <p>Emissions Poor air quality and pollution has negative consequences for health and the local environment. In particularly, a high quantity of particulate matter is linked to poorer health outcomes including negatively effecting both mental and physical health. This negative impact is more likely for people with disabilities due to the increased likelihood that they may have an</p>	<p>not possible to mitigate against this impact given its nature.</p> <p>Although there is the potential for the increase in freight traffic to increase noise and disturbance for local residents, the parts of the Port that will be used are largely away from residential areas. The additional tax/customs sites will be on under-developed land, thus minimising impact to the extent that is possible. South Yard is in close proximity to a local school and the Sherford employment zone is part of the wider Sherford village development.</p> <p>Langage, the largest site where most of the construction is going to take place, is greenfield and is not directly adjacent to residential area.</p> <p>Noise and disturbance – Increased traffic We will consider the possibility to explore noise monitoring and reduction initiatives in the vicinity if required. Any noise complaints will be monitored for trends.</p> <p>Our approach will require buildings to be built using sustainable materials, be well insulated and have renewables</p>	
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		<p>underlying health condition related to their breathing or lungs.</p> <p>Emissions – Plymouth Port The Freeport aims to significantly increase the volume of freight through the Port of Plymouth. Increasing the volume of freight brought in through the Port of Plymouth, rather than more distant UK Ports, will reduce national emissions from the transport sector, as well as reducing congestion on trunk roads elsewhere.</p> <p>Emissions – Freeport (onsite) The increase in freight traffic and associated traffic within the Freeport will likely increase local traffic and thus local emissions.</p> <p>Accessibility The large majority of buildings within the Freeport will be closed to members of the public, however we recognise that accessibility is still important. Where buildings are older, guidance will be taken from the appropriate colleagues and heritage organisation when appropriate</p>	<p>(such as solar or heat pumps) integrated. All construction will be delivered in line with local guidance to ensure minimal disruption to the local area. Within the Freeport we will use a combination of electric and hydrogen powered vehicles to move cargo between the Port and customs sites. There is already an EV charge point at Oceansgate and by 2025, all support vehicles will be low carbon. Charging infrastructure will also be put in place to encourage wider port users (including RORO traffic) to use low carbon fuels. Emissions from commuter transport will be minimised through green transport initiatives, which will include public transport options (including park and ride) as well as walking and cycling, which build on existing infrastructure such as cycle ways.</p>	
<p>Gender reassignment</p>	<p>0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans woman (2021 Census).</p>	<p>No adverse impacts are anticipated.</p>	<p>Not applicable.</p>	<p>March 2026 Economic Development</p>

<p>Marriage and civil partnership</p>	<p>40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.</p> <p>0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).</p>	<p>No adverse impacts are anticipated.</p>	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with young women and girls to promote STEM career and education pathways. Engagement will also take place with local voluntary and community sector partners working with women and girls to raise awareness of the employment and education offer available and communication materials will be shared.</p>	<p>March 2026 Economic Development</p>
<p>Pregnancy and maternity</p>	<p>The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.</p>	<p>No adverse impacts are anticipated.</p>	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with young women and girls to promote STEM career and education pathways. Engagement will also take place with local voluntary and community sector partners working with women and girls to raise awareness of the employment and education offer available and communication materials will be shared.</p>	<p>March 2026 Economic Development</p>

<p>Race</p>	<p>In 2021, 94.9 per cent of Plymouth’s population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census) People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census) 92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>	<p>No adverse impacts are anticipated.</p>	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with people from Black, Asian and minority ethnic backgrounds to promote career and education pathways. Engagement will also take place with local voluntary and community sector partners working with this cohort and in particular refugees and asylum seekers to raise awareness of the employment and education offer available. Key information within the Freeport will be available in different languages, recognising the diversity of people using and passing through the Freeport. Staff employed by the Freeport will be trained in cultural awareness and cultural accessibility.</p>	<p>March 2026 Economic Development</p>
<p>Religion or belief</p>	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census). Those who identified as Muslim account for 1.3 per cent of Plymouth’s population while Hindu, Buddhist,</p>	<p>Not applicable</p>	<p>Not applicable</p>	<p>March 2026 Economic Development</p>

	Jewish or Sikh combined totalled less than 1 per cent (2021 Census).			
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impacts are anticipated.	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with young women and girls to promote STEM career and education pathways.</p> <p>Engagement will also take place with local voluntary and community sector partners working with women and girls to raise awareness of the employment and education offer available and communication materials will be shared.</p>	March 2026 Economic Development
Sexual orientation	88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).	No adverse impacts are anticipated.	Not applicable	March 2026 Economic Development

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

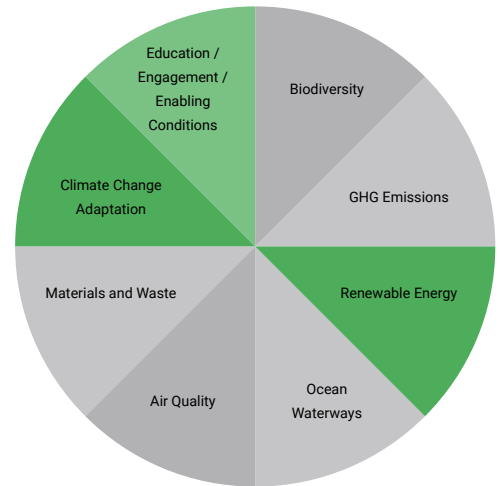
Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse human rights implications are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Not applicable.

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Work together in partnership to: <ul style="list-style-type: none"> ▪ promote equality, diversity and inclusion ▪ facilitate community cohesion support people with different backgrounds and lived experiences to get on well together	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2026. Economic Development
Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2026. Economic Development
Build and develop a diverse workforce that represents the community and citizens it serves.	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2026. Economic Development

Support diverse communities to feel confident to report crime and anti-social behaviour, including hate crime and hate incidents, and work with partners to ensure Plymouth is a city where everybody feels safe and welcome	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2026. Economic Development
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Assessment ID: PLY444

Assessment Author: Polly Frost

Assessment Initial Summary:

copy summary of project ; why, outcomes, impact ...

Assessment Final Summary:

Biodiversity Score: 2

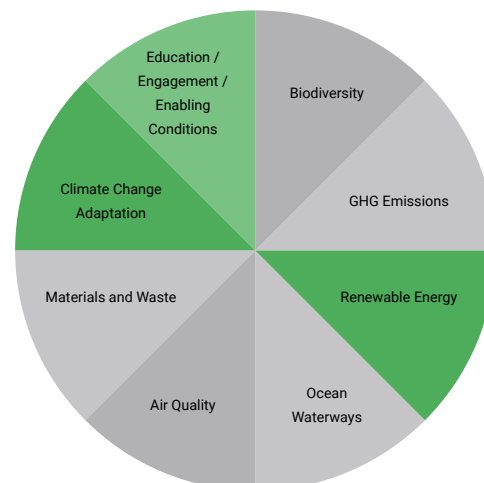
Biodiversity Score Justification: Potential Impact and Risk; - Loss of protected species through development operation of tax/customs sites - Damage to National Marine Park through increased shipping/port activity. The presence of protected species and Priority Habitats and Species and consideration of impacts of a proposed development upon them is a material consideration. Protected species receive levels of protection according to their designation (European, National and Priority Species), and of particular relevance to the JLP area are: ☒ European Protected Species that are most likely to be encountered within the Plan Area are bats (17 species), dormice, otters and great crested newts; ☒ Nationally protected species most likely to be encountered within the Plan Area are reptiles, Barn Owls and badgers; ☒ Priority Species/Species of Principal Importance are identified at a UK scale, a shortlist of which have been identified locally as particularly important and for which Devon has a key responsibility for looking after the species and their supporting habitats, for example, Cirl Bunting; ☒ Priority Habitats/Habitats of Principal Importance of which there should be no net loss (otherwise an application may be refused). The vast majority of hedgerows in Devon are Priority Habitats, please see guidance at 'Trees, woodlands and hedgerows (DEV28)' for specific considerations and requirements relating to hedgerows. Supplementary Planning Guidance DEV 26.5 states that net gains in biodiversity will be sought from all major development proposals. The LPAs will consider a 10 per cent increase in biodiversity units when applying the Defra Biodiversity Metric to be policy compliant. Mandatory biodiversity net gain is part of the planning process and applications are required to meet BNG requirements.

Biodiversity Score Mitigate: Yes

Biodiversity Revised Score: 3

Biodiversity Revised Score Justification: Mitigation by freeport: Conduct an Environmental Impact assessment to identify specific risks for protected sites and species, including those offshore. If required, new surveys to be undertaken during correct window to observe wildlife. Work with stakeholders such as the National Marine Park and Local Nature

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Partnership to mitigate risks outside the tax sites (including offshore) as well as identify opportunities for Biodiversity Net Gain and sites that can be enjoyed by people working and living in the sites. Mitigation by landlords and tenants: If it is found that there was an impact on protected species through development of the Freeport tax/customs sites, statutory obligations will need to be satisfied.

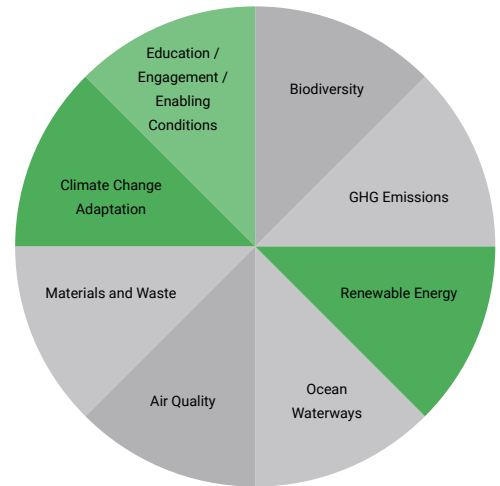
GHG Emissions Score: 2

GHG Emissions Score Justification: Delivery of the tax sites will be co-ordinated by the Freeport Delivery Team which will comprise representatives from Plymouth City Council, Devon County Council and South Hams District Council, in direct collaboration with the responsible planning and transport authorities, landowners, tenants / occupiers and key stakeholders. This is underpinned by robust governance structures which include landowner representation and backed up by our Gateway Policy and landowner agreements, thus enabling Freeport benefits to be realised. Our Gateway Policy and site specific agreements will support us to realise benefits :- South Yard is a 31.9 hectare site located along the waterfront, near to the Port of Plymouth and adjacent to the existing Oceansgate Enterprise Zone. It will form the centrepiece of the Innovation Hotbed. This is a brownfield site and remediation and retrofit works will enhance the energy performance of existing buildings and operations. 48.5 hectares, Langage is our largest tax site which also incorporates a customs site. The site will provide Industrial and Manufacturing as well as Light Industrial units for high value manufacturing/ engineering companies, focusing primarily but not exclusively on the marine, defence and space sectors, with low carbon applications, enabling us to support business expansion, investment and clustering to support the Freeport vision. As part of our value proposition, the site will also be home to a Green Hydrogen Electrolyser. 7.9 hectare Sherford tax site which occupies part of a larger greenfield site owned by the Sherford Consortium with a view to it being developed as warehousing, storage and engineering space. Development of greenfield sites is governed by Freeport commitment to PAS2080 and Planning regulations to minimise GHG emissions throughout construction, operation and end of life. The freeport has conducted a GHG emissions baseline that will be monitored throughout the project.

GHG Emissions Score Mitigate: Yes

GHG Emissions Revised Score: 3

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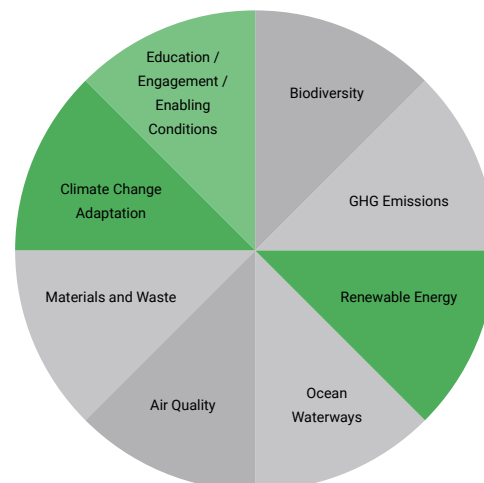


GHG Emissions Revised Score Justification: The freeport's Gateway Policy forms the basis for agreements between the PASD Freeport Board, private sector landowners and tenants who will ultimately be the beneficiaries of the tax site levers including Business Rates Retention (BRR). Compliance with the gateway policy will be the trigger for the consideration of discretionary Business Rates Relief by the relevant Council. The purpose of the Gateway Policy will be to ensure that the PASD Freeport supports the clustering of businesses with a focus on the target sectors; advanced manufacturing and engineering with a particular focus on marine, defence and space with low carbon applications. Our carbon and climate monitoring will identify any residual carbon emissions that have not been mitigated during the construction, operation of the freeport. The freeport business plan declares that 1/3 of retained business rate income to the freeport (once local authority loans have been repaid) will be spent on Net Zero projects, this is likely to include offsetting residual carbon. The Freeport NZ lead works closely with Plymouth Net Zero Action Group and is actively engaged in developing local insetting projects to ensure that any offsets are validated, authentic and provide an income source for local carbon sequestering projects, like seagrass and aqua culture as well as retrofit. Retained business rate policy states that once the borrowing costs of Plymouth City Council, Devon County Council and South Hams District Council have been met, any surplus receipts will be allocated to priorities mutually agreed between the partners at the Freeport Members Steering Group. It is forecast that 33% will be spent on Carbon net zero projects; Developing and delivering arange of low carbon solutions to decrease carbon emissions againstour baseline in accordance with our net zero strategy. This includesopportunities from FLOW, expanding Hydrogen Hubs and other greentechnology opportunities.

Renewable Energy Score: 5

Renewable Energy Score Justification: PASDF Seed capital funded Infrastructure projects include: A Green hydrogen generation plant, which is being developed by landowner Carlton Power. The scheme is a major part of the Freeport's net zero strategy. Renewable energy will be used to produce green hydrogen fuel which will decarbonise industry both within the freeport and in surrounding areas. In the future the upscaled Langage Green Hydrogen plant will also provide energy for transport and heating. Initial (2025) capacity of 10MW, enough to heat 14,000 homes. The plant is a modular build so can expand as the business case becomes viable and grid connections are available. Carlton Power has signed partnership agreements to supply Sibelco and Imerys. The Green Hydrogen plant will become operational in 2025. PASD Freeport Full

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Business Case and Net Zero Opportunities Assessment has conducted a full options analysis for renewable energy opportunities. This is aligned to the commitment to building, operating and end of life plans for the sites to meet PAS 2080 guidelines. These criteria identify additional Opportunities for onsite renewable energy generation, notably solar PV and wind. This is alongside PAS2080 guidance on energy efficiency in buildings operation and construction. Embedded and operational carbon emissions will be monitored by the Freeport company on a quarterly basis. Conditions to do this are included in seed capital business cases and After care plans. Additionally the innovation and operations within the freeport also focus on renewable energy, i.e. being in the supply chain for Celtic sea FLOW. Innovation strands in freeport key sectors; marine, defence and space also prioritise innovations like increase short sea shipping, autonomous shipping, and working with University and innovation partners to clean green industry and advanced manufacturing supply chain and business operations.

Renewable Energy Score Mitigate: Yes

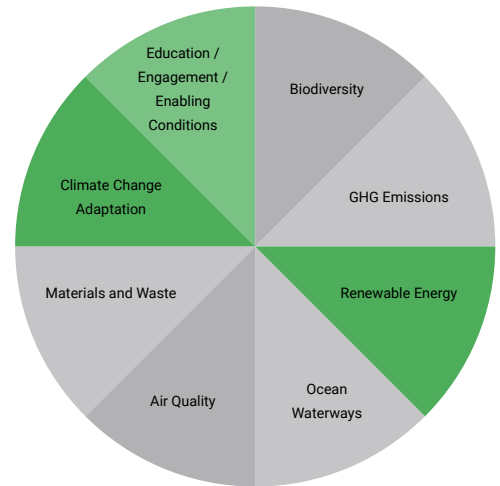
Renewable Energy Revised Score: 5

Renewable Energy Revised Score Justification: Our carbon and climate monitoring will identify any residual carbon emissions that have not been mitigated. The freeport business plan declares that 1/3 of retained business rate income to the freeport (once local authority loans have been repaid) will be spent on Net Zero projects, this is likely to be additional renewable energy generation.

