

**Oversight and Governance**

Chief Executive's Department

Plymouth City Council

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Published 21/02/25

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 28 February 2025. 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 after 5pm on 28 February 2025 if they are not called-in.

Delegated Decisions

1. Councillor Tudor Evans OBE (Leader of the Council):

1a. L45 24/25 Plan for Homes 4 Business Case

(Pages 1 - 34)

2. Councillor Mark Coker (Cabinet Member for Strategic Planning and Transport):

2b. SPT17 24/25 – THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.2137332 – LIVING STREETS 7) ORDER 2024

(Pages 35 - 62)

EXECUTIVE DECISION

made by a Cabinet Member



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


Executive Decision Reference Number – L45 24/25

Decision	
1	Title of decision: Plan for Homes 4 Business Case
2	Decision maker: Councillor Tudor Evans OBE, Leader of the Council
3	Report author and contact details: Neil Mawson (Housing Delivery Manager) Tel. 01752307579 E. neil.mawson@plymouth.gov.uk
4	Decision to be taken: <ul style="list-style-type: none"> • Approves the Business Case. • Transfers existing Plan for Homes Programme budgets and carries forward unspent funds of £3,525,983.37 into a newly created Plan for Homes 4 Programme. • Approves £7,977,853.09 of Capital budget to be added to the Capital Programme, funded by; <ul style="list-style-type: none"> ○ £2,651,806.23 Ringfenced Right to Buy receipts ○ £ 543,894.63 New and unspent S106 funds ○ £ 82,600.00 Land Receipts from sale of PCC sites ○ £ 119,552.23 Repayment of Empty Homes loans ○ £ 540,000.00 New Brownfield Land Release Funding ○ £4,040,000.00 Forecast receipts from Broadland Gardens
5	Reasons for decision: <ol style="list-style-type: none"> 1. To make funding available to support partners deliver much needed affordable and specialist homes. 2. To support the Plan for Homes 4 ambition to deliver 5,000 homes over 5 years.
6	Alternative options considered and rejected: <ol style="list-style-type: none"> 1. Decide not to allocate further capital funds to Plan for Homes 4. Officer's ability to deliver more social housing would be effectively cut off and this would lead to current and future developments not progressing and the affordable homes not being delivered. It would also have a significant negative impact on Plymouth's five year land supply. This would put an even greater strain on the waiting lists and the Council homelessness budgets that are already under such a high level of pressure. Finally, it would result in the inevitable failure of the Plan for Homes 4 project. 2. Allocate less capital funds to the Plan for Homes 4 capital programme than are available. Would lead to lower levels of affordable housing being delivered at a time when the need has never been greater and that is set out in the Plan for Homes 4 objectives. It would also mean that the current administration would not be able to deliver on one of their key priorities. It would also likely lead to higher levels of spend on the temporary accommodation budget. 3. Borrow equivalent or more funding to fund affordable housing delivery. This would open the Council to increased borrowing costs, for which there is not current Corporate

	support. The only direct routes for income generation to allow repayment of loans is through land receipts and profits from direct delivery. The principal affordable housing delivery pathway used by the Housing Delivery Team uses grant funding or income foregone to enable affordable housing delivery by partners. The outcome is increased affordable housing provision to meet social needs. It is not foreseen the project will be capable of generating sufficient income to fund significant loan repayment.			
7	<p>Financial implications and risks:</p> <p>An addition to the capital programme of £7,977,853.09, funded by;</p> <ul style="list-style-type: none"> ○ £2,651,806.23 Ringfenced Right to Buy receipts ○ £ 543,894.63 New and unspent S106 funds ○ £ 82,600.00 Land Receipts from sale of PCC sites ○ £ 119,552.23 Repayment of Empty Homes loans ○ £ 540,000.00 New Brownfield Land Release Funding ○ £4,040,000.00 Forecast receipts from Broadland Gardens <p>Risks:</p> <ul style="list-style-type: none"> • Continuing construction cost rises reducing funding effectiveness (Medium risk) • Significant changes to national policy and government bodies which constrain affordable housing delivery (Low risk) • Funded housing sites stall and do not return grant funding (Low risk) • Worsening of market conditions leading to failure of development partners (Medium risk) 			
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.
	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:	The Plan for Homes 4 Programme seeks to deliver housing to meet the need for affordable and specialist housing in the city, a key priority of Plymouth City Council's Corporate Plan. Its objectives are also aligned with the housing strategy and policies of the Joint Local Plan and Plymouth Plan. The decision will allocate additional capital funds to the Plan for Homes 4 programme.		
10	Please specify any direct environmental implications of the	The Plan for Homes 4 Programme will deliver housing, the construction and occupation of which will result in carbon emissions. Mitigation of these is proposed within the		

	decision (carbon impact)	programme in the form of an Eco Homes Programme which seeks to deliver homes enhanced energy efficiency above regulatory standards. A climate Impact Assessment is attached.		
Urgent decisions				
I 1	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 I 3a)
I 2a	Reason for urgency:			
I 2b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
I 3a	Are any other Cabinet members' portfolios affected by the decision?	Yes	X	
		No		(If no go to section I 4)
I 3b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Chris Penberthy (Cabinet Member for Housing, Co-operative Development and Communities)		
I 3c	Date Cabinet member consulted	15 November 2024		
I 4	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	
I 5	Which Corporate Management Team member has been consulted?	Name	Karime Hassan	
		Job title	Interim Strategic Director for Growth	
		Date consulted	26 November 2024	
Sign-off				
I 6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	JS101 24/25	
		Finance (mandatory)	DJN.24.25.156	
		Legal (mandatory)	LS/00001312/1/AC/I 6/12/24	

		Procurement (if applicable)	N/A					
		Corporate property (decisions involving Council owned land or facilities) (if applicable)	N/A					
		Human Resources (if applicable)	N/A					
Appendices								
17	Ref.	Title of appendix						
	A	Business Case						
	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:							
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	21 February 2025
Print Name	Councillor Tudor Evans OBE (Leader of the Council)		

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CAPITAL INVESTMENT BUSINESS CASE

Plan for Homes 4 Business Case



EXECUTIVE SUMMARY

The Executive Summary is a short summary of the Business Case and should be the last section you complete, this will enable you to extract or only the key facts from relevant sections i.e. 'project on a page'. The summary is a 'snapshot' of the business case which will need to tell the story and sell the proposal.

The need for affordable housing and temporary accommodation solutions in Plymouth, and the costs of providing the temporary housing, including Bed and Breakfast, have never been higher. To maintain and then increase the level of new housing delivery over the next 5 years the Council approved at Cabinet a more holistic and wide-ranging Plan for Homes 4 on 11 March 2024. This plan reinforces our overall ambition to deliver at least 5,000 new homes in the city over that time, as well as address homelessness, decarbonise existing housing, repopulate the city centre and improve private sector stock condition amongst other key objectives.

This capital investment business case:

1. Closes existing Plan for Homes Programme budgets and carries these budgets forward to Plan for Homes 4 Programme.
2. Adds new capital funds to the programme.
3. Creates a new Plan for Homes 4 budget to reflect existing commitments and funds new projects.

This business case establishes a budget for the Plan for Homes 4 Programme. This budget represents a proposal for spend over the Plan for Homes 4 Programme. The business case sets out how the budget is funded. There is no borrowing necessary to fund the budgets proposed.

This capital investment business case continues the Housing Investment Fund from the Plan for Homes Programme into the Plan for Homes 4 Programme. It creates a Plan for Homes 4 Programme budget of £11,503,836.46. This is made up of:

- Transfer of Plan for Homes Funded Programme totalling £3,525,983.37; and
- new budget of **£7,977,853.09**

The new Plan for Homes 4 Programme budget **£7,977,853.09** is made up of the following funding:

- £2,651,806.23 Ringfenced Right to Buy receipts
- £ 543,894.63 New and unspent S106 funds
- £ 82,600.00 Land Receipts from sale of PCC sites
- £ 119,552.23 Repayment of Empty Homes loans
- £ 540,000.00 New Brownfield Land Release Funding
- £4,040,000.00 Forecast receipts from Broadland Gardens

SECTION I: PROJECT DETAIL

Project Value (indicate capital or revenue)	£7,977,853.09 of additional capital budget	Contingency (show as £ and % of project value)	n/a
Programme	Housing	Directorate	Growth
Portfolio Holder	Cllr Chris Penberthy, Housing and Co-operative Development	Service Director	Paul Barnard (Strategic Planning & Infrastructure)

Senior Responsible Officer (client)	Nick Carter Head of Housing and Regeneration	Project Manager	Neil Mawson Housing Delivery Manager
Address and Post Code	Ballard House, West Hoe Rd, PL1 3AE	Ward	Citywide

Current Situation: *(Provide a brief, concise paragraph outlining the current situation and explain the current business need, problem, opportunity or change of circumstances that needs to be resolved)*

Plan for Homes 3 was approved by Cabinet on the 5th March 2019 and was supported by the allocation of £9million of funding into the capital programme, approved by the Leader, Cllr Tudor Evans OBE, by Executive Decision on the 21st August of that year.