Ocean and Waterways Score: 2

Ocean and Waterways Score Justification: Any Freeport related planning applications will need to comply with the Plymouth and SW Devon Supplementary Planning Document, which contains a section titled 'DEV2.1 and DEV2.3 – Water. This states: DEV2.3 ensures development will not result in an unacceptable harm to the water environment through the deterioration of water quality, and will look to improve water quality. This is required in line with the objectives of the Water Framework Directive (WFD), and to meet requirements under The Habitat Regulations (2017). The WFD sets out objectives to ensure the protection and improvement of the water environment, this includes achieving "good status" of all water bodies and groundwater bodies by set deadlines. Relevant information on water bodies is available via the Environment Agency's Catchment Data Explorer, whilst the River Basin Management Plan sets out objectives for how

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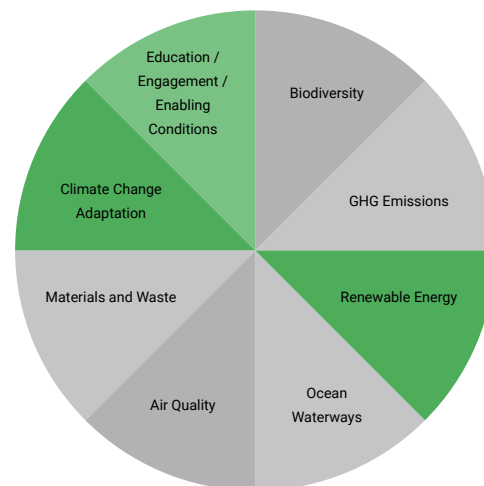
water quality will be improved. It is expected that all developments will comply with the aforementioned documents. All developments should consider potential impacts, direct, indirect or cumulative, to water quality during construction or operation. Any forthcoming applications that are likely to impact the water environment should clearly show how the development may affect relevant water bodies and how any negative impacts are to be mitigated, if these cannot first be avoided. Wherever possible applicants should explore opportunities to improve and/or restore water quality. The environmental sensitivity of the site should also be considered as set out at 7 'Natural environment (DEV23-DEV28)'. All construction activities should follow Pollution Prevention Guidance 6 (PPG 6) and all relevant current Construction Industry Research and Information Association (CIRIA) guidance. Evidence will be required to show that impacts have been considered in relation to the environmental sensitivity of the site. The initial assessment should be proportional to the scale of the development, any significant impacts will be required to be addressed through a Water Framework Directive Assessment. Development may not be supported if there is likely to be an interruption to the quantity or quality of water available to off-site supplies. Evidence may be required if a development is identified as having an unacceptable impact on private water supplies in the vicinity of the proposed development. Plymouth Marine Park are a stakeholder of the Freeport and we work closely with them on joint engagement and opportunities.

Ocean and Waterways Score Mitigate: Yes

Ocean and Waterways Revised Score: 3

Ocean and Waterways Revised Score Justification: Any Freeport related planning applications will need to comply with the Plymouth and SW Devon Supplementary Planning Document, which contains a section titled 'DEV2.1 and DEV2.3 – Water. This states: DEV2.3 ensures development will not result in an unacceptable harm to the water environment through the deterioration of water quality, and will look to improve water quality. This is required in line with the objectives of the Water Framework Directive (WFD), and to meet requirements under The Habitat Regulations (2017). The WFD sets out objectives to ensure the protection and improvement of the water environment, this includes achieving "good status" of all water bodies and groundwater bodies by set deadlines. Relevant information on water bodies is available via the Environment Agency's Catchment Data Explorer, whilst the River Basin Management Plan sets out objectives for how water quality will be improved. It is expected that all developments will comply with the aforementioned documents. All developments should consider potential impacts, direct, indirect or cumulative, to water quality during construction or operation. Any forthcoming

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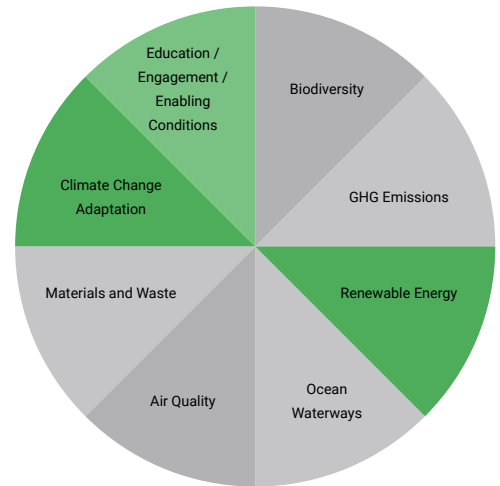
applications that are likely to impact the water environment should clearly show how the development may affect relevant water bodies and how any negative impacts are to be mitigated, if these cannot first be avoided. Wherever possible applicants should explore opportunities to improve and/or restore water quality. The environmental sensitivity of the site should also be considered as set out at 7 'Natural environment (DEV23-DEV28)'. All construction activities should follow Pollution Prevention Guidance 6 (PPG 6) and all relevant current Construction Industry Research and Information Association (CIRIA) guidance. Evidence will be required to show that impacts have been considered in relation to the environmental sensitivity of the site. The initial assessment should be proportional to the scale of the development, any significant impacts will be required to be addressed through a Water Framework Directive Assessment. Development may not be supported if there is likely to be interruption to the quantity or quality of water available to off-site supplies. Evidence may be required if a development is identified as having an unacceptable impact on private water supplies in the vicinity of the proposed development. Plymouth Marine Park are a stakeholder of the Freeport and we work closely with them on joint engagement and opportunities.

Air Quality Score: 3

Air Quality Score Justification: Impact/ Risk; Reduction in air quality standards due to increased road and sea traffic and industrial processes. Any Freeport related planning applications will need to comply with the Plymouth and SW Devon Supplementary Planning Document, which contains a section titled 'DEV2.1 and DEV2.2 – Air. Both DEV2.1 and DEV2.2 aim to minimise negative air quality impacts by development proposals. Developments will normally be refused where a development is going to have a significant impact on an Air Quality Management Areas (AQMA), create a new AQMA, or result in an adverse effect on a European Site. Maps showing the AQMAs across the Plan Area are available for Plymouth City Council and South Hams District Council. When ensuring development proposals avoid or mitigate against having a negative impact on air, the type of mitigation required on a particular development should be informed by:

- ☐ Outcomes from transport statements, assessments and plans;
- ☐ Air Quality Assessments or emission profiling;
- ☐ LPAs' Air Quality Action Plans;
- ☐ Specific needs identified in site specific spatial policy allocations;
- ☐ Travel awareness/planning and highway development requirements;
- ☐ The latest Defra Local Air Quality Management Guidance. The latest information to be found on the UK Air Pollution Information System;
- ☐ Relevant technical guidance and acknowledged best practice; and/or
- ☐ Any other measures that the applicant can evidence which will result in a

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net reduction in the air quality impact of the development. Whilst the LPAs recognise the importance of the Government's 'Road to Zero Strategy' and supports the aim of decarbonising transport networks, there are also other opportunities within the transport networks to make small improvements that will have significant positive impacts on air quality. The LPAs expect all new development proposals to take into consideration the below list of potential measures:

- ☐ Provision of electric vehicle charging points (Guidance on the requirements of electric vehicle charging points can be found at 'Specific provisions relating to transport (DEV29)');
- ☐ Designation of parking spaces for low emission vehicles;
- ☐ Provision of facilities to encourage sustainable travel, such as cycling facilities;
- ☐ Travel planning with new residents/businesses to encourage travel by sustainable transport modes as well as the uptake of ultra-low emission vehicles;
- ☐ Green travel vouchers;
- ☐ Facilities within developments which support active modes of transport such as: drying rooms; showers and lockers etc.
- ☐ Ensuring good connectivity to existing and future public transport, cycle and pedestrian routes;
- ☐ The provision of appropriate trees and landscaping features to reflect the importance of 'right tree (or landscaping feature) in the right place'.

For major developments which are likely to have a negative impact on air quality, the level of contribution towards offsetting measures will be calculated based upon the damage caused by the additional emissions, having regard to published national guidance on the calculations of such costs such as the Land-Use Planning & Development Control: Planning For Air Quality. This approach allows for mitigation measures to be delivered in line with any existing air quality action plans. Any mitigation measures will be secured through planning conditions or through planning obligations and will be negotiated on a case-by-case basis.

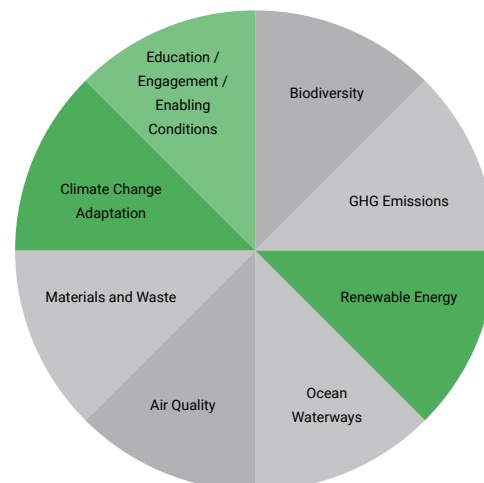
Air Quality Score Mitigate: Yes

Air Quality Revised Score: 3

Air Quality Revised Score Justification: Mitigations by Freeport: Conduct an Environmental Impact assessment to identify specific air quality risks. Potential to undertake a strategic transport vision across all three site and transport assessments with low-med-high scenarios including robust transport modelling. Seed capital will be used to build pedestrian/cycle bridge between Sherford and Langage to reduce commuter emissions. Other mitigations are likely to include:

- ☐ Development of an Air Quality Plan to reduce emissions from diesel engines. Which may include the introduction of an Air Quality Management Area within Plymouth Sound. (linked to smart sound) in which vessels are required to switch to clean propulsion systems when they enter
- ☐ Development of a Green Transport Plan for the Freeport and each tax site to include - Public transport
 - o Walking and cycling
 - o Charging infrastructure
 - o Low carbon freight options

Plymouth and South Devon Freeport FINAL



(potentially linked to the Green Hydrogen plant) Innovation activity without industrial and academic partners to develop cleaner/low emission processes (e.g. Princess Yachts are breaking new ground in large scale resin infusion technology, a closed moulded process which almost completely eliminates styrene emissions in the workplace and local environment) Mitigations by landowners/tenants: Will be required to meet planning requirements Identification and mitigation of any industrial processes which may result in emissions and compliance with relevant legislation Participation in Freeport initiatives to reduce transport related emissions Participation in voluntary innovation activity to develop cleaner processes.

Materials and Waste Score: 2

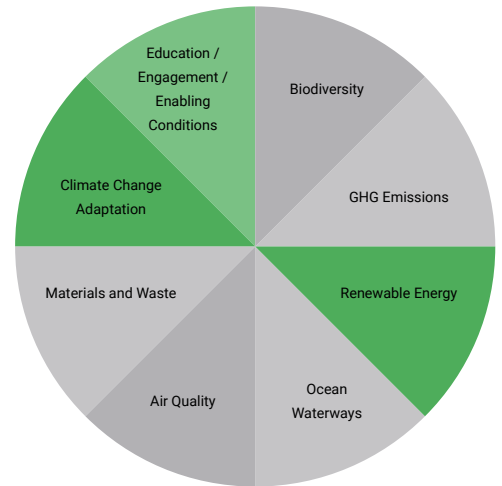
Materials and Waste Score Justification: The risk is failure to ensure waste is disposed of responsibly and in accordance with the law. The freeport refers to Environmental Protection Act Hazardous Waste Regulations Producer Responsibility Obligations Waste Electrical and Electronic Equipment. Paragraph 8 of the National Planning Policy for Waste and Policy W4 of the Devon Waste Plan requires major development proposals within Devon County Council (sites Sherford and Langage) to be accompanied by a Waste Audit Statement. Devon County Council has published a Waste Management and Infrastructure SPD that provides guidance on the production of Waste Audit Statements. This can be found online at: <https://new.devon.gov.uk/planning/planning-policies/other-county-policy-and-guidance>

Materials and Waste Score Mitigate: Yes

Materials and Waste Revised Score: 3

Materials and Waste Revised Score Justification: Mitigations by Freeport; Conduct an Environmental Impact assessment to identify specific waste management risks Work with landowners and tenants to identify and mitigate waste management risks Develop initiatives which encourage landowners/tenants to: Reduce, re-use, recycle Minimise waste going to landfill Increase recycling Reduce waste in the economy (e.g. through circular economy principles) Promote complementary initiatives such as the Preventing Plastic Pollution Project (an Interreg project involving PCC and PU). Mitigations by Tenants and Landlords: Ensure all waste management regulations are complied with and the approach to waste management follows the Waste Management Plan for England. Participation in voluntary

Plymouth and South Devon Freeport FINAL



wastemanagementinitiatives such asthe PreventingPlastic PollutionProject.

Climate Change Adaptation Score: 3

Climate Change Adaptation Score Justification: The freeport has contributed to and is informed byThe Devon Cornwall and Isles of Scilly Climate Adaptation Strategy. This helps communities and organisations across the Southwest better understand the risks their area will face in the future, as climate change increasingly affects the UK. It will also help them to adapt to these changes, thereby improving their resilience and community safety.Resources to help individuals, communities, organisations and local policy makers take action for climate adaptation and prepare for climate impacts. Using this framework and the Freeport's own Net Zero Strategy and Action Plan the freeport will monitor it's delivery and actions in the face of changing climate and adaptations.

Climate Change Adaptation Score Mitigate: Yes

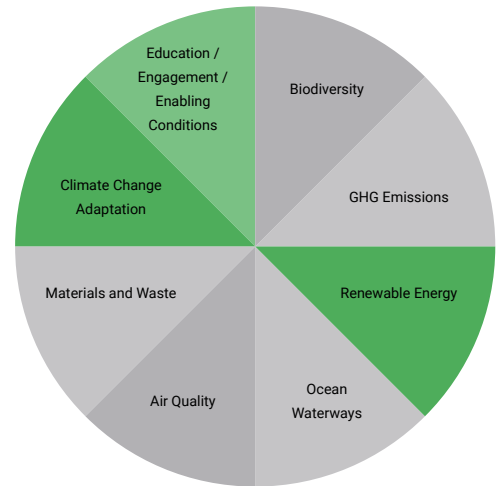
Climate Change Adaptation Revised Score: 5

Climate Change Adaptation Revised Score Justification: The freeport has contributed to and is informed byThe Devon Cornwall and Isles of Scilly Climate Adaptation Strategy. This helps communities and organisations across the Southwest better understand the risks their area will face in the future, as climate change increasingly affects the UK. It will also help them to adapt to these changes, thereby improving their resilience and community safety.Resources to help individuals, communities, organisations and local policy makers take action for climate adaptation and prepare for climate impacts. Using this framework and the Freeport's own Net Zero Strategy and Action Plan the freeport will monitor it's delivery and actions in the face of changing climate and adaptations.

Education / Engagement / Enabling Conditions Score: 5

Education / Engagement / Enabling Conditions Score Justification: Impact of skills strategy;The Freeport is a facilitator of closer collaboration between businesses and education providers, with the following objectives as focal points:Retaining people in the regionDeveloping new course content and future rolesProvision of tutors and spacesDefining future skills roles in greater

Plymouth and South Devon Freeport FINAL



detail. Working across the Freeport Skills advisory board the freeport will build greater gender diversity, particularly in those moving into employment post-qualification, supplementing the various other inclusivity workstreams underway or planned within the region. The Freeport acts as a natural focal point for businesses and education providers. This collaboration already exists, however the Freeport can serve to aggregate pockets of collaboration and drive greater ambition across the region. With target sectors and long term investments planned for the Freeport, greater and clearer needs can create a mandate for collaboration. The Freeport can serve as a beacon for great careers and build a strong reputation for any employers active on the site. A Government mandate by virtue of public investment and tax incentives can be used to drive progress. The Pedestrian and Cycle bridge will create new opportunities for green and active travel.