Since that time Plan for Homes 3 has provided a delivery framework for partnership working to increase housing delivery of well-designed homes to meet a range of housing needs, with Executive- and Cabinet-led political leadership to deliver our plans for the homes the city needs.

Just over 5 years on from the allocation of this capital into the Housing Investment Fund, all monies have now either been spent, committed by a formal decision or allocated to specific housing projects.

Plan for Homes 3 successfully enabled an array of important housing projects to progress in the city, some of which include:

- North Prospect and Barne Barton estate regeneration projects;
- Broadland Gardens, providing 10 high quality market units delivered directly by the Council and which is forecast to deliver returns;
- Hillcrest bulk purchase, delivering 86 homes for conversion into affordable homes;
- Stirling House, redevelopment of this Council asset to deliver 25 affordable units and provide apprenticeship opportunities for veterans; and
- St Budeaux Library, providing 24 affordable units of which 4 are wheelchair accessible.

Even so the global economic challenges of the last few years with the combined effect of Brexit, Covid and the war in the Ukraine on markets and the development industry has seriously disrupted the delivery of many housing projects nationally and in the city, with construction costs rising rapidly and a number of building contractors going into liquidation over that time. The result has been a general reduction in the number of affordable homes built, with outputs falling to a low point in 2020/21 when a total of only 50 affordable homes were completed in the city. Whilst numbers have recovered somewhat to 189 affordable homes in 2023/24, they are still below historical averages of delivery.

At the same time, the level of need for affordable homes in Plymouth continues to be high and in October 2024 there were 7525 households on the Devon Home Choice Register waiting for social housing. In addition, in the first quarter of 24/25 the Council have an average of 361 approaches for housing advice per month, an increase of 20% on the number of households approaching for housing advice in the first quarter of 23/24.

Perhaps of most concern is the fact that as of 1st August 2024 we have 379 households in temporary accommodation of which 196 are families. In addition there are a further 200 households in B&B of which 27 are families. Not only do these forms of temporary accommodation have a negative impact on the wellbeing and welfare of the households affected and the children in particular, there is also a serious financial impact on the Council's revenue budgets.

These are unprecedented numbers and reflect a number of factors that have impacted on applicant's ability to secure decent and affordable housing in recent years.

In the main these factors relate to the following:

- Reduced availability of private rented accommodation as, in response to the removal of tax incentives, landlords leave the rental market or switch their properties to holiday lets.
- The reduced delivery of new affordable homes by Housing Associations, due to worsening financial conditions for development and public as well as Government pressure on them to improve the condition of their existing stock.
- The slowing of house price growth, increase in interest rates and higher build costs have caused market-led delivery in Plymouth to reduce. Private-sector developers have generally delayed new delivery or slowed down build-out rates, including associated affordable homes and payments required in s106 obligations.
- The demolition of significant numbers of social housing units as a result of regeneration projects in North Prospect and Barne Barton in particular, which create temporary reductions in affordable homes available
- Cost inflation on building materials and labour has meant that many projects have become unviable and undeliverable, particularly on brownfield sites with abnormal development costs. Council Officers are working hard to find ways to meet funding gaps, but it's becoming harder to support levels of affordable housing delivery achieved over the last decade.

The Council has clear priorities in their manifesto to reduce homelessness and increase the supply of social rented housing across the city.

There is now an urgent need for the Council to redouble its efforts on the delivery of new affordable housing. The weak state of the housing market at this time means that it is more important than ever for the Council to blend its own subsidy with those of public bodies, such as Homes England and MHCLG, to support development and meet needs.

The Housing Delivery Team, working closely with the Planning and Community Connections departments, have identified a pipeline of development that would deliver over 4000 new homes in Plymouth with around 60% of those properties being made available as affordable housing. The Plan for Homes 4 also includes the ambition to increase this pipeline to 5,000 homes over 5 years.

In order to achieve this ambitious pipeline, it is essential that the Council makes available all the funds that it can secure to support the partners that form the Plymouth Housing Delivery Partnership (PHDP) to deliver the much-needed homes.

The source of funds is set out in the next section and will add a total of **£7,977,853.09** to the capital programme to help deliver the objectives outlined above.

Proposal: *(Provide a brief, concise paragraph outlining your scheme and explain how the business proposal will address the current situation above or take advantage of the business opportunity) and (What would happen if we didn't proceed with this scheme?)*

It is proposed that a total of **£7,977,853.09** of new capital budget should be allocated to the capital programme to help deliver the Plan for Homes 4 Programme.

The new Plan for Homes 4 Programme budget **£7,977,853.09** is made up of the following funding:

- £2,651,806.23 Ringfenced Right to Buy receipts
- £ 543,894.63 New and unspent S106 funds
- £ 82,600.00 Land Receipts from sale of PCC sites
- £ 119,552.23 Repayment of Empty Homes loans
- £ 540,000.00 New Brownfield Land Release Funding
- £4,040,000.00 Forecast receipts from Broadland Gardens

The sum listed above from ringfenced Right to Buy receipts allows for an appropriate sum to be retained for PCH annual asbestos claims, as set out by the Stock Transfer Agreement between PCC and PCH.

The sum listed above for Broadland Gardens is the current forecast receipt for the sale of homes at Broadland Gardens. This decision will allocate capital funds in advance of their receipt. If receipts do not match those forecast then the Plan for Homes 4 Programme budget will need to be adjusted accordingly.

The total final Plan for Homes 4 Programme budget of £11,503,836.46 will incorporate:

- £3,525,983.37 of budget transferred from Plan for Homes Programme; and
- **£7,977,853.09** of new budget, funded by new capital receipts from the sources identified above.

The new Plan for Homes 4 Programme budget takes into account all existing Portfolio Holder commitments, for example the Eco Homes Programme, Bath Street West, new Brownfield Land Release Funding for DELL Children's Centre and Douglass House, Broadland Gardens and West Park Hill.

The balance being transferred from the current Plan for Homes Funded Programme is £3,525,983.37, which has removed the element of the approved programme that is unfinanced.

On creation the programme will have an overall budget headroom of around **£1.9m**. This budget will be used to fund future projects over the course of the Plan for Homes 4 Programme.

Why is this your preferred option: *(Provide a brief explanation why this option is preferred) and (Explain why this is a good capital investment and how this would be an advantage for the Council) and (explain how the preferred option is the right balance between the risks and benefits identified below).*

This is officer's preferred option because the funds previously allocated have now all been either spent, committed or allocated to a wide range of housing projects and without these additional funds then the Council will no longer be able to enable the delivery of existing or new projects that form part of the approved Plan for Homes 4 programme. Without this funding it would not be able to proceed with the Plan for Homes 4.

All decisions relating to providing funding for affordable housing via its PHDP partners will be subject to a Value for Money test, and viability evidence before a recommendation is presented to the Portfolio Holder for Housing, Co-operative Development and Communities.

Option Analysis: *(Provide an analysis of 'other' options which were considered and discounted, the options considered must be a 'do Nothing' and 'do minimum' and 'viable alternative' options. A SWOT – Strength, Benefit, Opportunity, Threat analysis could be attached as an appendix).*

Do Nothing Option	Decide not to allocate further capital funds to Plan for Homes 4
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List Benefits:	It would retain more capital funds for allocation to other non-housing projects in the city.
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List Risk / Issues:	Officer's ability to deliver more social housing would be effectively cut off and this would lead to current and future developments not progressing and the affordable homes not being delivered. It would also have a significant negative impact on Plymouth's five year land supply. This would put an even greater strain on the waiting lists and the Council homelessness budgets that are already under such a high level of pressure. Finally, it would result in the inevitable failure of the Plan for Homes 4 project.
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Cost:	No direct costs, likely increases Community Connections overspend on revenue budgets due to increased unmet needs (assuming current trends continue).
Why did you discount this option	Because it would lead to lower levels of affordable housing being delivered at a time when the need has never been greater and that is set out in the Plan for Homes 4 objectives. It would also mean that the current administration would not be able to deliver on one of their key priorities. It would also likely lead to higher levels of spend on the temporary accommodation budget.
Do Minimum Option	Allocate less capital funds to the Plan for Homes 4 capital programme than are available.
List Benefits:	It would retain more capital funds for allocation to other non-housing projects in the city.
List Risk / Issues:	Officers' ability to deliver more social housing would be reduced and this would lead to current and future developments not progressing and affordable homes not being delivered. This would put an even greater strain on the waiting lists and the Council homelessness budgets that are already under such a high level of pressure.
Cost:	Less than proposed, likely increases Community Connections overspend on revenue budgets due to increased unmet needs (assuming current trends continue).
Why did you discount this option	Because it would lead to lower levels of affordable housing being delivered at a time when the need has never been greater and that is set out in the Plan for Homes 4 objectives. It would also mean that the current administration would not be able to deliver on one of their key priorities. It would also likely lead to higher levels of spend on the temporary accommodation budget.
Viable Alternative Option	Borrow equivalent or more funding to fund affordable housing delivery.
List Benefits:	It could make more funding available for delivery, but these would be subject to borrowing costs.
List Risk / Issues:	This would open the Council to increased borrowing costs, for which there is not current Corporate support. The only direct routes for income generation to allow repayment of loans is through land receipts and profits from direct delivery. The principal affordable housing delivery pathway used by the Housing Delivery Team uses grant funding or income foregone to enable affordable housing delivery by partners. The outcome is increased affordable housing provision to meet social needs. It is not foreseen the project will be capable of generating sufficient income to fund significant loan repayment.
Cost:	Borrowing costs.
Why did you discount this option	Is not currently feasible and would open the Council to significant financial liabilities which cannot currently be met in the Plan for Homes 4 programme.

Strategic Case:	
Which Corporate Plan priorities does this project deliver?	Build more homes – for social rent and affordable ownership
	Green investment, jobs, skills and better education

Milestones and Date:

Contract Award Date	Start On Site Date	Completion Date
N/A	N/A	N/A

SECTION 2: PROJECT RISK, OUTCOMES AND BENEFITS

Risk Register: The Risk Register/Risk Log is a master document created during the early stages of a project. It includes information about each identified risk, level of risk, who owns it and what measures are in place to mitigate the risks (cut and paste more boxes if required).

Potential Risks Identified		Likelihood	Impact	Overall Rating
Risk	Costs of construction continue to rise and the additional funds are likely to achieve increasingly less in delivery terms.	Medium	High	High
Mitigation	Build costs defined externally and not within PCC control. Close partnership working with Registered Providers to achieve value for money. Close co-operation with national grant bodies to identify grant opportunities and maximise supplementation of PCC funds.	Medium	Medium	Medium
Calculated risk value in £ (Extent of financial risk)	£n/a	Risk Owner	Neil Mawson	
Risk	Significant changes to national policy and government bodies which constrains deliverability of affordable housing and makes it difficult to spend allocated budgets.	Low	High	Low
Mitigation	Partnership working with national bodies to ensure they understand how Plymouth's housing needs are best met and continue to provide support.	Low	Medium	Low
Calculated risk value in £ (Extent of financial risk)	£nil	Risk Owner	Neil Mawson	
Risk	Housing projects provided with Council Plan for Homes grant funding do not proceed and grant funding is not returned.	Low	Medium	Medium
Mitigation	Grant funding only provided at start on site and completion (50:50). All grant agreements include claw-back mechanisms to safeguard against loss. Close working with RP partners with regular project team meetings.	Low	Low	Low
Calculated risk value in £ (Extent of financial risk)	£n/a	Risk Owner	Neil Mawson	
Risk	Significant worsening of market conditions without Government response leads to widespread failure of developers and Housing Associations with which the Council are partnered. Resulting in loss of grant funds and widespread selling-off of affordable housing.	Low	High	Medium
Mitigation	Very low risk and mostly out of the Council's control. All grant agreements include reasonable claw-back mechanisms to safeguard against failures. Partnership working with public bodies to ensure there is good understanding of market conditions in Plymouth. Close monitoring of market conditions in Plymouth	Low	Medium	Medium

Calculated risk value in £ (Extent of financial risk)	Up to £11m	Risk Owner	Neil Mawson
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Outcomes and Benefits

List the outcomes and benefits expected from this project.

(An **outcome** is the result of the change derived from using the project's deliverables. This section should describe the anticipated outcome)

(A **benefit** is the measurable improvement resulting from an outcome that is perceived as an advantage. Benefits are the expected value to be delivered by the project, measurable whenever possible)

Financial outcomes and benefits:

Increased housing will support the generation of additional Council Tax income.

Where homes are successfully used to alleviate homelessness/temporary accommodation needs, they will help reduce pressure on Community Connections' revenue budgets.

As a result of improved or maintained living conditions housed households could be less dependent on other public benefits and will support them being economically active. With consequential positive impact on economic growth and tax receipts.

Non-financial outcomes and benefits:

The projects will deliver a mix of housing that will help in meeting a significant portion of Plymouth's affordable housing needs, including small households, growing families, first time buyers, older persons, those with special needs, and more.

The living conditions of households housed by these projects will likely improve, or at least be maintained at a high standard, as a result of these projects.

The projects will help avoid population loss due to households not having suitable housing options in Plymouth, and in turn support the city's growth and sustainability.

SECTION 3: CONSULTATION

Does this business case need to go to CMT	No	Date business case approved by CMT (if required)	
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Climate Impact Assessment

Upload Climate Impact Wheel	Plan for Homes 4 Climate Impact Assessment (attached)
Summary of the anticipated impact of the proposal on the climate (including any proposed mitigations and impacts beyond 2030)	The new homes built as a result of the Plan for Homes 4 interventions will be required to meet higher standards of thermal efficiency under recent Building Regulations uplifts to Part L. This will both help reduce the carbon footprint of those homes as well as help address fuel poverty for the occupants.

Have you engaged with Procurement Service?

No

Procurement route options considered for goods, services or works	Not applicable. Where necessary, the Housing Delivery Team will engage with procurement on goods, services or works needed to support specific projects in the Plan for Homes 4 programme.
Procurements Recommended route.	n/a
Who is your Procurement Lead?	n/a

Is this business case a purchase of a commercial property?	No
If yes then provide evidence to show that it is not 'primarily for yield'	

Which Members have you engaged with and how have they been consulted <i>(including the Leader, Portfolio Holders and Ward Members)</i>	Cllr Chris Penberthy Cabinet Member for Housing, Co-operative Development and Communities consulted in various Portfolio Holder meetings
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Confirm you have taken necessary Legal advice, is this proposal State Aid compliant, if yes please explain why.	No subsidy control issues arising from this decision
Who is your Legal advisor you have consulted with?	Alison Critchfield

Equalities Impact Assessment completed <i>(This is a working document which should inform the project throughout its development. The final version will need to be submitted with your Executive Decision)</i>	Yes
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SECTION 4: FINANCIAL ASSESSMENT

FINANCIAL ASSESSMENT: *In this section the robustness of the proposals should be set out in financial terms. The Project Manager will need to work closely with the capital and revenue finance teams to ensure that these sections demonstrate the affordability of the proposals to the Council as a whole. Exact amounts only throughout the paper - not to be rounded.*

CAPITAL COSTS AND FINANCING

Breakdown of project costs including fees surveys and contingency	Prev. Yr. £	24/25 £	25/26 £	26/27 £	27/28 £	28/29 £	Future Yrs. £	Total £
West Park Hill		590,000.00						590,000.00
Broadland Gardens		450,000.00						450,000.00
Kings Tamerton			210,000.00					210,000.00
Healy Place			225,000.00	49,043.00				274,043.00
Colebrook			52,825.36					52,825.36
PCH Partnership Agreement			11,311.68					11,311.68

Livewest Partnership Agreement			500,000.00	500,000.00				1,000,000.00
North Prospect Library		40,000.00	40,000.00					80,000.00
Bath Street West			750,000.00			750,000.00		1,500,000.00
Eco Homes Programme			355,000.00	355,000.00	355,000.00	355,000.00		1,420,000.00
Wilmot Gardens			25,000.00	25,000.00				50,000.00
DELL Children's Centre			300,000.00					300,000.00
Douglass House			240,000.00					240,000.00
Empty Homes Financial Assistance			154.03					154.03
Plan for Homes 4 future projects			412,379.76	412,379.76	412,379.76	412,379.74		1,649,519.02
PCC professional Services		150,000.00						150,000.00
Total capital spend		1,230,000.00	3,121,670.83	1,341,422.76	767,379.76	1,517,379.74	0.00	7,977,853.09

Provide details of proposed funding: *Funding to match with Project Value*

Breakdown of proposed funding	Prev. Yr. £	24/25 £	25/26 £	26/27 £	27/28 £	28/29 £	Future Yrs. £	Total £
Right to Buy Receipts		1,230,000.00	1,421,806.23					2,651,806.23
SI06 funds			543,894.63					543,894.63
PCC land receipts			82,600.00					82,600.00
Empty Home Loan Repayments			119,552.23					119,552.23
BLRF grant funding			540,000.00					540,000.00
Forecast Broadland			413,817.74	1,341,422.76	767,379.76	1,517,379.74		4,040,000.00