Education / Engagement / Enabling Conditions Score Mitigate: Yes

Education / Engagement / Enabling Conditions Revised Score: 5

Education / Engagement / Enabling Conditions Revised Score Justification: The freeport and its construction partners and contractors are part of Plymouth Skills Launchpad and Skills 2 Plymouth which includes construction skills. Procured construction companies will adhere to social value requirements. Additionally working with partners like Trade Unions, Plymouth National Marine Park, training providers and colleges raised the profile of green skills among residents in the city.

Wheel Key

- Long lasting or severe negative impact
- Short term or limited negative impact
- No impact or neutral impact
- Short term or limited positive impact
- Long lasting or extensive positive impact

EXECUTIVE DECISION

made by a Cabinet Member




REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER

Executive Decision Reference Number – L18 24/25

Decision	
1	Title of decision: Plymouth and South Devon Freeport: Business Case Spine Road Langage
2	Decision maker: Councillor Tudor Evans OBE, Leader of the Council
3	Report author and contact details: Catherine Parnall E: Catherine.parnall@plymouth.gov.uk
4	<p>Decision to be taken:</p> <ol style="list-style-type: none"> To agree to allocate £1,300,000 of Freeport Seed Capital Funding into the Capital Programme for the detailed design and procurement as well as the actual construction of the PASDF Spine Road extension which will unlock Phase 1a of the Tax site at Langage; To authorise the Section 151 Officer to approve relevant funding claims up to the total Seed Capital amount of £1,300,000 as listed above.
5	<p>Reasons for decision:</p> <p>Plymouth City Council is the Accountable Body which will receive and allocate the seed capital to support the delivery of the Freeport Annual Plan.</p> <p>The Accountable Body is responsible for the effective programme management of the Seed capital programme pipeline; which includes the technical appraisal of individual business cases for Seed Capital projects.</p> <p>The decision is necessary in order to meet timeframes set by Department for Levelling Up, Housing & Communities (DLUHC) in order to deliver the proposed activities and spend the funds accordingly and in time.</p> <p>Construction of the Langage Spine Road to unlock the Langage Freeport site. The proposed new section of road is an extension of the existing spine road (Holland Road) which currently ends adjacent to the Carlton Power plant. A previous decision allocated £2,700,00 to develop this road, incorporating the design, procurement and construction. The detailed design works undertaken to date have unearthed challenges in terms of cost and programme. Ground investigations have identified that the road now needs raising due to issues with groundwater levels and some moisture sensitive material will need treating.</p> <p>An additional £1,300,000 is therefore required to fund these additional works. A further Project Change Request has been prepared to reallocate £1.3m of seed capital from another scheme to plug this gap.</p>
6	<p>Alternative options considered and rejected:</p> <p>1.) Do nothing: This would severely impact on the ability to spend the allocated amount for this financial year but also to submit the required planning permission to ensure the project remains on track.</p>

7	<p>Financial implications and risks: The funding is received from Government for the purpose of delivering the Seed Capital Freeport funding and is underpinned by a Memorandum of Understanding and further funding agreements that binds Plymouth City Council and Partners within the Freeport delivery governance into an agreement with the Department for Levelling Up, Housing & Communities (DLUHC) and further funding agreements between the Accountable Body and projects outlining that the funds are shouldered by the applicant as such is contractually obliged to deliver and spend according to the Fund parameters and requirements.</p> <p>Projects are subject to Accountable Body processes involving but not limited to procurement regulations, monitoring and governance, as such, failure to follow requirements from either the Accountable Body or DLUHC runs the risk of remedial action. We will maintain robust programme management protocols through regular monitoring and review to ensure that the projects are delivered within the grant terms and conditions. Remedial action will be taken where necessary.</p>																				
8	<table border="1"> <thead> <tr> <th data-bbox="225 593 758 689">Is the decision a Key Decision? (please contact Democratic Support for further advice)</th> <th data-bbox="758 593 853 689">Yes</th> <th data-bbox="853 593 965 689">No</th> <th data-bbox="965 593 1487 689">Per the Constitution, a key decision is one which:</th> </tr> </thead> <tbody> <tr> <td data-bbox="225 689 758 853"></td> <td data-bbox="758 689 853 853"></td> <td data-bbox="853 689 965 853">x</td> <td data-bbox="965 689 1487 853">in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total</td> </tr> <tr> <td data-bbox="225 853 758 994"></td> <td data-bbox="758 853 853 994"></td> <td data-bbox="853 853 965 994">x</td> <td data-bbox="965 853 1487 994">in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million annually</td> </tr> <tr> <td data-bbox="225 994 758 1144"></td> <td data-bbox="758 994 853 1144"></td> <td data-bbox="853 994 965 1144">x</td> <td data-bbox="965 994 1487 1144">is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.</td> </tr> <tr> <td data-bbox="225 1144 758 1272">If yes, date of publication of the notice in the Forward Plan of Key Decisions</td> <td colspan="3" data-bbox="758 1144 1487 1272">N/A</td> </tr> </tbody> </table>	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:			x	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million annually			x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.	If yes, date of publication of the notice in the Forward Plan of Key Decisions	N/A		
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		x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.																		
If yes, date of publication of the notice in the Forward Plan of Key Decisions	N/A																				
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	This decision can be linked to the Plymouth Plan Growing City and International City as well as other frameworks including the Climate Emergency Action Plan. This decision would be directly linked to the capital budget and will be managed and monitored in accordance with Plymouth City Council processes.																			
10	Please specify any direct environmental implications of the decision (carbon impact)	The design of the spine road should include dedicated cycle and pedestrian facilities in order to allow and encourage more walking and cycling. There is a shared footway/ cycleway along the existing Langage spine road. Continuation of such provision along the spine road is consistent with the Freeport net zero objective, and with the provision of the shared cycle/pedestrian bridge at the Deep Lane junction.																			
Urgent decisions																					
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)																	
		No	x	(If no, go to section 13a)																	

12a	Reason for urgency:		
12b	Scrutiny Chair Signature:		Date
	Scrutiny Committee name:		
	Print Name:		
Consultation			
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes	
		No	<input checked="" type="checkbox"/> (If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?		
13c	Date Cabinet member consulted		
14	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes	If yes, please discuss with the Monitoring Officer
		No	<input checked="" type="checkbox"/>
15	Which Corporate Management Team member has been consulted?	Name	Karime Hassan
		Job title	Interim Strategic Director for Growth
		Date consulted	10 September 2024
Sign-off			
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS50 24/25
		Finance (mandatory)	CH.24.25.032
		Legal (mandatory)	LS.2333.kt.10924
		Procurement (if applicable)	
		Corporate property (decisions involving Council owned land or facilities) (if applicable)	
		Human Resources (if applicable)	
Appendices			
17	Ref.	Title of appendix	
	A	Part I Supporting Summary Report	
	B	Equalities Impact Assessment	

	C	Climate Impact Assessment						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
		No	x					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title: Part II Briefing Report			x				
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act (2010) and those who do not. For further details please see the EIA attached.							
Signature			Date of decision	1 st October 2024				
Print Name	Councillor Tudor Evans OBE (Leader of the Council)							

BRIEFING PAPER FOR PASD FREEPORT PROJECT DECISION – SPINE ROAD FUNDING GAP



Overview of project

BACKGROUND

A spine road extension was included within the PASD Freeport Full Business Case (FBC) with an allocation of £5.95m of seed and £5.62m of match to enable the Langage Tax Site to be developed. Initially it was expected to be delivered sequentially, starting with Phase 1a and moving south through the site to Phase 1b. Phase 1a is on land owned by Freeport partners, with Phase 1b being mainly on privately owned land.

A subsequent Project Change Request was approved to proceed with delivery of the Phase 1a spine road extension only – with £2.7m seed funding, diverting the remainder of the seed allocation into an alternative scheme. Some of this £2.7m has been allocated to the design works for the road. These detailed design works have now identified a funding gap of £1.3m to complete the construction of Spine Road 1a.

The detailed design works, and subsequent site investigations identified that the ground water level was above the alignment of the road and thus the height of the road would need to be raised in one section. Moisture sensitive material was also discovered, and this will need to be treated.

Inflation has also led to the funding gap, together with the need to include a temporary haul road to mitigate issues associated with the regular Gipsy and Traveller encampments on the site.

A further Project Change Request has now been prepared to reallocate £1.3m from another scheme to plug the current funding gap. The business case is now covered by the Subsidy Scheme recently introduced by DLUHC and thus there is no requirement for subsidy control assessment by DCC.

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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.

Document is Restricted

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FEQUALITY IMPACT ASSESSMENT – [FREEPORT PROJECT BUSINESS CASE EXECUTIVE DECISION]

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Cath Parnall	Department and service:	Economic Development	Date of assessment:	08/09/24
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Amanda Ratsey	Signature:		Approval date:	09/09/24
Overview:	<p>Plymouth City Council is the Accountable Body for the Freeport and will receive and allocate the Seed Capital to support the delivery of the Freeport Annual Plan.</p> <p>The Accountable Body is responsible for the effective programme management of the Seed capital programme pipeline, including appraisal of individual business cases for Seed Capital projects.</p> <p>This decision is necessary in order to meet timeframes set by Department for Levelling Up, Housing & Communities (DLUHC) in order to deliver the proposed activities as set out in the Business Case and spend the funds accordingly and in time.</p> <p>Business Case Summary</p> <p>The aim of the project is for Devon County Council (DCC) to carry out the construction of the PASDF Langage Spine Road extension which will unlock Phase 1a of the Tax Site at Langage. The proposed new road is an extension of the existing spine road (Holland Road) which currently ends adjacent to the Carlton Power Plant.</p> <p>The project primarily supports two Freeport policy objectives:</p>				

	<ul style="list-style-type: none"> • Establishing a national hub for global trade and investment – by accelerating the development of employment land with the aim of enabling a key local employer to create a new Logistics Facility onsite. • Promoting regeneration and job creation – by creating the conditions to support the development of new jobs. <p>It also, less directly, supports the long-term sustainability of the Freeport’s hotbed for innovation because the end user of the site will have a significant supply chain, creating demand and opportunity for collaboration and development.</p> <p>Previously awarded £2,700,000 for the design, procurement and construction of the road, it now requires a further seed capital allocation of £1,300,000, in order to fund the construction of the Spine Road extension which will unlock Phase I of the Tax Site at Langage. Detailed design works to date have uncovered the need to now raise a section of the road above the groundwater level and allow for some remedial works to some moisture sensitive material.</p>
Decision required:	<ol style="list-style-type: none"> 1. To agree to allocate £1,300,000 of Freeport Seed Capital Funding into the Capital Programme to be used for the construction of Spine Road 2. To authorise the Section 151 Officer to approve relevant funding claims up the total Seed Capital amount of £1,300,000 as listed above.

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	x
Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes		No	x
Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section three)	Yes		No	x
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	A full EIA has been completed below despite the answers above.			

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department
<p>Age</p>	<p>Plymouth</p> <ul style="list-style-type: none"> • 16.4 per cent of people in Plymouth are children aged under 15. • 65.1 per cent are adults aged 15 to 64. • 18.5 percent are adults aged 65 and over. • 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none"> • 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. • 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> • 17.4 per cent of people are aged 0 to 14. • 64.2 per cent of people are aged 15 to 64. 	<p>Noise and disturbance – impacts Evidence has shown that both younger and older people are likely to have their physical and mental wellbeing negatively impacted by increased noise. For young people, for example, increased noise may impact on their wellbeing and ability to meet their educational potential. For older people noise disturbances can cause increased anxiety and exacerbate conditions such as dementia and tinnitus.</p> <p>Noise and disturbance – Plymouth Port The Freeport may increase the number of ships using the Plymouth Port and it is likely that this will increase noise and disturbance.</p> <p>Noise and disturbance – Increased traffic The Freeport will increase the amount of traffic on Plymouth roads, especially on roads near to the Freeport and within the Freeport itself. A new road link is planned in response to increased demand - spine roads are going to connect to the A38 to improve connectivity.</p> <p>Noise and disturbance – construction</p>	<p>Noise and disturbance – Plymouth Port As the Port needs to operate at the time that the tide allows, it is not possible to mitigate against this impact given its nature. Although there is the potential for the increase in freight traffic to increase noise and disturbance for local residents, the parts of the Port that will be used are largely away from residential areas. The additional tax/customs sites will be on under-developed land, thus minimising impact to the extent that is possible. South Yard is in close proximity to a local school and the Sherford employment zone is part of the wider Sherford village development. Langage, the largest site where most of the construction is going to take place, is greenfield and is not directly adjacent to residential area.</p>	<p>March 2026 Economic Development</p>

	<ul style="list-style-type: none"> 18.4 per cent of people are aged 65 and over. <p>(2021 Census)</p>	<p>It is likely that the Freeport will result in an increase in noise from both construction and business as usual. Increases in noise have been linked to poorer health outcomes including negatively effecting both mental and physical health.</p> <p>Emissions Poor air quality and pollution has negative consequences for health and the local environment. In particular, a high quantity of particulate matter is linked to poorer health outcomes including negatively effecting both mental and physical health. This negative impact is more likely to affect young people as their lungs are still developing.</p> <p>Emissions – Plymouth Port The Freeport aims to significantly increase the volume of freight through the Port of Plymouth. Increasing the volume of freight brought in through the Port of Plymouth, rather than more distant UK ports, will reduce national emissions from the transport sector, as well as reducing congestion on trunk roads elsewhere.</p> <p>Emissions – Freeport (onsite) The increase in freight traffic and associated traffic within the Freeport will likely increase local traffic and thus local emissions.</p>	<p>Noise and disturbance – Increased traffic We will consider the possibility to explore noise monitoring and reduction initiatives in the vicinity if required. Any noise complaints will be monitored for trends.</p> <p>Our approach will require buildings to be built using sustainable materials, be well insulated and have renewables (such as solar or heat pumps) integrated.</p> <p>All construction will be delivered in line with local guidance to ensure minimal disruption to the local area.</p> <p>Within the Freeport we will use a combination of electric and hydrogen powered vehicles to move cargo between the Port and customs sites. There is already and EV charge point at Oceansgate and by 2025, all support vehicles will be low carbon. Charging infrastructure will also be put in place to encourage wider port users (including RORO traffic) to use low carbon fuels. Emissions from commuter transport will be minimised through green transport initiatives, which will include public transport options (including park and ride) as well</p>	
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			as walking and cycling, which build on existing infrastructure such as cycle ways.	
<p>Care experienced individuals</p> <p>(Note that as per the Independent Review of Children’s Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>	No adverse impact anticipated.	Not applicable.	March 2026 Economic Development
<p>Disability</p>	<p>9.4 per cent of residents in Plymouth have their activities limited ‘a lot’ because of a physical or mental health problem.</p>	<p>Noise and disturbance</p> <p>Evidence has shown that people with disabilities and underlying health conditions are more likely to have their physical and mental wellbeing negatively impacted by increased noise. For example, one study found that people living in</p>	<p>Noise and disturbance – Plymouth Port</p> <p>As the port needs to operate at the time that the tide allows, it is</p>	March 2026 Economic Development