Gardens receipts								
Total funding		1,230,000.00	3,121,670.83	1,341,422.76	767,379.76	1,517,379.74		7,977,853.09

S106 or CIL (Provide Planning App or site numbers)	<p>Armada Street (20/00577): £109,700</p> <p>Factory Cooperage (19/00313/FUL): £57,737.73</p> <p>Peirson House (16/00154/FUL): £366,706.90</p> <p>10 Sir Leonard Close (14/02336/FUL): £9,750</p>
Which alternative external funding sources been explored	<p>Additional sources of funds for affordable housing have been secured from Homes England and One Public Estate in recent years amounting to £3,043,435.61. Unspent grant funds totalling £2,122,875.32 are held in the Plan for Homes programme. This business case proposes to add £540,000 of new funding to the capital programme from the Brownfield Land Release Fund.</p> <p>All affordable housing projects are also generally supported by Homes England Affordable Housing Programme grant subsidy as well as private borrowing. Registered providers and development partners typically secure this funding and they sit outside the scope of the Plan for Homes 4 programme and are additional to it.</p>
Are there any bidding constraints and/or any restrictions or conditions attached to your funding	<p>Funds secured by the above means are subject to the terms and conditions of the specific funding programme concerned and change from time to time. Use of funds from s106 legal agreements is restricted to the terms of each legal agreement.</p> <p>Brownfield Land Release Fund grants are restricted by grant agreements with One Public Estate.</p>
Tax and VAT implications	<p>Where the Council is funding the development of affordable homes on sites which are not in its ownership, the payments to registered providers of affordable housing will be outside the scope of VAT and there will be no impact on the Council's partial exemption position.</p> <p>Broadland Gardens – the sale of dwellings by the Council on the open market will be VAT zero-rated and there will no impact on the Council's partial exemption position.</p> <p>West Park Hill, Wilmot Gardens, DELL Children's Centre, Douglass House – the transfer of these sites to the registered providers will relate to a VAT-exempt activity of the Council. Any VAT incurred on expenditure incurred prior to their disposal (planning application / demolition etc) will need to be included in the Council's partial exemption calculation. It is likely that the amount of VAT incurred will be able to be contained within the Council's 'de minimis' limit but this will need to be monitored to protect the Council's ability to recover VAT.</p> <p>There is an amount within the Plan for future projects not yet identified and so these will need to be reviewed as and when more details become available.</p>
Tax and VAT reviewed by	Sarah Scott

Will this project deliver capital receipts? (If so please provide details)	The Plan for Homes 4 programme does have the capacity to secure future capital receipts for the Council, either through land sale or profits from direct delivery, these are planned for and intended for example land receipts, empty homes loan repayments. When these materialise the intention is new receipts will be ringfenced for future Plan for Homes initiatives.
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REVENUE COSTS AND IMPLICATIONS

Cost of Developing the Capital Project (To be incurred at risk to Service area)

Total Cost of developing the project	£125,000
Revenue cost code for the development costs	2119
Revenue costs incurred for developing the project are to be included in the capital total, some of the expenditure could be capitalised if it meets the criteria	N
Budget Managers Name	Nick Carter

Ongoing Revenue Implications for Service Area

			Prev. Yr.	23/24 £	24/25 £	25/26 £	26/27 £	27/28 £	Future Yrs.
Service area revenue cost									
Other (eg: maintenance, utilities, etc)				12,506	112,494				
Loan repayment (terms agreed with Treasury Management)									
Total Revenue Cost (A)				12506	112,494				
Service area revenue benefits/savings									
Annual revenue income (eg: rents, etc)				-12506	-112494				
Total Revenue Income (B)				-12506	-112494				
Service area net (benefit) cost (B-A)				0	0				
Has the revenue cost been budgeted for or would this make a revenue pressure			£125,000 is provided by Plan for Homes carry forward, approved at Full Council for Plan for Homes.						
Which cost centre would the revenue pressure be shown			2119 but there will be no revenue pressure	Has this been reviewed by the budget manager				Y	
Name of budget manager			Nick Carter						
Loan value	£	Interest Rate	%	Term Years		Annual Repayment	£		
Revenue code for annual repayments									

Service area or corporate borrowing	
Revenue implications reviewed by	Emma White

Version Control: *(The version control table must be updated and signed off each time a change is made to the document to provide an audit trail for the revision and update of draft and final versions)*



Author of Business Case	Date	Document Version	Reviewed By	Date
Alex Gandy	15/8/2024	v 1.0	Neil Mawson	23/08/2024
Neil Mawson	23/8/2024	v 2.0	Lynn Walter	05/10/2024
Alex Gandy	22/10/2024	v 3.0	Neil Mawson	23/10/2024
Alex Gandy	25/10/2024	v 4.0	Neil Mawson	28/10/2024
Alex Gandy	05/10/2024	v 5.0	Wendy Eldridge	12/11/2024

SECTION 5: RECOMMENDATION AND ENDORSEMENT

Recommended Decision


It is recommended that the Leader of the Council:

- Approves the Business Case.
- Transfers existing Plan for Homes Programme budgets and carries forward unspent funds of £3,525,983.37 into a newly created Plan for Homes 4 Programme.
- Approves £7,977,853.09 of Capital budget to be added to the Capital Programme, funded by;
 - £2,651,806.23 Ringfenced Right to Buy receipts
 - £ 543,894.63 New and unspent S106 funds
 - £ 82,600.00 Land Receipts from sale of PCC sites
 - £ 119,552.23 Repayment of Empty Homes loans
 - £ 540,000.00 New Brownfield Land Release Funding
 - £4,040,000.00 Forecast receipts from Broadland Gardens

Councillor Tudor Evans OBE (Leader of the Council)		Karime Hassan, Strategic Director for Growth	
Either email dated:	21.02.2025	Either email dated:	26.11.24
Or signed:		Signed:	
			

EQUALITY IMPACT ASSESSMENT - PLAN FOR HOMES 4 CABINET REPORT

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Neil Mawson	Department and service:	Housing and Regeneration, Strategic Planning and Infrastructure	Date of assessment:	22/2/24
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Paul Barnard	Signature:		Approval date:	23/2/24
Overview:	<p>The Plan for Homes 4 initiative continues the Plan for Homes programme that has been in operation for 10 years and sets out our commitment as a Council to enable and directly provide increased delivery of quality new homes, to support the regeneration, improvement, and energy efficiency of existing homes of all tenures. Working with a range of partners we aim to meet our key housing challenges and provide for a range of housing needs, particularly addressing the increase in homelessness and use of temporary accommodation.</p> <p>Plan for Homes 4 sets out six themes of housing activity to increase supply: affordable housing; market housing; private rented housing; supported and specialist housing; partnerships; with a cross cutting theme of climate action.</p>				
Decision required:	<p>It is recommended that the Leader of the Council:</p> <p>Approves the Business Case.</p> <p>Transfers existing Plan for Homes Programme budgets and carries forward unspent funds of £3,525,983.37 into a newly created Plan for Homes 4 Programme.</p> <p>Approves £7,977,853.09 of Capital budget to be added to the Capital Programme, funded by;</p> <ol style="list-style-type: none"> 1. £2,651,806.23 Ringfenced Right to Buy receipts 2. £ 543,894.63 New and unspent S106 funds 3. £ 82,600.00 Land Receipts from sale of PCC sites 4. £ 119,552.23 Repayment of Empty Homes loans 5. £ 540,000.00 New Brownfield Land Release Funding # 6. £4,040,000.00 Forecast receipts from Broadland Gardens 				

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:	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	x	No	
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.				

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>	No adverse impacts are expected. It is expected that older people will benefit from the Plan for Homes 4 initiative, by increasing access to new, high quality affordable housing, or by improving existing social and private sector housing in the city.	N/A	2024-2029 SP+I and Community Connections
	<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>			

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>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 impacts are expected. It is expected that care experienced individuals will benefit from the Plan for Homes 4 initiative, by increasing access to new, high quality affordable housing, or by improving existing social and private sector housing in the city.</p>	N/A	2024-2029 SP+I and Community Connections
Disability	<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>No adverse impacts are expected. It is expected that disabled residents will benefit</p>	N/A	2024-2029

	12.2 per cent of residents in Plymouth have their activities limited 'a little' because of a physical or mental health problem (2021 Census)	from the Plan for Homes 4 initiative, by increasing access to new, high quality affordable housing, or by improving existing social and private sector housing in the city. Specifically Plan for Homes 4 will also increase the number of new adapted homes for those with mobility issues, as well as providing more affordable and safe homes for those in need of specialist and supported housing		SP+I and Community Connections
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 expected. It is expected that residents with gender reassignments will benefit from the Plan for Homes 4 initiative, by increasing access to new, high quality affordable housing, or by improving existing social and private sector housing in the city.	N/A	2024-2029 SP+I and Community Connections
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	No adverse impacts are expected. It is expected that residents who have not married or have married or are in a civil partnership will benefit from the Plan for Homes 4 initiative, by increasing access to new, high	N/A	2024-2029 SP+I and Community Connections

	partnerships with the opposite sex (2021 Census).	quality affordable housing, or by improving existing social and private sector housing in the city.		
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 expected. It is expected that pregnant women will benefit from the Plan for Homes 4 initiative, by increasing access to new, high quality affordable housing, or by improving existing social and private sector housing in the city.	N/A	2024-2029 SP+I and Community Connections
Race	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).	No adverse impacts are expected. It is expected that residents from all races will benefit from the Plan for Homes 4 initiative, by increasing access to new, high quality affordable housing, or by improving existing social and private sector housing in the city.	N/A	2024-2029 SP+I and Community Connections
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).	No adverse impacts are expected. It is expected that residents from all religions and none will benefit from the Plan for Homes 4	N/A	2024-2029 SP+I and Community Connections

	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).	initiative, by increasing access to new, high quality affordable housing, or by improving existing social and private sector housing in the city.		
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impacts are expected. It is expected that residents from either gender will benefit from the Plan for Homes 4 initiative, by increasing access to new, high quality affordable housing, or by improving existing social and private sector housing in the city.	N/A	2024-2029 SP+I and Community Connections
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 expected. It is expected that residents who identify as either LGBTQI+ or heterosexual will benefit from the Plan for Homes 4 initiative, by increasing access to new, high quality affordable housing, or by improving existing social and private sector housing in the city.	N/A	2024-2029 SP+I and Community Connections

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
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	There are no obvious Human Rights implications from Plan for Homes 4, apart from that the outcomes from the 10 strategic initiatives will increase the access to good quality affordable housing in Plymouth, which is a benefit in Human Rights terms for residents living in the city.	N/A	2024-2029 SP+I and Community Connections
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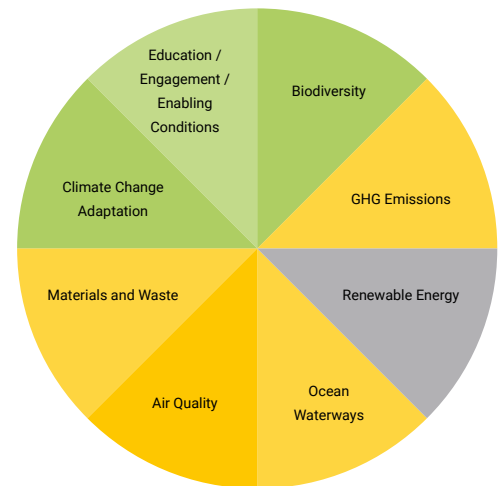
SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Celebrate diversity and ensure that Plymouth is a welcoming city.	Providing specialist, supported and general needs housing to meet the needs of a wide range of resident, including those with physical and learning disabilities will help ensure that Plymouth become a more welcoming place promoting equal opportunities for groups with protected characteristics and those without.	N/A	2024-2029 SP+I and Community Connections
Pay equality for women, and staff with disabilities in our workforce.	No implications	N/A	N/A
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	No implications	N/A	N/A
Supporting victims of hate crime so they feel confident to report incidents, and working with, and	No implications	N/A	N/A

through our partner organisations to achieve positive outcomes.			
Plymouth is a city where people from different backgrounds get along well.	Having better access to more affordable, supported, specialist and high quality housing that is energy efficient and therefore has lower running costs should help Plymouth become a city where people from different backgrounds get along well.	N/A	SP+I and Community Connections

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Plan for Homes 4 FINAL



Assessment ID: PLA442

Assessment Author: Neil Mawson

Assessment Initial Summary:

Plan for Homes 4 continues our existing Plan for Homes programme and sets out our commitment to enable and to support the regeneration, improvement and energy efficiency of homes of all tenures. Working with a range of partners we aim to meet our key housing challenges and provide for a range of housing needs, particularly addressing the increase in homelessness and the use of temporary accommodation. Plan for Homes 4 reinforces our overall ambition to deliver 5000 new homes in the city over 5 years.

Assessment Final Summary:

Having considered the issues raised by this tool in detail, within the Housing Delivery team and having had the assessment verified by the Council's lead officer in this area of expertise, we are satisfied that this represents a fair reflection of the impacts of Plan for Homes 4

Biodiversity Score: 4

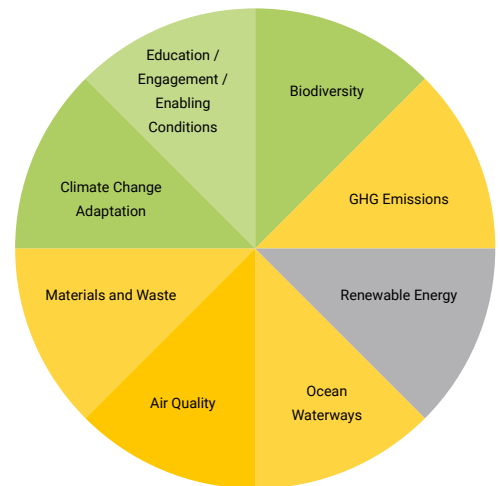
Biodiversity Score Justification: All new Plan for Homes development will be required to comply with legislation and planning policy for the conservation and enhancement of protected species, habitats and wildlife sites. This protection extends beyond the planning process, and will require relevant wildlife licences be obtained where works have the potential for wildlife disturbance. In addition new housing developments will be required to deliver 10% biodiversity net gain, consistent with legislation and Local Plan policy. This will deliver additional habitat alongside new homes, to support the conservation and enhancement of biodiversity in Plymouth. On PCC owned direct delivery sites, like Stoggy Lane, the Plan for Homes will seek to exceed 10% Biodiversity Net Gain subject to viability.

Biodiversity Score Mitigate: No

GHG Emissions Score: 2

GHG Emissions Score Justification: The Plan for Homes 4 will support delivery of a net increase in homes in Plymouth to meet acute housing needs and support economic growth. There will be inherent greenhouse gas emissions during the construction and use of these homes which cannot be avoided entirely. The Plan for Homes will however seek to deliver significant improvements that will help reduce emissions, especially compared to alternative delivery options via the market or were these to be delivered in alternative less sustainable locations

Plan for Homes 4 FINAL



elsewhere in Devon or the UK. The introduction of the Building Regulations Future Homes Standard means new build homes will be built to higher energy efficiency standards, including for the major regeneration projects such as Barne Barton. Heat network connections for inner city sites, such as Bath St, will also help reduce GHG emissions associated with domestic heating. In addition to this the Plan for Homes allocates £1.5m specifically to assist the delivery of over 250 low and net zero carbon (in their use) homes that will exceed current building regulation standards. The Plan for Homes continues to support for the Council's empty homes programme which delivers improvements to the fabric of existing social and private housing stock in the city. This initiative often has a net positive impact on greenhouse gas emissions associated with the use of these dwellings. The initiative also helps make most efficient use of the existing housing stock and thereby avoids the need for the construction of new homes. Understanding embodied greenhouse gas emissions emitted in the construction of new homes is complex and there is currently no industry standard for doing this. Nevertheless we will aim to scope how existing tools can be used to appraise the GHG emissions of a regeneration project. This will help us better understand the net carbon impact of demolition over refurbishment, and how improvements to emissions through the course of construction can be made.

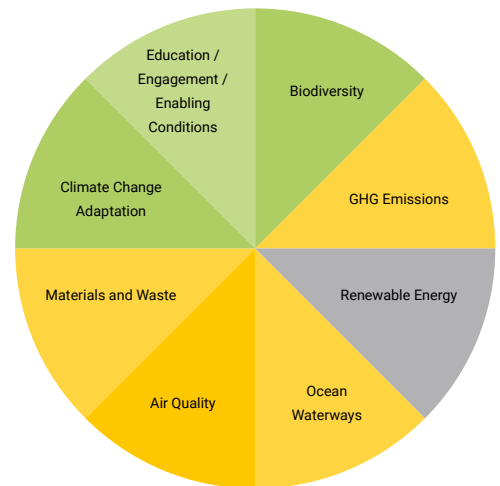
GHG Emissions Score Mitigate: No

Renewable Energy Score: 3

Renewable Energy Score Justification: The Future Homes Standard is scheduled to deliver greater amounts of Solar PV to achieve energy efficiency savings associated with the use of dwellings. New homes complying with the Future Homes Standards will be less energy intensive than the existing housing stock. Homes will still be net consumers of electricity on balance, but will become exporters of renewable energy during periods when electricity generation exceeds home energy use. With the installation of more Solar PV panels as standard, these periods will become longer and more frequent. The Plan for Homes seeks to support the Social Housing sector where many Registered Providers are taking a lead in this area and applying the Future Homes Standard and Net Zero Carbon homes standards ahead of Building Regulations introducing them as compulsory requirements.