	<p>12.2 per cent of residents in Plymouth have their activities limited ‘a little’ because of a physical or mental health problem (2021 Census)</p>	<p>areas with high levels of traffic noise were 25 per cent more likely than those living in quieter areas to develop depression.</p> <p>Noise and disturbance – Plymouth Port The Freeport will increase the number of ships using the Plymouth Port and it is likely that this will increase noise and disturbance.</p> <p>Noise and disturbance – Increased traffic The Freeport will increase the amount of traffic on Plymouth roads, especially on roads near to the Freeport and within the Freeport itself. A new road link is planned in response to increased demand - spine roads are going to connect to the A38 to improve connectivity.</p> <p>Noise and disturbance – construction It is likely that the Freeport will result in an increase in noise from both construction and business as usual. Increases in noise have been linked to poorer health outcomes including negatively effecting both mental and physical health. This negative impact is more likely to be felt by people with disabilities, however this is not limited to this cohort</p> <p>Emissions Poor air quality and pollution has negative consequences for health and the local environment. In particularly, a high quantity of particulate matter is linked to poorer health outcomes including negatively effecting both mental and physical health. This negative impact is more likely for people with disabilities due to the increased likelihood that they may have an</p>	<p>not possible to mitigate against this impact given its nature.</p> <p>Although there is the potential for the increase in freight traffic to increase noise and disturbance for local residents, the parts of the Port that will be used are largely away from residential areas. The additional tax/customs sites will be on under-developed land, thus minimising impact to the extent that is possible. South Yard is in close proximity to a local school and the Sherford employment zone is part of the wider Sherford village development.</p> <p>Langage, the largest site where most of the construction is going to take place, is greenfield and is not directly adjacent to residential area.</p> <p>Noise and disturbance – Increased traffic We will consider the possibility to explore noise monitoring and reduction initiatives in the vicinity if required. Any noise complaints will be monitored for trends.</p> <p>Our approach will require buildings to be built using sustainable materials, be well insulated and have renewables</p>	
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		<p>underlying health condition related to their breathing or lungs.</p> <p>Emissions – Plymouth Port The Freeport aims to significantly increase the volume of freight through the Port of Plymouth. Increasing the volume of freight brought in through the Port of Plymouth, rather than more distant UK Ports, will reduce national emissions from the transport sector, as well as reducing congestion on trunk roads elsewhere.</p> <p>Emissions – Freeport (onsite) The increase in freight traffic and associated traffic within the Freeport will likely increase local traffic and thus local emissions.</p> <p>Accessibility The large majority of buildings within the Freeport will be closed to members of the public, however we recognise that accessibility is still important. Where buildings are older, guidance will be taken from the appropriate colleagues and heritage organisation when appropriate</p>	<p>(such as solar or heat pumps) integrated. All construction will be delivered in line with local guidance to ensure minimal disruption to the local area. Within the Freeport we will use a combination of electric and hydrogen powered vehicles to move cargo between the Port and customs sites. There is already and EV charge point at Oceansgate and by 2025, all support vehicles will be low carbon. Charging infrastructure will also be put in place to encourage wider port users (including RORO traffic) to use low carbon fuels. Emissions from commuter transport will be minimised through green transport initiatives, which will include public transport options (including park and ride) as well as walking and cycling, which build on existing infrastructure such as cycle ways.</p>	
<p>Gender reassignment</p>	<p>0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).</p>	<p>No adverse impacts are anticipated.</p>	<p>Not applicable.</p>	<p>March 2026 Economic Development</p>

<p>Marriage and civil partnership</p>	<p>40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.</p> <p>0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).</p>	<p>No adverse impacts are anticipated.</p>	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with young women and girls to promote STEM career and education pathways. Engagement will also take place with local voluntary and community sector partners working with women and girls to raise awareness of the employment and education offer available and communication materials will be shared.</p>	<p>March 2026 Economic Development</p>
<p>Pregnancy and maternity</p>	<p>The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.</p>	<p>No adverse impacts are anticipated.</p>	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with young women and girls to promote STEM career and education pathways. Engagement will also take place with local voluntary and community sector partners working with women and girls to raise awareness of the employment and education offer available and communication materials will be shared.</p>	<p>March 2026 Economic Development</p>

<p>Race</p>	<p>In 2021, 94.9 per cent of Plymouth’s population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census) People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census) 92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>	<p>No adverse impacts are anticipated.</p>	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with people from Black, Asian and minority ethnic backgrounds to promote career and education pathways. Engagement will also take place with local voluntary and community sector partners working with this cohort and in particular refugees and asylum seekers to raise awareness of the employment and education offer available. Key information within the Freeport will be available in different languages, recognising the diversity of people using and passing through the Freeport. Staff employed by the Freeport will be trained in cultural awareness and cultural accessibility.</p>	<p>March 2026 Economic Development</p>
<p>Religion or belief</p>	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census). Those who identified as Muslim account for 1.3 per cent of Plymouth’s population while Hindu, Buddhist,</p>	<p>Not applicable</p>	<p>Not applicable</p>	<p>March 2026 Economic Development</p>

	Jewish or Sikh combined totalled less than 1 per cent (2021 Census).			
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impacts are anticipated.	The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with young women and girls to promote STEM career and education pathways. Engagement will also take place with local voluntary and community sector partners working with women and girls to raise awareness of the employment and education offer available and communication materials will be shared.	March 2026 Economic Development
Sexual orientation	88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).	No adverse impacts are anticipated.	Not applicable	March 2026 Economic Development

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

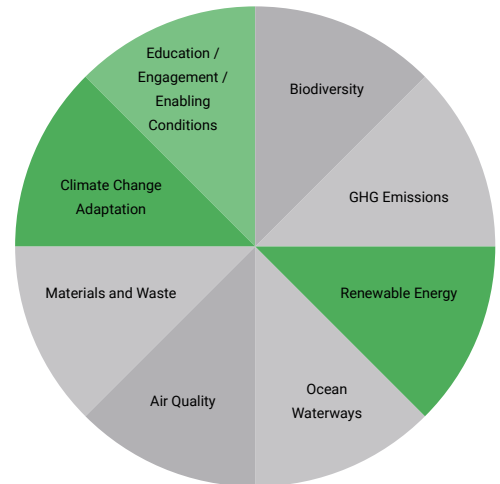
Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse human rights implications are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Not applicable.

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
<p>Work together in partnership to:</p> <ul style="list-style-type: none"> ▪ promote equality, diversity and inclusion ▪ facilitate community cohesion <p>support people with different backgrounds and lived experiences to get on well together</p>	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2026. Economic Development
<p>Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing</p>	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2026. Economic Development
<p>Build and develop a diverse workforce that represents the community and citizens it serves.</p>	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2026. Economic Development

Support diverse communities to feel confident to report crime and anti-social behaviour, including hate crime and hate incidents, and work with partners to ensure Plymouth is a city where everybody feels safe and welcome	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2026. Economic Development
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Assessment ID: PLY444

Assessment Author: Polly Frost

Assessment Initial Summary:

copy summary of project ; why, outcomes, impact ...

Assessment Final Summary:

Biodiversity Score: 2

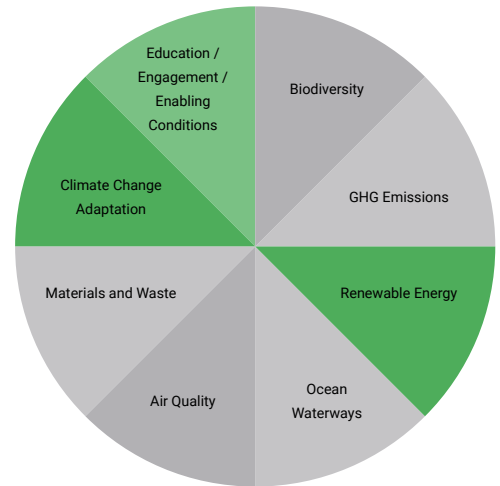
Biodiversity Score Justification: Potential Impact and Risk; - Loss of protected species through development operation of tax/customs sites - Damage to National Marine Park through increased shipping/port activity. The presence of protected species and Priority Habitats and Species and consideration of impacts of a proposed development upon them is a material consideration. Protected species receive levels of protection according to their designation (European, National and Priority Species), and of particular relevance to the JLP area are: ☒ European Protected Species that are most likely to be encountered within the Plan Area are bats (17 species), dormice, otters and great crested newts; ☒ Nationally protected species most likely to be encountered within the Plan Area are reptiles, Barn Owls and badgers; ☒ Priority Species/Species of Principal Importance are identified at a UK scale, a shortlist of which have been identified locally as particularly important and for which Devon has a key responsibility for looking after the species and their supporting habitats, for example, Cirl Bunting; ☒ Priority Habitats/Habitats of Principal Importance of which there should be no net loss (otherwise an application may be refused). The vast majority of hedgerows in Devon are Priority Habitats, please see guidance at 'Trees, woodlands and hedgerows (DEV28)' for specific considerations and requirements relating to hedgerows. Supplementary Planning Guidance DEV 26.5 states that net gains in biodiversity will be sought from all major development proposals. The LPAs will consider a 10 per cent increase in biodiversity units when applying the Defra Biodiversity Metric to be policy compliant. Mandatory biodiversity net gain is part of the planning process and applications are required to meet BNG requirements.

Biodiversity Score Mitigate: Yes

Biodiversity Revised Score: 3

Biodiversity Revised Score Justification: Mitigation by freeport: Conduct an Environmental Impact assessment to identify specific risks for protected sites and species, including those offshore. If required, new surveys to be undertaken during correct window to observe wildlife. Work with stakeholders such as the National Marine Park and Local Nature

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Partnership to mitigate risks outside the tax sites (including offshore) as well as identify opportunities for Biodiversity Net Gain and sites that can be enjoyed by people working and living in the sites. Mitigation by landlords and tenants: If it is found that there was an impact on protected species through development of the Freeport tax/customs sites, statutory obligations will need to be satisfied.

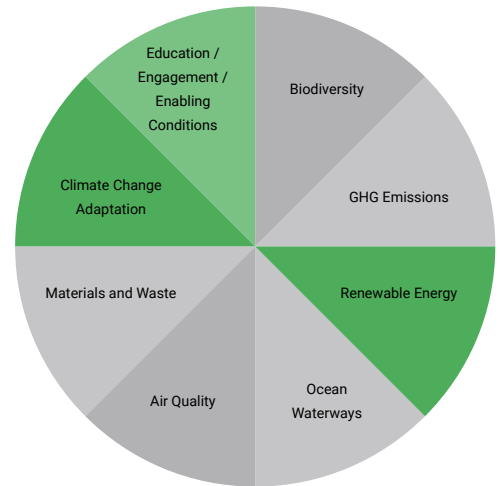
GHG Emissions Score: 2

GHG Emissions Score Justification: Delivery of the tax sites will be co-ordinated by the Freeport Delivery Team which will comprise representatives from Plymouth City Council, Devon County Council and South Hams District Council, in direct collaboration with the responsible planning and transport authorities, landowners, tenants / occupiers and key stakeholders. This is underpinned by robust governance structures which include landowner representation and backed up by our Gateway Policy and landowner agreements, thus enabling Freeport benefits to be realised. Our Gateway Policy and site specific agreements will support us to realise benefits :- South Yard is a 31.9 hectare site located along the waterfront, near to the Port of Plymouth and adjacent to the existing Oceansgate Enterprise Zone. It will form the centrepiece of the Innovation Hotbed. This is a brownfield site and remediation and retrofit works will enhance the energy performance of existing buildings and operations. 48.5 hectares, Langage is our largest tax site which also incorporates a customs site. The site will provide Industrial and Manufacturing as well as Light Industrial units for high value manufacturing/ engineering companies, focusing primarily but not exclusively on the marine, defence and space sectors, with low carbon applications, enabling us to support business expansion, investment and clustering to support the Freeport vision. As part of our value proposition, the site will also be home to a Green Hydrogen Electrolyser. 7.9 hectare Sherford tax site which occupies part of a larger greenfield site owned by the Sherford Consortium with a view to it being developed as warehousing, storage and engineering space. Development of greenfield sites is governed by Freeport commitment to PAS2080 and Planning regulations to minimise GHG emissions throughout construction, operation and end of life. The freeport has conducted a GHG emissions baseline that will be monitored throughout the project.

GHG Emissions Score Mitigate: Yes

GHG Emissions Revised Score: 3

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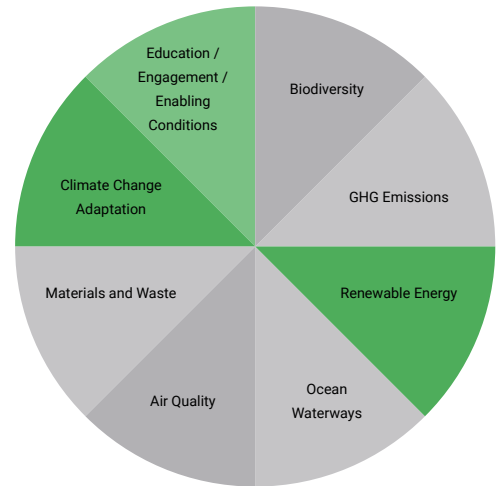


GHG Emissions Revised Score Justification: The freeport's Gateway Policy forms the basis for agreements between the PASD Freeport Board, private sector landowners and tenants who will ultimately be the beneficiaries of the tax site levers including Business Rates Retention (BRR). Compliance with the gateway policy will be the trigger for the consideration of discretionary Business Rates Relief by the relevant Council. The purpose of the Gateway Policy will be to ensure that the PASD Freeport supports the clustering of businesses with a focus on the target sectors; advanced manufacturing and engineering with a particular focus on marine, defence and space with low carbon applications. Our carbon and climate monitoring will identify any residual carbon emissions that have not been mitigated during the construction, operation of the freeport. The freeport business plan declares that 1/3 of retained business rate income to the freeport (once local authority loans have been repaid) will be spent on Net Zero projects, this is likely to include offsetting residual carbon. The Freeport NZ lead works closely with Plymouth Net Zero Action Group and is actively engaged in developing local insetting projects to ensure that any offsets are validated, authentic and provide an income source for local carbon sequestering projects, like seagrass and aqua culture as well as retrofit. Retained business rate policy states that once the borrowing costs of Plymouth City Council, Devon County Council and South Hams District Council have been met, any surplus receipts will be allocated to priorities mutually agreed between the partners at the Freeport Members Steering Group. It is forecast that 33% will be spent on Carbon net zero projects; Developing and delivering a range of low carbon solutions to decrease carbon emissions against our baseline in accordance with our net zero strategy. This includes opportunities from FLOW, expanding Hydrogen Hubs and other green technology opportunities.

Renewable Energy Score: 5

Renewable Energy Score Justification: PASDF Seed capital funded Infrastructure projects include: A Green hydrogen generation plant, which is being developed by landowner Carlton Power. The scheme is a major part of the Freeport's net zero strategy. Renewable energy will be used to produce green hydrogen fuel which will decarbonise industry both within the freeport and in surrounding areas. In the future the upscaled Langage Green Hydrogen plant will also provide energy for transport and heating. Initial (2025) capacity of 10MW, enough to heat 14,000 homes. The plant is a modular build so can expand as the business case becomes viable and grid connections are available. Carlton Power has signed partnership agreements to supply Sibelco and Imerys. The Green Hydrogen plant will become operational in 2025. PASD Freeport Full

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Business Case and Net Zero Opportunities Assessment has conducted a full options analysis for renewable energy opportunities. This is aligned to the commitment to building, operating and end of life plans for the sites to meet PAS 2080 guidelines. These criteria identify additional Opportunities for onsite renewable energy generation, notably solar PV and wind. This is alongside PAS2080 guidance on energy efficiency in buildings operation and construction. Embedded and operational carbon emissions will be monitored by the Freeport company on a quarterly basis. Conditions to do this are included in seed capital business cases and After care plans. Additionally the innovation and operations within the freeport also focus on renewable energy, i.e. being in the supply chain for Celtic sea FLOW. Innovation strands in freeport key sectors; marine, defence and space also prioritise innovations like increase short sea shipping, autonomous shipping, and working with University and innovation partners to clean green industry and advanced manufacturing supply chain and business operations.

Renewable Energy Score Mitigate: Yes

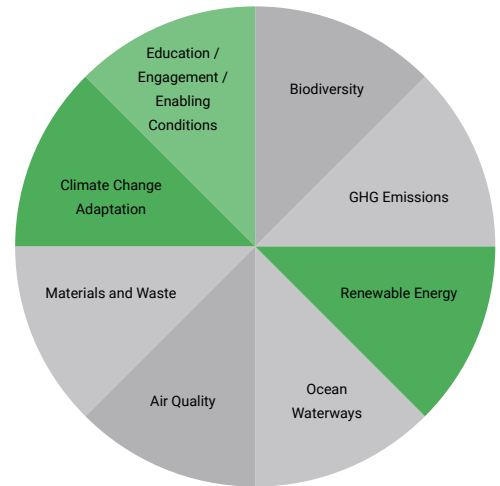
Renewable Energy Revised Score: 5

Renewable Energy Revised Score Justification: Our carbon and climate monitoring will identify any residual carbon emissions that have not been mitigated. The freeport business plan declares that 1/3 of retained business rate income to the freeport (once local authority loans have been repaid) will be spent on Net Zero projects, this is likely to be additional renewable energy generation.