Renewable Energy Score Mitigate: No

Plan for Homes 4 FINAL



Renewable Energy Revised Score Justification: Develop policy and practice to direct and influence the market the deliver over and above Building Regs standards

Ocean and Waterways Score: 2

Ocean and Waterways Score Justification: Plan for Homes sites will need to comply with legislation and policy for the conservation and enhancement of surface water bodies and ground water. The Plan for Homes will support the delivery of a net increase in homes in Plymouth. This increase will inevitably lead to a need for additional sewerage infrastructure and water treatment which is unavoidable. All new development will have to meet planning policy and building regulation requirements on these matters. This includes planning policy requirements to prioritise use of Sustainable Drainage Systems to manage storm water generation on-site, and Building Regulations standards for the efficient use of potable water in new dwellings.

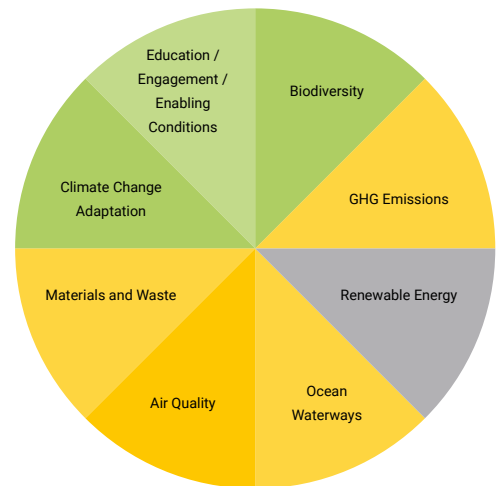
Ocean and Waterways Score Mitigate: No

Ocean and Waterways Revised Score Justification: SUDS?

Air Quality Score: 2

Air Quality Score Justification: The Plan for Homes will support delivery of new housing in Plymouth, a highly sustainable city location relative to alternative rural locations. Supporting growth of the city has inherent benefits for reducing society's overall travel needs. The Plan for Homes will however support the growth of Plymouth's population and the air quality impacts associated with this cannot be mitigated entirely. New homes will have access to, and support future growth of, Plymouth's public transport network. Planning policy requires new housing development to submit a Transport Plan which contains actions that help new residents orientate themselves to the local sustainable transport options available, such as public transport, car clubs, Beryl Bikes and other local options. Planning policy also requires new development provide sufficient bicycle storage for new residents. Building regulations requires installation of an electric vehicle charging point for each new dwelling. This will create opportunities for new residents to use electric vehicles, and avoid impacting air quality. However EV take-up by new residents cannot be required. Demolition on brownfield site will lead to an increase in particulates. General construction can also create dust in dry weather. Both of these

Plan for Homes 4 FINAL



are short term impacts.

Air Quality Score Mitigate: No

Air Quality Revised Score Justification: We can require Electric Vehicle Charging points and provision of electric bikes Car sharing clubs are being encouraged at key sites such as Bath St West where parking is limited.

Materials and Waste Score: 2

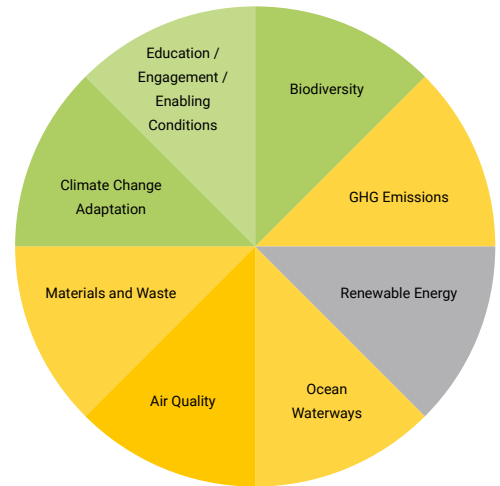
Materials and Waste Score Justification: The Plan for Homes seeks to support population growth which will invariably lead to additional consumption and waste creation in the City. Planning policy requires the waste needs of each development to be calculated and provided for in the form of integrated areas for the storage of recyclable and non-recyclable waste. The Plan for Homes seeks to prioritise development on brownfield sites. Increased construction on brownfield sites will increase demolition waste. Planning policy requires compliance with an approved Waste Management Plan demonstrating how waste generation can be minimised consistent with the waste hierarchy. Nevertheless efficient use of brownfield sites is considered highly preferable to the release of greenfield sites. Where there is the option, the feasibility of retaining the existing building will be fully explored before demolition is considered. The Plan for Homes seeks to increase the amount and speed of construction in the city, this will likely to lead to additional construction waste. Planning policy also requires that waste during the construction is managed through compliance with an approved Waste Management Plan demonstrating how waste generation can be minimised consistent with the waste hierarchy.

Materials and Waste Score Mitigate: No

Climate Change Adaptation Score: 4

Climate Change Adaptation Score Justification: The Plan for Homes will deliver housing in locations consistent with the Local Plan, avoiding areas of flood risk and significant biodiversity. Planning policy also requires that new development does not contribute to flood risk and all surface water generation is managed sustainably, with the prioritisation of the use sustainable drainage systems which manage water on-site. The requirement to deliver 10% biodiversity net

Plan for Homes 4 FINAL



gain alongside new homes will encourage green infrastructure that can assist mitigate the urban heat island effect of new and existing development.

Climate Change Adaptation Score Mitigate: No

Climate Change Adaptation Revised Score Justification: What are the mitigations that might be possible?

Education / Engagement / Enabling Conditions Score: 4

Education / Engagement / Enabling Conditions Score Justification: New developments though their location, design and provision of travel plans will encourage cycling, walking and use of public transport. EV charging and car sharing opportunities can also enable reduced impacts of private vehicle use. Provision of energy efficient housing with solar PV assists educate residents on the holistic benefits of energy efficiency and use of renewable energy. Social housing and empty homes retrofitting will create opportunities for residents to mitigate and adapt to climate change in ways that would otherwise not happen or be cost prohibitive.

Education / Engagement / Enabling Conditions Score Mitigate: No

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
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EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – SPT17 24/25

Decision	
1	Title of decisions: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.2137332 – LIVING STREETS 7) ORDER 2024
2	Decision maker: Councillor Mark Coker (Cabinet Member for Strategic Planning and Transport)
3	Report author and contact details: Holly Fitzgerald, Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk
4	<p>Decision to be taken:</p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004</p> <p>The effect of the order shall be to: Add/ Amend parking restrictions on lengths of the following roads:</p> <p>Arcadia Road, Austin Avenue, Boxhill Gardens, Clifton Avenue, Deer Park Drive, Elford Crescent, Fountains Crescent, George Lane, Hemerdon Way, Higher Stert Terrace, Huxley Close, Knapps Close, Laira Place, Laira Street, Longcause, Lucas Lane, Peacock Close, Plymouth Road, Rashleigh Avenue, Wolseley Road, Wolverwood Lane, Greenway Avenue, Seymour Road, Colebrook Road, Tintagel Crescent, Ridgeway.</p> <p>As set out in the briefing report It is recommended that the proposals for Wolseley Road are reduced from 33 metres of No Waiting At Any Time to 29 metres. It is recommended that the proposed Limited Waiting opposite numbers 2 - 5 Greenway Avenue is abandoned, and the proposals for Limited Waiting outside the Methodist Church are implemented. It is recommended that that proposals for Tintagel Crescent are abandoned. It is recommended that the proposals are implemented as advertised.</p>
5	<p>Reasons for decision:</p> <p>Ham</p> <p>Austin Avenue – Add double yellow lines for junction protection and to prevent obstruction of dropped kerbs.</p> <p>Boxhill Gardens and Fountains Crescent - Add double yellow lines for junction protection and to increase visibility.</p>