Ocean and Waterways Score: 2

Ocean and Waterways Score Justification: Any Freeport related planning applications will need to comply with the Plymouth and SW Devon Supplementary Planning Document, which contains a section titled 'DEV2.1 and DEV2.3 – Water. This states: DEV2.3 ensures development will not result in an unacceptable harm to the water environment through the deterioration of water quality, and will look to improve water quality. This is required in line with the objectives of the Water Framework Directive (WFD), and to meet requirements under The Habitat Regulations (2017). The WFD sets out objectives to ensure the protection and improvement of the water environment, this includes achieving "good status" of all water bodies and groundwater bodies by set deadlines. Relevant information on water bodies is available via the Environment Agency's Catchment Data Explorer, whilst the River Basin Management Plan sets out objectives for how

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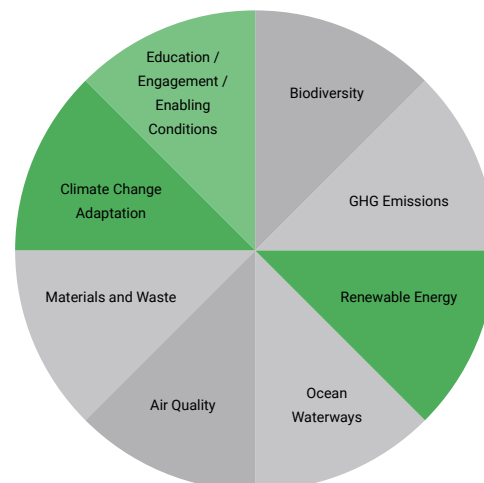
water quality will be improved. It is expected that all developments will comply with the aforementioned documents. All developments should consider potential impacts, direct, indirect or cumulative, to water quality during construction or operation. Any forthcoming applications that are likely to impact the water environment should clearly show how the development may affect relevant water bodies and how any negative impacts are to be mitigated, if these cannot first be avoided. Wherever possible applicants should explore opportunities to improve and/or restore water quality. The environmental sensitivity of the site should also be considered as set out at 7 'Natural environment (DEV23-DEV28)'. All construction activities should follow Pollution Prevention Guidance 6 (PPG 6) and all relevant current Construction Industry Research and Information Association (CIRIA) guidance. Evidence will be required to show that impacts have been considered in relation to the environmental sensitivity of the site. The initial assessment should be proportional to the scale of the development, any significant impacts will be required to be addressed through a Water Framework Directive Assessment. Development may not be supported if there is likely to be interruption to the quantity or quality of water available to off-site supplies. Evidence may be required if a development is identified as having an unacceptable impact on private water supplies in the vicinity of the proposed development. Plymouth Marine Park are a stakeholder of the Freeport and we work closely with them on joint engagement and opportunities.

Ocean and Waterways Score Mitigate: Yes

Ocean and Waterways Revised Score: 3

Ocean and Waterways Revised Score Justification: Any Freeport related planning applications will need to comply with the Plymouth and SW Devon Supplementary Planning Document, which contains a section titled 'DEV2.1 and DEV2.3 – Water. This states: DEV2.3 ensures development will not result in an unacceptable harm to the water environment through the deterioration of water quality, and will look to improve water quality. This is required in line with the objectives of the Water Framework Directive (WFD), and to meet requirements under The Habitat Regulations (2017). The WFD sets out objectives to ensure the protection and improvement of the water environment, this includes achieving "good status" of all water bodies and groundwater bodies by set deadlines. Relevant information on water bodies is available via the Environment Agency's Catchment Data Explorer, whilst the River Basin Management Plan sets out objectives for how water quality will be improved. It is expected that all developments will comply with the aforementioned documents. All developments should consider potential impacts, direct, indirect or cumulative, to water quality during construction or operation. Any forthcoming

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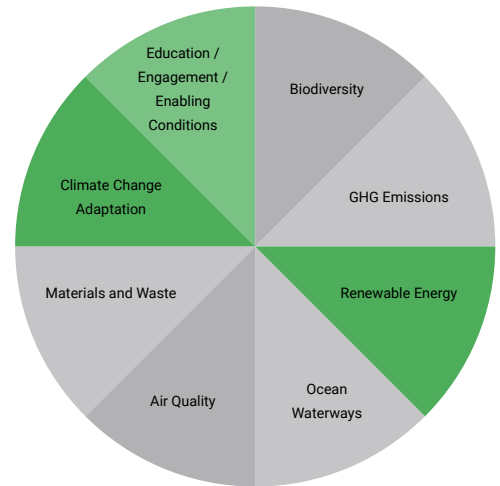
applications that are likely to impact the water environment should clearly show how the development may affect relevant water bodies and how any negative impacts are to be mitigated, if these cannot first be avoided. Wherever possible applicants should explore opportunities to improve and/or restore water quality. The environmental sensitivity of the site should also be considered as set out at 7 'Natural environment (DEV23-DEV28)'. All construction activities should follow Pollution Prevention Guidance 6 (PPG 6) and all relevant current Construction Industry Research and Information Association (CIRIA) guidance. Evidence will be required to show that impacts have been considered in relation to the environmental sensitivity of the site. The initial assessment should be proportional to the scale of the development, any significant impacts will be required to be addressed through a Water Framework Directive Assessment. Development may not be supported if there is likely to be interruption to the quantity or quality of water available to off-site supplies. Evidence may be required if a development is identified as having an unacceptable impact on private water supplies in the vicinity of the proposed development. Plymouth Marine Park are a stakeholder of the Freeport and we work closely with them on joint engagement and opportunities.

Air Quality Score: 3

Air Quality Score Justification: Impact/ Risk; Reduction in air quality standards due to increased road and sea traffic and industrial processes. Any Freeport related planning applications will need to comply with the Plymouth and SW Devon Supplementary Planning Document, which contains a section titled 'DEV2.1 and DEV2.2 – Air. Both DEV2.1 and DEV2.2 aim to minimise negative air quality impacts by development proposals. Developments will normally be refused where a development is going to have a significant impact on an Air Quality Management Areas (AQMA), create a new AQMA, or result in an adverse effect on a European Site. Maps showing the AQMAs across the Plan Area are available for Plymouth City Council and South Hams District Council. When ensuring development proposals avoid or mitigate against having a negative impact on air, the type of mitigation required on a particular development should be informed by:

- ☐ Outcomes from transport statements, assessments and plans;
- ☐ Air Quality Assessments or emission profiling;
- ☐ LPAs' Air Quality Action Plans;
- ☐ Specific needs identified in site specific spatial policy allocations;
- ☐ Travel awareness/planning and highway development requirements;
- ☐ The latest Defra Local Air Quality Management Guidance. The latest information to be found on the UK Air Pollution Information System;
- ☐ Relevant technical guidance and acknowledged best practice; and/or
- ☐ Any other measures that the applicant can evidence which will result in a

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net reduction in the air quality impact of the development. Whilst the LPAs recognise the importance of the Government's 'Road to Zero Strategy' and supports the aim of decarbonising transport networks, there are also other opportunities within the transport networks to make small improvements that will have significant positive impacts on air quality. The LPAs expect all new development proposals to take into consideration the below list of potential measures:

- ☒ Provision of electric vehicle charging points (Guidance on the requirements of electric vehicle charging points can be found at 'Specific provisions relating to transport (DEV29)');
- ☒ Designation of parking spaces for low emission vehicles;
- ☒ Provision of facilities to encourage sustainable travel, such as cycling facilities;
- ☒ Travel planning with new residents/businesses to encourage travel by sustainable transport modes as well as the uptake of ultra-low emission vehicles;
- ☒ Green travel vouchers;
- ☒ Facilities within developments which support active modes of transport such as: drying rooms; showers and lockers etc.
- ☒ Ensuring good connectivity to existing and future public transport, cycle and pedestrian routes;
- The provision of appropriate trees and landscaping features to reflect the importance of 'right tree (or landscaping feature) in the right place'.

For major developments which are likely to have a negative impact on air quality, the level of contribution towards offsetting measures will be calculated based upon the damage caused by the additional emissions, having regard to published national guidance on the calculations of such costs such as the Land-Use Planning & Development Control: Planning For Air Quality. This approach allows for mitigation measures to be delivered in line with any existing air quality action plans. Any mitigation measures will be secured through planning conditions or through planning obligations and will be negotiated on a case-by-case basis.

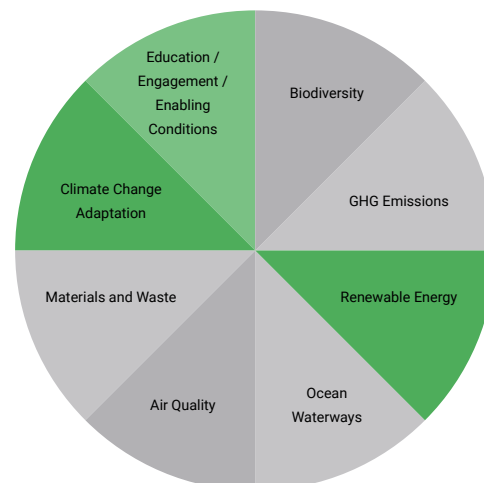
Air Quality Score Mitigate: Yes

Air Quality Revised Score: 3

Air Quality Revised Score Justification: Mitigations by Freeport: Conduct an Environmental Impact assessment to identify specific air quality risks. Potential to undertake a strategic transport vision across all three site and transport assessments with low-med-high scenarios including robust transport modelling. Seed capital will be used to build pedestrian/cycle bridge between Sherford and Langage to reduce commuter emissions. Other mitigations are likely to include:

- ☒ Development of an Air Quality Plan to reduce emissions from diesel engines. Which may include the introduction of an Air Quality Management Area within Plymouth Sound. (linked to smart sound) in which vessels are required to switch to clean propulsion systems when they enter
- ☒ Development of a Green Transport Plan for the Freeport and each tax site to include - Public transport
 - o Walking and cycling
 - o Charging infrastructure
 - o Low carbon freight options

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(potentially linked to the Green Hydrogen plant) Innovation activity without industrial and academic partners to develop cleaner/low emission processes (e.g. Princess Yachts are breaking new ground in large scale resin infusion technology, a closed moulded process which almost completely eliminates styrene emissions in the workplace and local environment) Mitigations by landowners/tenants: Will be required to meet planning requirements Identification and mitigation of any industrial processes which may result in emissions and compliance with relevant legislation Participation in Freeport initiatives to reduce transport related emissions Participation in voluntary innovation activity to develop cleaner processes.

Materials and Waste Score: 2

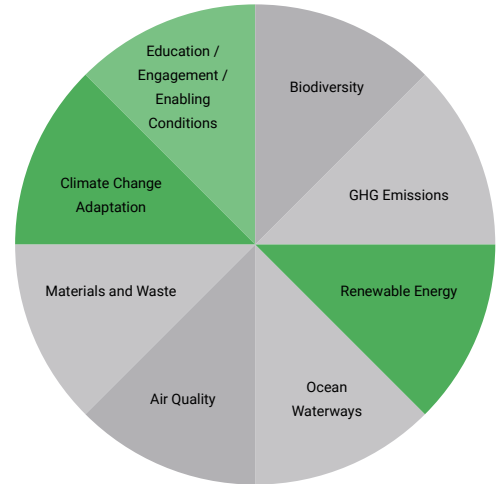
Materials and Waste Score Justification: The risk is failure to ensure waste is disposed of responsibly and in accordance with the law. The freeport refers to Environmental Protection Act Hazardous Waste Regulations Producer Responsibility Obligations Waste Electrical and Electronic Equipment. Paragraph 8 of the National Planning Policy for Waste and Policy W4 of the Devon Waste Plan requires major development proposals within Devon County Council (sites Sherford and Langage) to be accompanied by a Waste Audit Statement. Devon County Council has published a Waste Management and Infrastructure SPD that provides guidance on the production of Waste Audit Statements. This can be found online at: <https://new.devon.gov.uk/planning/planning-policies/other-county-policy-and-guidance>

Materials and Waste Score Mitigate: Yes

Materials and Waste Revised Score: 3

Materials and Waste Revised Score Justification: Mitigations by Freeport; Conduct an Environmental Impact assessment to identify specific waste management risks Work with landowners and tenants to identify and mitigate waste management risks Develop initiatives which encourage landowners/tenants to: Reduce, re-use, recycle Minimise waste going to landfill Increase recycling Reduce waste in the economy (e.g. through circular economy principles) Promote complementary initiatives such as the Preventing Plastic Pollution Project (an Interreg project involving PCC and PU). Mitigations by Tenants and Landlords: Ensure all waste management regulations are complied with and the approach to waste management follows the Waste Management Plan for England. Participation in voluntary

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wastemanagementinitiatives such asthe PreventingPlastic PollutionProject.

Climate Change Adaptation Score: 3

Climate Change Adaptation Score Justification: The freeport has contributed to and is informed byThe Devon Cornwall and Isles of Scilly Climate Adaptation Strategy. This helps communities and organisations across the Southwest better understand the risks their area will face in the future, as climate change increasingly affects the UK. It will also help them to adapt to these changes, thereby improving their resilience and community safety.Resources to help individuals, communities, organisations and local policy makers take action for climate adaptation and prepare for climate impacts. Using this framework and the Freeport's own Net Zero Strategy and Action Plan the freeport will monitor it's delivery and actions in the face of changing climate and adaptations.

Climate Change Adaptation Score Mitigate: Yes

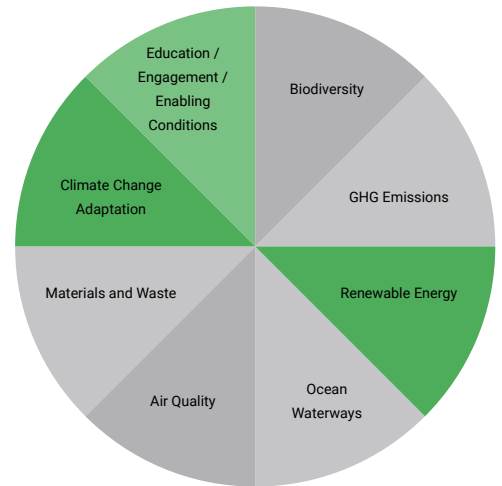
Climate Change Adaptation Revised Score: 5

Climate Change Adaptation Revised Score Justification: The freeport has contributed to and is informed byThe Devon Cornwall and Isles of Scilly Climate Adaptation Strategy. This helps communities and organisations across the Southwest better understand the risks their area will face in the future, as climate change increasingly affects the UK. It will also help them to adapt to these changes, thereby improving their resilience and community safety.Resources to help individuals, communities, organisations and local policy makers take action for climate adaptation and prepare for climate impacts. Using this framework and the Freeport's own Net Zero Strategy and Action Plan the freeport will monitor it's delivery and actions in the face of changing climate and adaptations.

Education / Engagement / Enabling Conditions Score: 5

Education / Engagement / Enabling Conditions Score Justification: Impact of skills strategy;The Freeport is a facilitator of closer collaboration between businesses and education providers, with the following objectives as focal points:Retaining people in the regionDeveloping new course content and future rolesProvision of tutors and spacesDefining future skills roles in greater

Plymouth and South Devon Freeport FINAL



detail. Working across the Freeport Skills advisory board the freeport will build greater gender diversity, particularly in those moving into employment post-qualification, supplementing the various other inclusivity workstreams underway or planned within the region. The Freeport acts as a natural focal point for businesses and education providers. This collaboration already exists, however the Freeport can serve to aggregate pockets of collaboration and drive greater ambition across the region. With target sectors and long term investments planned for the Freeport, greater and clearer needs can create a mandate for collaboration. The Freeport can serve as a beacon for great careers and build a strong reputation for any employers active on the site. A Government mandate by virtue of public investment and tax incentives can be used to drive progress. The Pedestrian and Cycle bridge will create new opportunities for green and active travel.

Education / Engagement / Enabling Conditions Score Mitigate: Yes

Education / Engagement / Enabling Conditions Revised Score: 5

Education / Engagement / Enabling Conditions Revised Score Justification: The freeport and its construction partners and contractors are part of Plymouth Skills Launchpad and Skills 2 Plymouth which includes construction skills. Procured construction companies will adhere to social value requirements. Additionally working with partners like Trade Unions, Plymouth National Marine Park, training providers and colleges raised the profile of green skills among residents in the city.