	<p>Efford and Lipson</p> <p>Deer Park Drive - Add double yellow lines for junction protection and to increase visibility when exiting Taw Close.</p> <p>Plympton Erle</p> <p>George Lane – Extend the double yellow lines to improve visibility when exiting Longcause.</p> <p>Longcause – Extend the double yellow lines to prevent obstruction and to ease congestion on the bus route.</p> <p>Wolverwood Lane and Wolverwood Close - Add double yellow lines for junction protection, to increase visibility, to prevent a bottle neck and to allow two-way traffic on a bus route.</p> <p>Plymstock Dunstone</p> <p>Knapps Close and Arcadia Road - Add double yellow lines for junction protection, to increase visibility and allow the safe passage of the bus.</p> <p>Plympton St Mary</p> <p>Rashleigh Avenue, Elford Crescent and Clifton Avenue - Add double yellow lines for junction protection and to increase visibility.</p> <p>Newnham Road and Clifton Avenue – Extend the double yellow lines to allow two way traffic and to prevent a bottle neck.</p> <p>Colebrook Road – Add loading/ unloading ban to prevent parking on the double yellow lines outside the Fish and Chip shop.</p> <p>Seymour Road – Reduce limited waiting time to allow turnover of vehicles.</p> <p>Greenway Avenue – Add limited waiting to allow turnover of vehicles.</p> <p>Huxley Close – Reduce double yellow lines to increase on street parking.</p> <p>Peacock Close and Newnham Road – Extend double yellow line to prevent parking on the bend.</p> <p>Hemerdon Way and Lucas Lane – Add double yellow lines for junction protection and to increase visibility.</p> <p>Ridgeway – Add home number 185 to the permit parking zone XR.</p> <p>Plymouth Road – Reduce double yellow lines to increase parking.</p> <p>Sutton and Mount Gould</p> <p>Laira Street, Laire Place and Higher Stert Terrace - Add double yellow lines for junction protection, to allow access for larger vehicles and to prevent obstruction.</p> <p>St Budeaux</p> <p>Wolseley Road - Add double yellow lines to prevent dangerous parking on bend.</p>
6	<p>Alternative options considered and rejected:</p> <p>The alternative option would be to do nothing. This option was discounted on the basis that the changes are needed for access and safety improvements.</p>
7	<p>Financial implications and risks:</p> <p>The Traffic Regulation Orders (TRO's) and associated works are being funded by the Ward Councillors Living Streets budget.</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 £1million
			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:	The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.		
10	Please specify any direct environmental implications of the decision (carbon impact)	None.		

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				
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	31 January 2025	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	JS97 24/25	
		Finance (mandatory)	DJN.24.25.160	
		Legal (mandatory)	LS/2960(39)/JP/0302 25.	
		Human Resources (if applicable)	N/A	
		Corporate property (if applicable)	N/A	
		Procurement (if applicable)	N/A	
Appendices				
I7	Ref.	Title of appendix		
	A	Briefing report for publication		
	B	Equalities Impact Assessment		
Confidential/exempt information				
I8a	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

		No	<input checked="" type="checkbox"/>	not for publication by virtue of Part 1 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)				
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
Background Papers								
19	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>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 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p>							
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 and those who do not. For further details please see the EIA attached.							
Signature			Date of decision		20 February 2025			
Print Name	Councillor Mark Coker (Cabinet member for Strategic Planning and Transport)							

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LIVING STREETS 7

I. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 in association with the Living Streets 7.

2. TRAFFIC REGULATION ORDERS REQUIRED

2.1 The elements that need a Traffic Regulation Order are as follows:

No Waiting At Any Time

- (i) Arcadia Road, the south-west side from its junction with Knapps Close for a distance of 12 metres in a south-easterly direction
- (ii) Arcadia Road, the south-west side from its junction with Knapps Close for a distance of 26 metres in a north-westerly direction
- (iii) Austin Avenue, both sides from its junction with North Prospect Road for a distance of 10 metres in a south-westerly direction
- (iv) Boxhill Gardens, the east side from its junction with Fountains Crescent for a distance of 8 metres in a northerly direction
- (v) Boxhill Gardens, the west side from its junction with Fountains Crescent for a distance of 7 metres in a northerly direction
- (vi) Clifton Avenue, the east side from its junction with Newnham Road for a distance of 42 metres in a northerly direction
- (vii) Clifton Avenue, the west side from its junction with Newnham Road for a distance of 47 metres in a northerly direction
- (viii) Deer Park Drive, the north-east side from its junction with Taw Close for a distance of 20 metres in a north-westerly direction
- (ix) Elford Crescent, the east side from its junction with Rashleigh Avenue for a distance of

7 metres in a northerly direction

- (x) Elford Crescent, the west side from its junction with Rashleigh Avenue for a distance of 10 metres in a northerly direction
- (xi) Fountains Crescent, the north side from its junction with Boxhill Gardens for a distance of 10 metres in an easterly direction
- (xii) Fountains Crescent, the north side from its junction with Boxhill Gardens for a distance of 8 metres in a westerly direction
- (xiii) George Lane, the east side from the centre line of Longcause for a distance of 43 metres in a northerly direction
- (xiv) Hemerdon Way, the east side from its junction with Lucas Lane for a distance of 14 metres in a southerly direction
- (xv) Hemerdon Way, the west side from its junction with Lucas Lane for a distance of 11 metres in a southerly direction
- (xvi) Higher Stert Terrace, the east side from its junction with Embankment Road for a distance of 7 metres in a northerly direction
- (xvii) Higher Stert Terrace, the west side from its junction with Embankment Road for a distance of 6.5 metres in a northerly direction
- (xviii) Higher Stert Terrace, the west side from its junction with Laira Street for a distance of 5 metres in a southerly direction
- (xix) Huxley Close, the north side from a point 66 metres east of its junction with Strode Road for a distance of 36 metres in an easterly direction
- (xx) Huxley Close, the north side from a point 132 metres east of its junction with Strode Road for a distance of 21 metres in an easterly direction
- (xxi) Knapps Close, the north-west side from its junction with Arcadia Road for a distance of 11 metres in a south-westerly direction

- (xxii) Knapps Close, the south-east side from its junction with Arcadia Road for a distance of 9 metres in a south-westerly direction
- (xxiii) Laira Place, both sides from its junction with Embankment Road for a distance of 10 metres in a northerly direction
- (xxiv) Laira Place, the east side from its junction with Laira Street for a distance of 5 metres in a southerly direction
- (xxv) Laira Street, the north side from its junction with Laira Place for a distance of 4 metres in an easterly direction
- (xxvi) Laira Street, the north side from its junction with Higher Stert Terrace for a distance of 5 metres in a westerly direction
- (xxvii) Laira Street, the south side from its junction with Laira Place for a distance of 4 metres in an easterly direction
- (xxviii) Laira Street, the south side from its junction with Higher Stert Terrace for a distance of 5 metres in a westerly direction
- (xxix) Longcause, the south side from its junction with St Maurice Road for a distance of 41 metres in a westerly direction
- (xxx) Lucas Lane, the south side from its junction with Hemerdon Way for a distance of 13 metres in a westerly direction and 15 metres in an easterly direction
- (xxxi) Peacock Close, the east side from its junction with Newnham Road for a distance of 15 metres in a northerly direction
- (xxxii) Plymouth Road, the north side from a point 130 metres west of the junction with Coypool Road to a point 75 metres east of the junction with Woodford Avenue
- (xxxiii) Rashleigh Avenue, the north side from its junction with Elford Crescent for a distance of 18 metres in a westerly direction and 10 metres in an easterly direction

- (xxxiv) Rashleigh Avenue, the south side from its junction with Clifton Avenue for a distance of 14 metres in a westerly direction and 31 metres in an easterly direction
- (xxxv) Wolseley Road, the south-east side from a point 13 metres south-west of the western boundary of No. 857 Wolseley Road for a distance of 33 metres in a south-westerly direction
- (xxxvi) Wolverwood Lane, the east side from its junction with Ridgeway for a distance of 13 metres in a southerly direction
- (xxxvii) Wolverwood Lane, the east side from its junction with Wolverwood Close for a distance of 10 metres in a northerly direction and 12 metres in a southerly direction
- (xxxviii) Wolverwood Lane, the east side from a point 70 metres south of its junction with Wolverwood Close for a distance of 29 metres in a southerly direction
- (xxxix) Wolverwood Lane, the west side from its junction with Ridgeway to a point 12 metres south of its junction with Higher Park Close

Limited Waiting To 2 Hours No Return For 1 Hour Mon-Fri 8am-4pm

- (i) Greenway Avenue, the south side from a point 5 metres east of its junction with Woodford Green to a point 31 metres east of its junction with Woodford Green
- (ii) Greenway Avenue, the south side from a point 41 metres east of its junction with Woodford Green to a point 68 metres east of its junction with Woodford Green

Limited Waiting To 2 Hours No Return For 2 Hours Mon-Fri 8am-6pm

- (i) Seymour Road, the north side from a point 25 metres west of the extended western kerbline of Dingle Road for a distance of 56 metres in a westerly direction
- (ii) Seymour Road, the south side from a point 25 metres west of its junction with Dingle Road for a distance of 35 metres in a westerly direction

No Loading/Unloading At Any Time

Colebrook Road, the west side from a point 60 metres south of the southern boundary of No. 1 Cliff Cottages for a distance of 17 metres in a southerly direction