Wheel Key

- Long lasting or severe negative impact
- Short term or limited negative impact
- No impact or neutral impact
- Short term or limited positive impact
- Long lasting or extensive positive impact

EXECUTIVE DECISION

made by a Cabinet Member




REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER

Executive Decision Reference Number – L19 24/25

Decision	
1	Title of decision: Plymouth and South Devon Freeport: A38 Deep Lane Pedestrian Cycle Bridge
2	Decision maker: Councillor Tudor Evans OBE, Leader of the Council
3	Report author and contact details: Catherine Parnall E: Catherine.parnall@plymouth.gov.uk
4	<p>Decision to be taken:</p> <ol style="list-style-type: none"> To agree to allocate £4,019,000 of Freeport Seed Capital Funding into the Capital Programme for the build and installation of a Pedestrian/Cycle Bridge at the Deep Lane Junction of the A38. To authorise the Section 151 Officer to approve relevant funding claims up to the total Seed Capital amount of £4,019,000 as listed above.
5	<p>Reasons for decision:</p> <p>Plymouth City Council is the Accountable Body which will receive and allocate the seed capital to support the delivery of the Freeport Annual Plan. The Accountable Body is responsible for the effective programme management of the Seed capital programme pipeline; which includes the technical appraisal of individual business cases for Seed Capital projects.</p> <p>The decision is necessary in order to meet timeframes set by Department for Levelling Up, Housing & Communities (DLUHC) in order to deliver the proposed activities and spend the funds accordingly and in time.</p> <p>A bridge across the A38 was included within the PASDF Full Business case to enable pedestrian and cycle access to the Langage and Sherford Tax Sites from both communities. Located parallel to an existing overbridge, its aim is to enable safe crossing of the A38 at Deep Lane Junction for pedestrians and cyclists. As an important contribution to the Freeport's Net Zero ambitions, it will facilitate sustainable access between employment sites and residents living in Sherford and Plympton and link into the National Cycle Network. Since inception though, the detailed design works have identified that the construction costs are now higher than anticipated. The original seed capital amount was £3.169m, which has now risen to the amount of £4.019m as shown above.</p> <p>A further Project Change Request has been prepared to reallocate £850,000 of seed capital from another scheme to plug this gap.</p>
6	<p>Alternative options considered and rejected:</p> <ol style="list-style-type: none"> Do nothing: Without the intervention there would be no way to provide pedestrian and cycle access from the communities on either side of the A38 to the Langage and Sherford Tax sites. The Net Zero commitments would not be delivered.
7	Financial implications and risks: The funding is received from Government for the purpose of delivering the Seed Capital Freeport funding and is underpinned by a Memorandum of Understanding

	<p>and further funding agreements that binds Plymouth City Council and Partners within the Freeport delivery governance into an agreement with the Department for Levelling Up, Housing & Communities (DLUHC) and further funding agreements between the Accountable Body and projects outlining that the funds are shouldered by the applicant as such is contractually obliged to deliver and spend according to the Fund parameters and requirements.</p> <p>Projects are subject to Accountable Body processes involving but not limited to procurement regulations, monitoring and governance, as such, failure to follow requirements from either the Accountable Body or DLUHC runs the risk of remedial action. We will maintain robust programme management protocols through regular monitoring and review to ensure that the projects are delivered within the grant terms and conditions. Remedial action will be taken where necessary.</p>			
8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	Yes	No	<p>Per the Constitution, a key decision is one which:</p> <p>x in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total</p> <p>x in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million annually</p> <p>x is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.</p>
	<p>If yes, date of publication of the notice in the Forward Plan of Key Decisions</p>	03/07/2023		
9	<p>Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:</p>	<p>This decision can be linked to the Plymouth Plan Growing City and International City as well as other frameworks including the Climate Emergency Action Plan. This decision would be directly linked to the capital budget and will be managed and monitored in accordance with Plymouth City Council processes</p>		
10	<p>Please specify any direct environmental implications of the decision (carbon impact)</p>	<p>Creating a carbon management plan that adheres to PAS 2080 requirements and setting embodied carbon targets.</p> <p>Recording project carbon emissions and providing this information to PASD Freeport.</p> <p>Optimising site deliveries / logistics to reduce carbon emissions during construction phase.</p> <p>Specifying and requiring lower carbon materials where possible.</p> <p>Ensuring that Biodiversity Net Gain is embedded in planning application process.</p>		
Urgent decisions				
11	<p>Is the decision urgent and to be implemented immediately in the interests of the Council or the</p>	Yes		<p>(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)</p>

	public?	No	<input checked="" type="checkbox"/>	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	<input checked="" type="checkbox"/>	(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?			
13c	Date Cabinet member consulted			
14	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	<input checked="" type="checkbox"/>	
15	Which Corporate Management Team member has been consulted?	Name	Karime Hassan	
		Job title	Interim Strategic Director for Growth	
		Date consulted	12 September 2024	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS53 24/25	
		Finance (mandatory)	CH.24.25.029	
		Legal (mandatory)	LS.2333.kt.120924	
		Procurement (if applicable)		
		Corporate property (decisions involving Council owned land or facilities) (if applicable)		
		Human Resources (if applicable)		
Appendices				
17	Ref.	Title of appendix		

	A	Part I Supporting Summary Report						
	B	Equalities Impact Assessment						
	C	Climate Impact Assessment						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?	Yes	x	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
		No						
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title: Part II Business Case			x				
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act (2010) and those who do not. For further details please see the EIA attached.							
Signature				Date of decision		1 st October 2024		
Print Name		Councillor Tudor Evans OBE (Leader of the Council)						

BRIEFING PAPER FOR PASD FREEPORT PROJECT DECISION – A38 DEEP LANE CYCLE BRIDGE CONSTRUCTION.



Overview of project

BACKGROUND

A bridge across the A38 was included in the Plymouth and South Devon Freeport's Full Business Case with an allocation of £3.669m of seed and £3.669m of match funding to enable pedestrian and cycle access to the Langage and Sherford Tax Sites from both communities.

Located parallel to an existing overbridge, its aim is to enable safe crossing of the A38 at Deep Lane Junction for pedestrians and cyclists. As an important contribution to the Freeport's Net Zero ambitions, it will facilitate sustainable access between employment sites and residents living in Sherford and Plympton and link into the National Cycle Network (NCN).

Detailed design works have been undertaken and these have identified that the construction costs are now higher than originally anticipated, up by £3.225m. This amount is the result of inflationary pressures, additional requirements for signals and streetlighting and the need to pay £1m to National Highways in the form of a commuted sum to permit them to adopt the Bridge into their network in the future.

Devon County Council have thus requested an additional £850,000 from seed capital to help cover the additional costs, the remainder will come from further DCC match funding. A Project Change Request has been prepared, to allocate this amount from another scheme that is no longer being taken forward.

The cycle and pedestrian bridge connecting Langage and Sherford forms part of the PASD Freeport's high-level ambition to:

'Act as an exemplar whereby working with local partners delivers a net zero emissions target for the area covered by the Freeport's outer boundary and wider region significantly ahead of 2050.'

It will provide a safe walking and cycling route between the two Tax Sites at Deep Lane, allowing workers resident either side of the A38 to access employment at both sites without recourse to motorised transport. This will ultimately contribute to a reduction in transport emissions (not modelled at FBC). It is expected to take the form of a steel Warren truss bridge which allows prefabrication off site and minimising road closures of the A38 for it to be lifted into place, thus limiting disruption.

The pedestrian and cycle bridge would not be commercially funded as the main benefits are via positive externalities (clean transport, connecting residents).

It would not be brought forward in the near future in the absence of the intervention as there are no other sources of funding available. Once constructed, the pedestrian and cycle bridge will actually help to mitigate increased noise and disturbance as well as increased emissions by reducing the need for motorised transport.

A Project Change Request has been prepared to reallocate the additional £850,000 from another scheme that is now being discontinued.

The business case is now covered by the Subsidy Scheme recently introduced by DLUHC and thus there is no requirement for subsidy control assessment by DCC or PCC.

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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.

Document is Restricted

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FEQUALITY IMPACT ASSESSMENT – [FREEPORT PROJECT BUSINESS CASE EXECUTIVE DECISION]

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Cath Parnall	Department and service:	Economic Development	Date of assessment:	10/09/24
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Amanda Ratsey	Signature:		Approval date:	10/09/24
Overview:	<p>Plymouth City Council is the Accountable Body for the Freeport and will receive and allocate the Seed Capital to support the delivery of the Freeport Annual Plan.</p> <p>The Accountable Body is responsible for the effective programme management of the Seed capital programme pipeline, including appraisal of individual business cases for Seed Capital projects.</p> <p>This decision is necessary in order to meet timeframes set by Department for Levelling Up, Housing & Communities (DLUHC) in order to deliver the proposed activities as set out in the Business Case and spend the funds accordingly and in time.</p> <p>Business Case Summary</p> <p>A bridge across the A38 was included within the PASDF Full Business Case, to enable pedestrian and cycle access to the Langage and Sherford Tax sites and to provide safe crossing of the A38 at Deep Lane Junction. As an important contribution to the Freeport's Net Zero ambitions, it will facilitate sustainable access between employment sites and residents living in Sherford and Plympton and link into the National Cycle Network. It will also enable a safe walking and cycling route that will reduce transport emissions as part of the wider urban growth strategy.</p>				

	<p>. The project primarily supports two Freeport policy objectives:</p> <ul style="list-style-type: none"> • Establishing a national hub for global trade and investment – by accelerating the development of employment land with the aim of enabling a key local employer to create a new Logistics Facility onsite. • Promoting regeneration and job creation – by creating the conditions to support the development of new jobs. <p>It also, less directly, supports the long-term sustainability of the Freeport’s hotbed for innovation because the end user of the site will have a significant supply chain, creating demand and opportunity for collaboration and development.</p> <p>The project itself is a straightforward transaction. It will use the seed capital allocation of £4,019,000 in order to provide a safe walking and cycling route between the two Tax Sites at Deep lane, allowing workers and residents either side of the A38 to access employment/homes without recourse to motorised transport. This will ultimately contribute to a reduction in transport emissions. It is expected to take the form of a steel Warren truss bridge which allows prefabrication off site – this will also minimise road closures of the A38 when it is lifted into place, thus limiting disruption.</p>
Decision required:	<p>I. To agree to allocate £4,019,000 of Freeport Seed Capital Funding into the Capital Programme for the build and installation of a Pedestrian/Cycle Bridge at the Deep Lane Junction of the A38.</p> <p>To authorise the Section 151 Officer to approve relevant funding claims up to the total Seed Capital amount of £4,019,000 as listed above.</p>

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts:	Yes		No	x
Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?				
Potential internal impacts:	Yes		No	x
Does the proposal have the potential to negatively impact Plymouth City Council employees?				
Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section three)	Yes		No	x

<p>If you do not agree that a full equality impact assessment is required, please set out your justification for why not.</p>	<p>A full EIA has been completed below despite the answers above.</p>
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SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department
Age	<p>Plymouth</p> <ul style="list-style-type: none"> • 16.4 per cent of people in Plymouth are children aged under 15. • 65.1 per cent are adults aged 15 to 64. • 18.5 percent are adults aged 65 and over. • 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none"> • 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. • 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> • 17.4 per cent of people are aged 0 to 14. 	<p>Noise and disturbance – impacts Evidence has shown that both younger and older people are likely to have their physical and mental wellbeing negatively impacted by increased noise. For young people, for example, increased noise may impact on their wellbeing and ability to meet their educational potential. For older people noise disturbances can cause increased anxiety and exacerbate conditions such as dementia and tinnitus.</p> <p>Noise and disturbance – Plymouth Port The Freeport may increase the number of ships using the Plymouth Port and it is likely that this will increase noise and disturbance.</p> <p>Noise and disturbance – Increased traffic The Freeport will increase the amount of traffic on Plymouth roads, especially on roads near to the Freeport and within the Freeport itself.</p>	<p>Noise and disturbance – Plymouth Port As the Port needs to operate at the time that the tide allows, it is not possible to mitigate against this impact given its nature. Although there is the potential for the increase in freight traffic to increase noise and disturbance for local residents, the parts of the Port that will be used are largely away from residential areas. The additional tax/customs sites will be on under-developed land, thus minimising impact to the extent that is possible. South Yard is in close proximity to a local school and the Sherford employment zone is part of the wider Sherford village development. Lamage, the largest site where most of the construction is going to take</p>	<p>March 2026 Economic Development</p>

	<ul style="list-style-type: none"> • 64.2 per cent of people are aged 15 to 64. • 18.4 per cent of people are aged 65 and over. <p>(2021 Census)</p>	<p>A new road link is planned in response to increased demand - spine roads are going to connect to the A38 to improve connectivity.</p> <p>Noise and disturbance – construction It is likely that the Freeport will result in an increase in noise from both construction and business as usual. Increases in noise have been linked to poorer health outcomes including negatively effecting both mental and physical health.</p> <p>Emissions Poor air quality and pollution has negative consequences for health and the local environment. In particular, a high quantity of particulate matter is linked to poorer health outcomes including negatively effecting both mental and physical health. This negative impact is more likely to affect young people as their lungs are still developing.</p> <p>Emissions – Plymouth Port The Freeport aims to significantly increase the volume of freight through the Port of Plymouth. Increasing the volume of freight brought in through the Port of Plymouth, rather than more distant UK ports, will reduce national emissions from the transport sector, as well as reducing congestion on trunk roads elsewhere.</p> <p>Emissions – Freeport (onsite) The increase in freight traffic and associated traffic within the Freeport will likely increase local traffic and thus local emissions.</p>	<p>place, is greenfield and is not directly adjacent to residential area.</p> <p>Noise and disturbance – Increased traffic We will consider the possibility to explore noise monitoring and reduction initiatives in the vicinity if required. Any noise complaints will be monitored for trends.</p> <p>Our approach will require buildings to be built using sustainable materials, be well insulated and have renewables (such as solar or heat pumps) integrated.</p> <p>All construction will be delivered in line with local guidance to ensure minimal disruption to the local area.</p> <p>Within the Freeport we will use a combination of electric and hydrogen powered vehicles to move cargo between the Port and customs sites. There is already and EV charge point at Oceansgate and by 2025, all support vehicles will be low carbon. Charging infrastructure will also be put in place to encourage wider port users (including RORO traffic) to use low carbon fuels. Emissions from commuter transport will be</p>	
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			<p>minimised through green transport initiatives, which will include public transport options (including park and ride) as well as walking and cycling, which build on existing infrastructure such as cycle ways.</p>	
<p>Care experienced individuals (Note that as per the Independent Review of Children’s Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>	<p>No adverse impact anticipated.</p>	<p>Not applicable.</p>	<p>March 2026 Economic Development</p>

<p>Disability</p>	<p>9.4 per cent of residents in Plymouth have their activities limited ‘a lot’ because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited ‘a little’ because of a physical or mental health problem (2021 Census)</p>	<p>Noise and disturbance Evidence has shown that people with disabilities and underlying health conditions are more likely to have their physical and mental wellbeing negatively impacted by increased noise. For example, one study found that people living in areas with high levels of traffic noise were 25 per cent more likely than those living in quieter areas to develop depression.</p> <p>Noise and disturbance – Plymouth Port The Freeport will increase the number of ships using the Plymouth Port and it is likely that this will increase noise and disturbance.</p> <p>Noise and disturbance – Increased traffic The Freeport will increase the amount of traffic on Plymouth roads, especially on roads near to the Freeport and within the Freeport itself. A new road link is planned in response to increased demand - spine roads are going to connect to the A38 to improve connectivity.</p> <p>Noise and disturbance – construction It is likely that the Freeport will result in an increase in noise from both construction and business as usual. Increases in noise have been linked to poorer health outcomes including negatively effecting both mental and physical health. This negative impact is more likely to be felt by people with disabilities, however this is not limited to this cohort</p> <p>Emissions</p>	<p>Noise and disturbance – Plymouth Port As the port needs to operate at the time that the tide allows, it is not possible to mitigate against this impact given its nature. Although there is the potential for the increase in freight traffic to increase noise and disturbance for local residents, the parts of the Port that will be used are largely away from residential areas. The additional tax/customs sites will be on under-developed land, thus minimising impact to the extent that is possible. South Yard is in close proximity to a local school and the Sherford employment zone is part of the wider Sherford village development. Langage, the largest site where most of the construction is going to take place, is greenfield and is not directly adjacent to residential area.</p> <p>Noise and disturbance – Increased traffic We will consider the possibility to explore noise monitoring and reduction initiatives in the vicinity if required. Any noise complaints will be monitored for trends.</p>	<p>March 2026 Economic Development</p>
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		<p>Poor air quality and pollution has negative consequences for health and the local environment. In particular, a high quantity of particulate matter is linked to poorer health outcomes including negatively affecting both mental and physical health. This negative impact is more likely for people with disabilities due to the increased likelihood that they may have an underlying health condition related to their breathing or lungs.</p> <p>Emissions – Plymouth Port The Freeport aims to significantly increase the volume of freight through the Port of Plymouth. Increasing the volume of freight brought in through the Port of Plymouth, rather than more distant UK Ports, will reduce national emissions from the transport sector, as well as reducing congestion on trunk roads elsewhere.</p> <p>Emissions – Freeport (onsite) The increase in freight traffic and associated traffic within the Freeport will likely increase local traffic and thus local emissions.</p> <p>Accessibility The large majority of buildings within the Freeport will be closed to members of the public, however we recognise that accessibility is still important. Where buildings are older, guidance will be taken from the appropriate colleagues and heritage organisation when appropriate</p>	<p>Our approach will require buildings to be built using sustainable materials, be well insulated and have renewables (such as solar or heat pumps) integrated.</p> <p>All construction will be delivered in line with local guidance to ensure minimal disruption to the local area.</p> <p>Within the Freeport we will use a combination of electric and hydrogen powered vehicles to move cargo between the Port and customs sites. There is already an EV charge point at Oceansgate and by 2025, all support vehicles will be low carbon. Charging infrastructure will also be put in place to encourage wider port users (including RORO traffic) to use low carbon fuels. Emissions from commuter transport will be minimised through green transport initiatives, which will include public transport options (including park and ride) as well as walking and cycling, which build on existing infrastructure such as cycle ways.</p>	
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Gender reassignment	0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).	No adverse impacts are anticipated.	Not applicable.	March 2026 Economic Development
Marriage and civil partnership	40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married. 0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).	No adverse impacts are anticipated.	The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with young women and girls to promote STEM career and education pathways. Engagement will also take place with local voluntary and community sector partners working with women and girls to raise awareness of the employment and education offer available and communication materials will be shared.	March 2026 Economic Development
Pregnancy and maternity	The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.	No adverse impacts are anticipated.	The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with young women and girls to promote STEM career and education pathways. Engagement will also take place with local voluntary and community sector partners working with women and girls to raise awareness of the	March 2026 Economic Development

			employment and education offer available and communication materials will be shared.	
Race	<p>In 2021, 94.9 per cent of Plymouth’s population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census)</p> <p>People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)</p> <p>92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>	No adverse impacts are anticipated.	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with people from Black, Asian and minority ethnic backgrounds to promote career and education pathways.</p> <p>Engagement will also take place with local voluntary and community sector partners working with this cohort and in particular refugees and asylum seekers to raise awareness of the employment and education offer available.</p> <p>Key information within the Freeport will be available in different languages, recognising the diversity of people using and passing through the Freeport.</p> <p>Staff employed by the Freeport will be trained in cultural awareness and cultural accessibility.</p>	<p>March 2026</p> <p>Economic Development</p>
Religion or belief	48.9 per cent of the Plymouth population stated they had no religion.	Not applicable	Not applicable	March 2026

	<p>42.5 per cent of the population identified as Christian (2021 Census). Those who identified as Muslim account for 1.3 per cent of Plymouth’s population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).</p>			Economic Development
Sex	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p>	<p>No adverse impacts are anticipated.</p>	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with young women and girls to promote STEM career and education pathways.</p> <p>Engagement will also take place with local voluntary and community sector partners working with women and girls to raise awareness of the employment and education offer available and communication materials will be shared.</p>	<p>March 2026 Economic Development</p>
Sexual orientation	<p>88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per</p>	<p>No adverse impacts are anticipated.</p>	<p>Not applicable</p>	<p>March 2026 Economic Development</p>

	cent of residents describe their sexual orientation using a different term (2021 Census).			
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SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

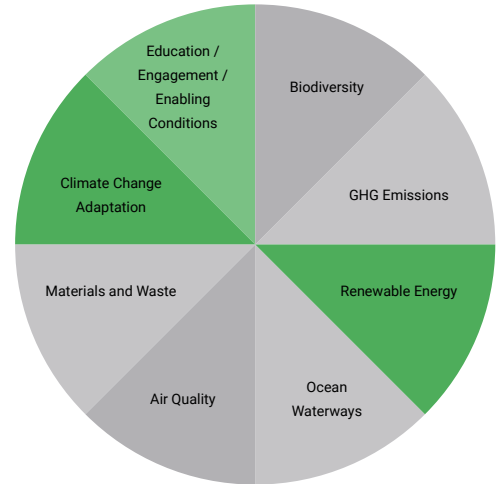
Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse human rights implications are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Not applicable.

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
<p>Work together in partnership to:</p> <ul style="list-style-type: none"> ▪ promote equality, diversity and inclusion ▪ facilitate community cohesion <p>support people with different backgrounds and lived experiences to get on well together</p>	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2026. Economic Development
<p>Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing</p>	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2026. Economic Development

<p>Build and develop a diverse workforce that represents the community and citizens it serves.</p>	<p>There are no anticipated direct negative implications to this objective.</p>	<p>Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.</p>	<p>March 2026. Economic Development</p>
<p>Support diverse communities to feel confident to report crime and anti-social behaviour, including hate crime and hate incidents, and work with partners to ensure Plymouth is a city where everybody feels safe and welcome</p>	<p>There are no anticipated direct negative implications to this objective.</p>	<p>Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.</p>	<p>March 2026. Economic Development</p>

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Assessment ID: PLY444

Assessment Author: Polly Frost

Assessment Initial Summary:

copy summary of project ; why, outcomes, impact ...

Assessment Final Summary:

Biodiversity Score: 2

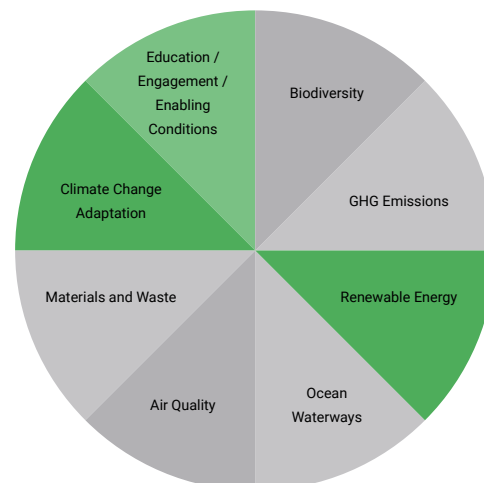
Biodiversity Score Justification: Potential Impact and Risk; - Loss of protected species through development operation of tax/customs sites - Damage to National Marine Park through increased shipping/port activity. The presence of protected species and Priority Habitats and Species and consideration of impacts of a proposed development upon them is a material consideration. Protected species receive levels of protection according to their designation (European, National and Priority Species), and of particular relevance to the JLP area are: ☒ European Protected Species that are most likely to be encountered within the Plan Area are bats (17 species), dormice, otters and great crested newts; ☒ Nationally protected species most likely to be encountered within the Plan Area are reptiles, Barn Owls and badgers; ☒ Priority Species/Species of Principal Importance are identified at a UK scale, a shortlist of which have been identified locally as particularly important and for which Devon has a key responsibility for looking after the species and their supporting habitats, for example, Cirl Bunting; ☒ Priority Habitats/Habitats of Principal Importance of which there should be no net loss (otherwise an application may be refused). The vast majority of hedgerows in Devon are Priority Habitats, please see guidance at 'Trees, woodlands and hedgerows (DEV28)' for specific considerations and requirements relating to hedgerows. Supplementary Planning Guidance DEV 26.5 states that net gains in biodiversity will be sought from all major development proposals. The LPAs will consider a 10 per cent increase in biodiversity units when applying the Defra Biodiversity Metric to be policy compliant. Mandatory biodiversity net gain is part of the planning process and applications are required to meet BNG requirements.

Biodiversity Score Mitigate: Yes

Biodiversity Revised Score: 3

Biodiversity Revised Score Justification: Mitigation by freeport: Conduct an Environmental Impact assessment to identify specific risks for protected sites and species, including those offshore. If required, new surveys to be undertaken during correct window to observe wildlife. Work with stakeholders such as the National Marine Park and Local Nature

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Partnership to mitigate risks outside the tax sites (including offshore) as well as identify opportunities for Biodiversity Net Gain and sites that can be enjoyed by people working and living in the sites. Mitigation by landlords and tenants: If it is found that there was an impact on protected species through development of the Freeport tax/customs sites, statutory obligations will need to be satisfied.

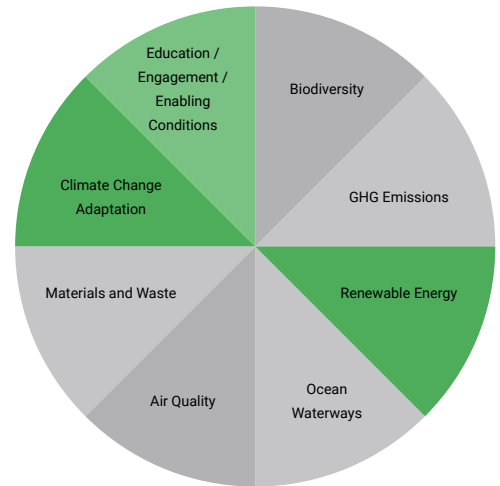
GHG Emissions Score: 2

GHG Emissions Score Justification: Delivery of the tax sites will be co-ordinated by the Freeport Delivery Team which will comprise representatives from Plymouth City Council, Devon County Council and South Hams District Council, in direct collaboration with the responsible planning and transport authorities, landowners, tenants / occupiers and key stakeholders. This is underpinned by robust governance structures which include landowner representation and backed up by our Gateway Policy and landowner agreements, thus enabling Freeport benefits to be realised. Our Gateway Policy and site specific agreements will support us to realise benefits :- South Yard is a 31.9 hectare site located along the waterfront, near to the Port of Plymouth and adjacent to the existing Oceansgate Enterprise Zone. It will form the centrepiece of the Innovation Hotbed. This is a brownfield site and remediation and retrofit works will enhance the energy performance of existing buildings and operations. 48.5 hectares, Langage is our largest tax site which also incorporates a customs site. The site will provide Industrial and Manufacturing as well as Light Industrial units for high value manufacturing/ engineering companies, focusing primarily but not exclusively on the marine, defence and space sectors, with low carbon applications, enabling us to support business expansion, investment and clustering to support the Freeport vision. As part of our value proposition, the site will also be home to a Green Hydrogen Electrolyser. 7.9 hectare Sherford tax site which occupies part of a larger greenfield site owned by the Sherford Consortium with a view to it being developed as warehousing, storage and engineering space. Development of greenfield sites is governed by Freeport commitment to PAS2080 and Planning regulations to minimise GHG emissions throughout construction, operation and end of life. The freeport has conducted a GHG emissions baseline that will be monitored throughout the project.

GHG Emissions Score Mitigate: Yes

GHG Emissions Revised Score: 3

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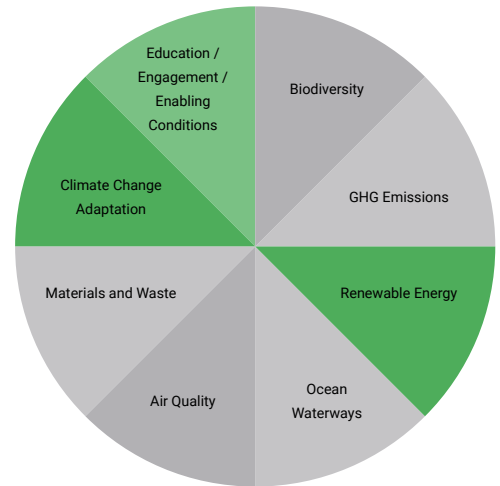


GHG Emissions Revised Score Justification: The freeport's Gateway Policy forms the basis for agreements between the PASD Freeport Board, private sector landowners and tenants who will ultimately be the beneficiaries of the tax site levers including Business Rates Retention (BRR). Compliance with the gateway policy will be the trigger for the consideration of discretionary Business Rates Relief by the relevant Council. The purpose of the Gateway Policy will be to ensure that the PASD Freeport supports the clustering of businesses with a focus on the target sectors; advanced manufacturing and engineering with a particular focus on marine, defence and space with low carbon applications. Our carbon and climate monitoring will identify any residual carbon emissions that have not been mitigated during the construction, operation of the freeport. The freeport business plan declares that 1/3 of retained business rate income to the freeport (once local authority loans have been repaid) will be spent on Net Zero projects, this is likely to include offsetting residual carbon. The Freeport NZ lead works closely with Plymouth Net Zero Action Group and is actively engaged in developing local insetting projects to ensure that any offsets are validated, authentic and provide an income source for local carbon sequestering projects, like seagrass and aqua culture as well as retrofit. Retained business rate policy states that once the borrowing costs of Plymouth City Council, Devon County Council and South Hams District Council have been met, any surplus receipts will be allocated to priorities mutually agreed between the partners at the Freeport Members Steering Group. It is forecast that 33% will be spent on Carbon net zero projects; Developing and delivering a range of low carbon solutions to decrease carbon emissions against our baseline in accordance with our net zero strategy. This includes opportunities from FLOW, expanding Hydrogen Hubs and other green technology opportunities.

Renewable Energy Score: 5

Renewable Energy Score Justification: PASDF Seed capital funded Infrastructure projects include: A Green hydrogen generation plant, which is being developed by landowner Carlton Power. The scheme is a major part of the Freeport's net zero strategy. Renewable energy will be used to produce green hydrogen fuel which will decarbonise industry both within the freeport and in surrounding areas. In the future the upscaled Langage Green Hydrogen plant will also provide energy for transport and heating. Initial (2025) capacity of 10MW, enough to heat 14,000 homes. The plant is a modular build so can expand as the business case becomes viable and grid connections are available. Carlton Power has signed partnership agreements to supply Sibelco and Imerys. The Green Hydrogen plant will become operational in 2025. PASD Freeport Full

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Business Case and Net Zero Opportunities Assessment has conducted a full options analysis for renewable energy opportunities. This is aligned to the commitment to building, operating and end of life plans for the sites to meet PAS 2080 guidelines. These criteria identify additional Opportunities for onsite renewable energy generation, notably solar PV and wind. This is alongside PAS2080 guidance on energy efficiency in buildings operation and construction. Embedded and operational carbon emissions will be monitored by the Freeport company on a quarterly basis. Conditions to do this are included in seed capital business cases and After care plans. Additionally the innovation and operations within the freeport also focus on renewable energy, i.e. being in the supply chain for Celtic sea FLOW. Innovation strands in freeport key sectors; marine, defence and space also prioritise innovations like increase short sea shipping, autonomous shipping, and working with University and innovation partners to clean green industry and advanced manufacturing supply chain and business operations.

Renewable Energy Score Mitigate: Yes

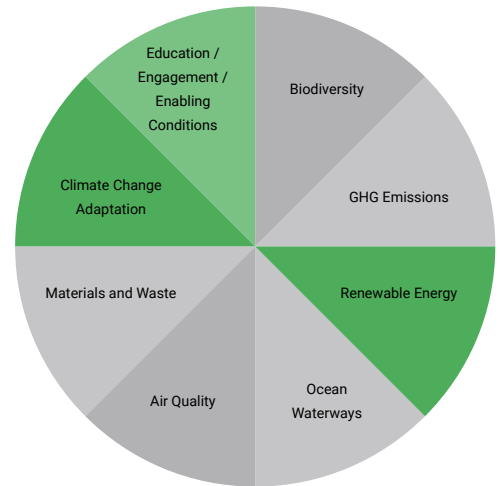
Renewable Energy Revised Score: 5

Renewable Energy Revised Score Justification: Our carbon and climate monitoring will identify any residual carbon emissions that have not been mitigated. The freeport business plan declares that 1/3 of retained business rate income to the freeport (once local authority loans have been repaid) will be spent on Net Zero projects, this is likely to be additional renewable energy generation.

Ocean and Waterways Score: 2

Ocean and Waterways Score Justification: Any Freeport related planning applications will need to comply with the Plymouth and SW Devon Supplementary Planning Document, which contains a section titled 'DEV2.1 and DEV2.3 – Water. This states: DEV2.3 ensures development will not result in an unacceptable harm to the water environment through the deterioration of water quality, and will look to improve water quality. This is required in line with the objectives of the Water Framework Directive (WFD), and to meet requirements under The Habitat Regulations (2017). The WFD sets out objectives to ensure the protection and improvement of the water environment, this includes achieving "good status" of all water bodies and groundwater bodies by set deadlines. Relevant information on water bodies is available via the Environment Agency's Catchment Data Explorer, whilst the River Basin Management Plan sets out objectives for how

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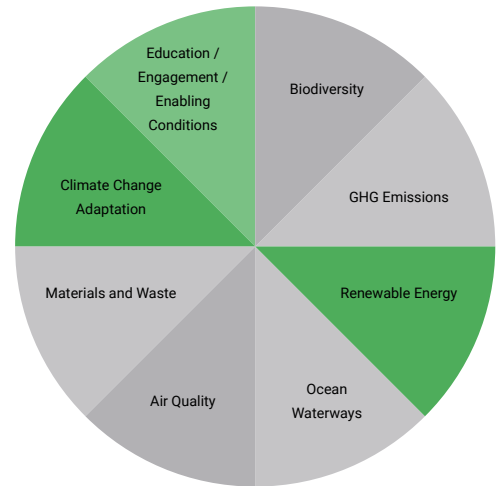
water quality will be improved. It is expected that all developments will comply with the aforementioned documents. All developments should consider potential impacts, direct, indirect or cumulative, to water quality during construction or operation. Any forthcoming applications that are likely to impact the water environment should clearly show how the development may affect relevant water bodies and how any negative impacts are to be mitigated, if these cannot first be avoided. Wherever possible applicants should explore opportunities to improve and/or restore water quality. The environmental sensitivity of the site should also be considered as set out at 7 'Natural environment (DEV23-DEV28)'. All construction activities should follow Pollution Prevention Guidance 6 (PPG 6) and all relevant current Construction Industry Research and Information Association (CIRIA) guidance. Evidence will be required to show that impacts have been considered in relation to the environmental sensitivity of the site. The initial assessment should be proportional to the scale of the development, any significant impacts will be required to be addressed through a Water Framework Directive Assessment. Development may not be supported if there is likely to be interruption to the quantity or quality of water available to off-site supplies. Evidence may be required if a development is identified as having an unacceptable impact on private water supplies in the vicinity of the proposed development. Plymouth Marine Park are a stakeholder of the Freeport and we work closely with them on joint engagement and opportunities.

Ocean and Waterways Score Mitigate: Yes

Ocean and Waterways Revised Score: 3

Ocean and Waterways Revised Score Justification: Any Freeport related planning applications will need to comply with the Plymouth and SW Devon Supplementary Planning Document, which contains a section titled 'DEV2.1 and DEV2.3 – Water. This states: DEV2.3 ensures development will not result in an unacceptable harm to the water environment through the deterioration of water quality, and will look to improve water quality. This is required in line with the objectives of the Water Framework Directive (WFD), and to meet requirements under The Habitat Regulations (2017). The WFD sets out objectives to ensure the protection and improvement of the water environment, this includes achieving "good status" of all water bodies and groundwater bodies by set deadlines. Relevant information on water bodies is available via the Environment Agency's Catchment Data Explorer, whilst the River Basin Management Plan sets out objectives for how water quality will be improved. It is expected that all developments will comply with the aforementioned documents. All developments should consider potential impacts, direct, indirect or cumulative, to water quality during construction or operation. Any forthcoming

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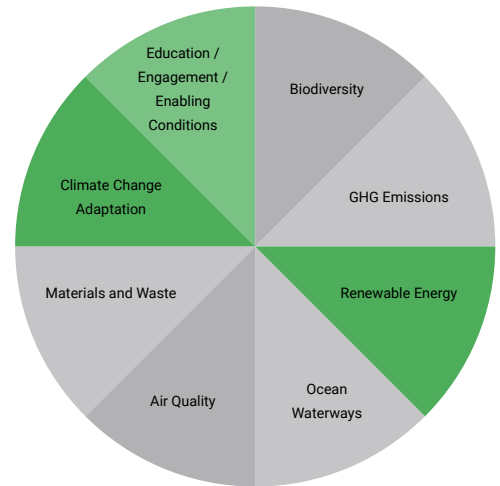
applications that are likely to impact the water environment should clearly show how the development may affect relevant water bodies and how any negative impacts are to be mitigated, if these cannot first be avoided. Wherever possible applicants should explore opportunities to improve and/or restore water quality. The environmental sensitivity of the site should also be considered as set out at 7 'Natural environment (DEV23-DEV28)'. All construction activities should follow Pollution Prevention Guidance 6 (PPG 6) and all relevant current Construction Industry Research and Information Association (CIRIA) guidance. Evidence will be required to show that impacts have been considered in relation to the environmental sensitivity of the site. The initial assessment should be proportional to the scale of the development, any significant impacts will be required to be addressed through a Water Framework Directive Assessment. Development may not be supported if there is likely to be interruption to the quantity or quality of water available to off-site supplies. Evidence may be required if a development is identified as having an unacceptable impact on private water supplies in the vicinity of the proposed development. Plymouth Marine Park are a stakeholder of the Freeport and we work closely with them on joint engagement and opportunities.

Air Quality Score: 3

Air Quality Score Justification: Impact/ Risk; Reduction in air quality standards due to increased road and sea traffic and industrial processes. Any Freeport related planning applications will need to comply with the Plymouth and SW Devon Supplementary Planning Document, which contains a section titled 'DEV2.1 and DEV2.2 – Air. Both DEV2.1 and DEV2.2 aim to minimise negative air quality impacts by development proposals. Developments will normally be refused where a development is going to have a significant impact on an Air Quality Management Areas (AQMA), create a new AQMA, or result in an adverse effect on a European Site. Maps showing the AQMAs across the Plan Area are available for Plymouth City Council and South Hams District Council. When ensuring development proposals avoid or mitigate against having a negative impact on air, the type of mitigation required on a particular development should be informed by:

- ☐ Outcomes from transport statements, assessments and plans;
- ☐ Air Quality Assessments or emission profiling;
- ☐ LPAs' Air Quality Action Plans;
- ☐ Specific needs identified in site specific spatial policy allocations;
- ☐ Travel awareness/planning and highway development requirements;
- ☐ The latest Defra Local Air Quality Management Guidance. The latest information to be found on the UK Air Pollution Information System;
- ☐ Relevant technical guidance and acknowledged best practice; and/or
- ☐ Any other measures that the applicant can evidence which will result in a

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net reduction in the air quality impact of the development. Whilst the LPAs recognise the importance of the Government's 'Road to Zero Strategy' and supports the aim of decarbonising transport networks, there are also other opportunities within the transport networks to make small improvements that will have significant positive impacts on air quality. The LPAs expect all new development proposals to take into consideration the below list of potential measures:

- ☒ Provision of electric vehicle charging points (Guidance on the requirements of electric vehicle charging points can be found at 'Specific provisions relating to transport (DEV29)');
- ☒ Designation of parking spaces for low emission vehicles;
- ☒ Provision of facilities to encourage sustainable travel, such as cycling facilities;
- ☒ Travel planning with new residents/businesses to encourage travel by sustainable transport modes as well as the uptake of ultra-low emission vehicles;
- ☒ Green travel vouchers;
- ☒ Facilities within developments which support active modes of transport such as: drying rooms; showers and lockers etc.
- ☒ Ensuring good connectivity to existing and future public transport, cycle and pedestrian routes;
- The provision of appropriate trees and landscaping features to reflect the importance of 'right tree (or landscaping feature) in the right place'.

For major developments which are likely to have a negative impact on air quality, the level of contribution towards offsetting measures will be calculated based upon the damage caused by the additional emissions, having regard to published national guidance on the calculations of such costs such as the Land-Use Planning & Development Control: Planning For Air Quality. This approach allows for mitigation measures to be delivered in line with any existing air quality action plans. Any mitigation measures will be secured through planning conditions or through planning obligations and will be negotiated on a case-by-case basis.

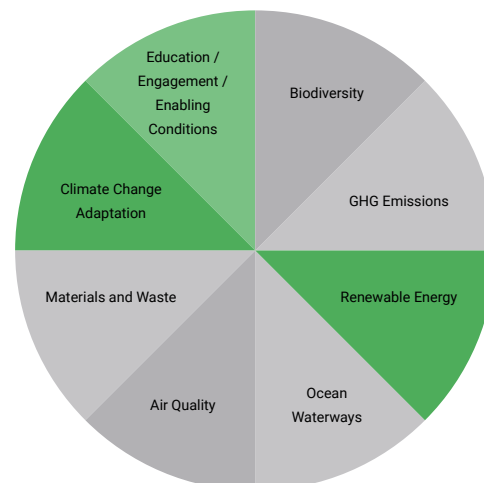
Air Quality Score Mitigate: Yes

Air Quality Revised Score: 3

Air Quality Revised Score Justification: Mitigations by Freeport: Conduct an Environmental Impact assessment to identify specific air quality risks. Potential to undertake a strategic transport vision across all three site and transport assessments with low-med-high scenarios including robust transport modelling. Seed capital will be used to build pedestrian/cycle bridge between Sherford and Langage to reduce commuter emissions. Other mitigations are likely to include:

- ☒ Development of an Air Quality Plan to reduce emissions from diesel engines. Which may include the introduction of an Air Quality Management Area within Plymouth Sound. (linked to smart sound) in which vessels are required to switch to clean propulsion systems when they enter
- ☒ Development of a Green Transport Plan for the Freeport and each tax site to include - Public transport
 - o Walking and cycling
 - o Charging infrastructure
 - o Low carbon freight options

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(potentially linked to the Green Hydrogen plant) Innovation activity without industrial and academic partners to develop cleaner/low emission processes (e.g. Princess Yachts are breaking new ground in large scale resin infusion technology, a closed moulded process which almost completely eliminates styrene emissions in the workplace and local environment) Mitigations by landowners/tenants: Will be required to meet planning requirements Identification and mitigation of any industrial processes which may result in emissions and compliance with relevant legislation Participation in Freeport initiatives to reduce transport related emissions Participation in voluntary innovation activity to develop cleaner processes.

Materials and Waste Score: 2

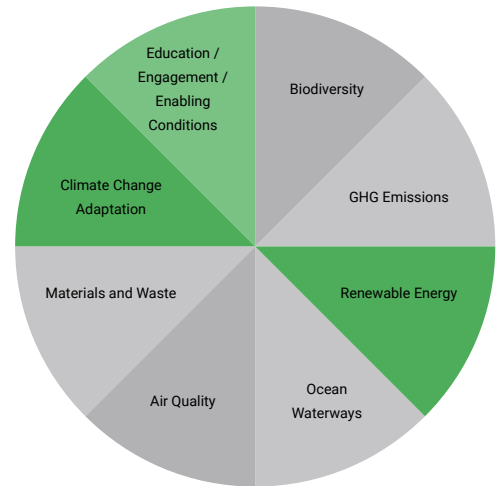
Materials and Waste Score Justification: The risk is failure to ensure waste is disposed of responsibly and in accordance with the law. The freeport refers to Environmental Protection Act Hazardous Waste Regulations Producer Responsibility Obligations Waste Electrical and Electronic Equipment. Paragraph 8 of the National Planning Policy for Waste and Policy W4 of the Devon Waste Plan requires major development proposals within Devon County Council (sites Sherford and Langage) to be accompanied by a Waste Audit Statement. Devon County Council has published a Waste Management and Infrastructure SPD that provides guidance on the production of Waste Audit Statements. This can be found online at: <https://new.devon.gov.uk/planning/planning-policies/other-county-policy-and-guidance>

Materials and Waste Score Mitigate: Yes

Materials and Waste Revised Score: 3

Materials and Waste Revised Score Justification: Mitigations by Freeport; Conduct an Environmental Impact assessment to identify specific waste management risks Work with landowners and tenants to identify and mitigate waste management risks Develop initiatives which encourage landowners/tenants to: Reduce, re-use, recycle Minimise waste going to landfill Increase recycling Reduce waste in the economy (e.g. through circular economy principles) Promote complementary initiatives such as the Preventing Plastic Pollution Project (an Interreg project involving PCC and PU). Mitigations by Tenants and Landlords: Ensure all waste management regulations are complied with and the approach to waste management follows the Waste Management Plan for England. Participation in voluntary

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wastemanagementinitiatives such asthe PreventingPlastic PollutionProject.

Climate Change Adaptation Score: 3

Climate Change Adaptation Score Justification: The freeport has contributed to and is informed byThe Devon Cornwall and Isles of Scilly Climate Adaptation Strategy. This helps communities and organisations across the Southwest better understand the risks their area will face in the future, as climate change increasingly affects the UK. It will also help them to adapt to these changes, thereby improving their resilience and community safety.Resources to help individuals, communities, organisations and local policy makers take action for climate adaptation and prepare for climate impacts. Using this framework and the Freeport's own Net Zero Strategy and Action Plan the freeport will monitor it's delivery and actions in the face of changing climate and adaptations.

Climate Change Adaptation Score Mitigate: Yes

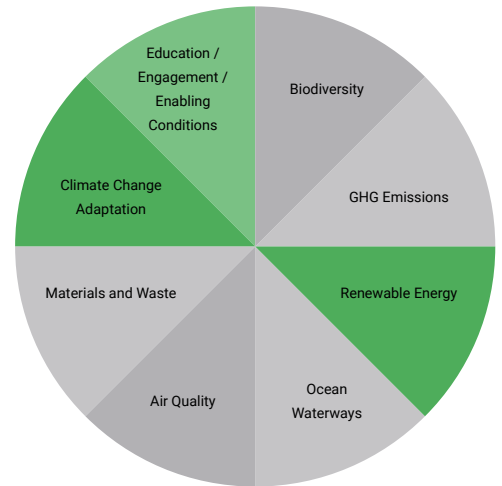
Climate Change Adaptation Revised Score: 5

Climate Change Adaptation Revised Score Justification: The freeport has contributed to and is informed byThe Devon Cornwall and Isles of Scilly Climate Adaptation Strategy. This helps communities and organisations across the Southwest better understand the risks their area will face in the future, as climate change increasingly affects the UK. It will also help them to adapt to these changes, thereby improving their resilience and community safety.Resources to help individuals, communities, organisations and local policy makers take action for climate adaptation and prepare for climate impacts. Using this framework and the Freeport's own Net Zero Strategy and Action Plan the freeport will monitor it's delivery and actions in the face of changing climate and adaptations.

Education / Engagement / Enabling Conditions Score: 5

Education / Engagement / Enabling Conditions Score Justification: Impact of skills strategy;The Freeport is a facilitator of closer collaboration between businesses and education providers, with the following objectives as focal points:Retaining people in the regionDeveloping new course content and future rolesProvision of tutors and spacesDefining future skills roles in greater

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detail. Working across the Freeport Skills advisory board the freeport will build greater gender diversity, particularly in those moving into employment post-qualification, supplementing the various other inclusivity workstreams underway or planned within the region. The Freeport acts as a natural focal point for businesses and education providers. This collaboration already exists, however the Freeport can serve to aggregate pockets of collaboration and drive greater ambition across the region. With target sectors and long term investments planned for the Freeport, greater and clearer needs can create a mandate for collaboration. The Freeport can serve as a beacon for great careers and build a strong reputation for any employers active on the site. A Government mandate by virtue of public investment and tax incentives can be used to drive progress. The Pedestrian and Cycle bridge will create new opportunities for green and active travel.

Education / Engagement / Enabling Conditions Score Mitigate: Yes

Education / Engagement / Enabling Conditions Revised Score: 5

Education / Engagement / Enabling Conditions Revised Score Justification: The freeport and its construction partners and contractors are part of Plymouth Skills Launchpad and Skills 2 Plymouth which includes construction skills. Procured construction companies will adhere to social value requirements. Additionally working with partners like Trade Unions, Plymouth National Marine Park, training providers and colleges raised the profile of green skills among residents in the city.

Wheel Key

- Long lasting or severe negative impact
- Short term or limited negative impact
- No impact or neutral impact
- Short term or limited positive impact
- Long lasting or extensive positive impact