No Stopping At Any Time on Footway or Verge

Tintagel Crescent, all sides for its entire length

REVOCATIONS**No Waiting At Any Time**

- i. Clifton Avenue, the east side, from its junction with Newnham Road for a distance of 22 metres in a northerly direction
- ii. Clifton Avenue, the west side, from its junction with Newnham Road for a distance of 29 metres in a northerly direction
- iii. George Lane, the east side, from the centre line of Longcause for a distance of 37 metres in a northerly direction
- iv. Higher Stert Terrace, the east side, from the junction with Embankment Road for a distance of 17 metres
- v. Higher Stert Terrace, the west side, from the junction with Embankment Road for a distance of 13 metres
- vi. Huxley Close, the north side, from a point 66 metres east of its junction with Strode Road for a distance of 40 metres in an easterly direction
- vii. Huxley Close, the north side, from a point 128 metres east of its junction with Strode Road for a distance of 24 metres in an easterly direction
- viii. Laira Place, both sides, from its junction with Embankment Road for a distance of 17 metres in a northerly direction
- ix. Longcause, the south side, from its junction with St Maurice Road for a distance of 31m in a westerly direction
- x. Plymouth Road, the north side, from a point 130 metres west of the junction with Coypool Road to a point 105 metres east of the junction with Woodford Avenue

Limited Waiting To 3 Hours No Return For 2 Hours Mon-Fri 8am-6pm

- (i) Seymour Road, the north side, from a point 25 metres west of the extended western kerbline of Dingle Road for a distance of 56 metres in a westerly direction
- (ii) Seymour Road, the south side, from a point 25 metres west of its junction with Dingle Road for a distance of 35 metres in a westerly direction

3. STATUTORY CONSULTATION

Proposals

The proposals for the Living Streets 7 TRO were advertised on street, in the Herald and on the Plymouth City Council website on 12th December 2024. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 03rd December 2024.

There have been 13 representations received relating to the proposals included in the Traffic Regulation Order.

There have been two comments received relating to the Plymouth Road proposal

Consultation	Comment
I would absolutely like to offer my full support to the removal of the double yellow lines on Plymouth Rd, Marsh Mills, with the endeavour to assist the residents with improved parking, which ultimately the double yellow lines are prohibiting.	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137332 Living Streets 7.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
I would like to offer my full support to the removal of the double yellow lines on Plymouth Rd. This will improve parking for the residents and visitors to the houses currently affected by the lines as they are now.	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137332 Living Streets 7.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

There has been one comment received relating to the Tintagel Crescent proposal

Consultation	Comment
<p>Proposals: Restrict pavement and verge parking to allow access, prevent obstruction to residential properties and prevent damage to verge and footway.</p> <p>No stopping at any time on footway or verge. Tintagel Crescent - all sides for its entire length.</p> <p>Further to the recent council meeting when the above proposals were suggested, I wish to comment as a resident of Tintagel Crescent.</p> <p>I have lived in Tintagel Crescent for almost 40 years and parking has become more problematic over recent years. The main reasons for this are as follows:</p> <ul style="list-style-type: none"> • Residents with more than one car per property • Work vans being brought home and parked in the street • Residents from St Pancras Ave parking in Tintagel Crescent due to lack of parking in St Pancras Avenue <p>There is also a SORN vehicle parked outside on Tintagel Crescent for some time which has been reported by at least 4 residents but no action has been taken.</p> <p>It was noted in the minutes that these proposals are to allow access, prevent obstruction to residential properties and prevent damage to the verge and footway. Parking on the verge/footway does not affect access to the properties in St Pancras Ave as the steps are always left accessible and therefore there is no obstruction caused. As a note, the 8 houses opposite mine that run down from St Pancras Ave-Tintagel Cres have a total of 12 cars and only pedestrian access to their properties.</p> <p>I appreciate the frustration that the grass verge is damaged during wet (muddy) weather but the only people who walk on that side of the road (apart from drivers accessing their vehicles) are dog walkers (who very often fail to clean up after their pets).</p> <p>I fail to see how restricting parking along the length of Tintagel Crescent footway/verge is going to make a difficult parking problem any easier.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137332 Living Streets 7.</p> <p>The public consultation is now taking place, and the statutory consultees are consulted at the same time.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>The Ward Councillors will also review the comments you have made before any decision is made.</p> <p>I can confirm that I have also reported the SORN vehicle.</p> <p>You will be notified if and when the proposals will be implemented.</p>

Where are residents (and their visitors) going to park their cars? There is already a big parking problem along the bottom of St Pancras Ave (from the chip shop down towards Honicknowle Lane) meaning cars park on the footpath and pedestrians having to walk in the (busy) road.

Surely a much better solution (in terms of parking and neighbourhood relations) would be if the council could tarmac a metre or so of the grass verge and allow pavement parking as has been done for many years in Shakespeare Road, Honicknowle. This would allow residents to park safely and maintain some green space for residents/dog walkers.

It is disappointing to see that consultation prior to the council meeting was undertaken with various bodies including BBC, CityBus, NHS and the police, but no residents were consulted. I (and other residents) would be happy to discuss this matter with our local councillors (Evan's/Taylor/Tuohy) before a final decision is made, but I would urge the council to consider other options before agreeing to this proposal to prevent causing distress and bad feeling between the residents of Tintagel Crescent and St Pancras Avenue.

There have been three comments received relating to the Wolseley Road proposal

Consultation	Comment
<p>I fully support this improvement of road safety in my area, although, I would like to suggest an amendment that I believe would make the area even safer. Currently there is a white 'SLOW' sign in the road to warn motorist of the on coming dangerous bend in the road, however, this warning is negated by the fact that cars park over the sign such that it can not be seen. This will still be the case with the new proposed yellow lines starting 13m south west of 857. May I suggest that the new yellow lines go say two metres towards number 857 from this white slow sign which would allow motorist to clearly see the warning sign and take appropriate action before reaching the dangerous corner.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137332 Living Streets 7.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>At this stage of the Traffic Order process Plymouth City Council cannot add further restrictions to this proposal, we can only reduce or abandon the proposals.</p>

	<p>You will be notified if and when the proposals will be implemented.</p>
<p>I have seen the proposed No waiting or parking restriction on the bend a short distance from my property.</p> <p>During the 10 years I have resided here I have never witnessed an accident or heard of one on the bend. That said I have always believed that there should have been some form of parking restriction on the bend.</p> <p>My reason for writing is to request that the proposed restriction distance line of 33 metres could be reduced to 25 metres.</p> <p>This would enable a couple more vehicles to park but still provides (I believe) a safe area on the bend. The southern side of the road is a long row of terraced houses that have no garages and are unable to have any off-road parking.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137332 Living Streets 7.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>1) A waiting restriction of 25 metres rather than the proposed 33metres would provide a sufficient safety improvement while still allowing residents parking spaces.</p> <p>2) In terms of safety on this corner, driving speed is a major factor for cars travelling in both directions and a reduced speed limit to 20mph seems like a sensible approach.</p> <p>3) If the proposed restriction is imposed, I think that a residents parking zone up to this point should be considered in addition.</p> <p>4) From a personal point of view, my wife is registered disabled (has a blue badge and in receipt of the higher mobility element of PIP). A restriction on parking spaces would at times make parking close to our home difficult and significantly increase the distance she has to walk to the house.</p> <p>My grounds for these suggestions are that I have not been aware of any collision at this corner in the 2.5 years I've been resident here. I have been witness to cars being driven too fast towards this blind corner on numerous occasions.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137332 Living Streets 7.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

There have been seven comments received relating to the Wolverwood Lane proposals

Consultation	Comment
<p>I'm writing to object the parking in wolverwood lane, it's hard enough to park as it is around here, and with doing that there will be absolutely no where to park and be a nightmare for people living around here, there is no need to stop the parking here.</p> <p>I have 3 children so doing this is going to make it super unsafe for me, not being able to take shopping into the house easily. I think this is a really stupid decision and cannot see the point of it so would appreciate if you did not do this, I know the neighbours feel the same. Thanks</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137332 Living Streets 7.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>As residents of Lotherton Close, directly adjacent to Wolverwood Lane, though we knew something would have to be done to improve safety due to the inconsiderate parking along Wolverwood Lane, my wife and I think that the proposed measures are extreme.</p> <p>Having lived here for nearly 20 years, we cannot remember any accidents on this stretch, although we have witnessed a number of near misses. My wife and I are both in our 70's and have mobility issues, both finding it difficult to walk too far and carry shopping. We have been able to park relatively close to our home, but don't know what these new restrictions will mean for us. It is unfortunate that so many households have more than one vehicle, and those parking inconsiderately or illegally have been allowed to get away with it, even those contravening the Highway Code.</p> <p>Tuxton Close is already congested, some people from there park their cars on Wolverwood lane. When the temperature drops a lot of cars from the inner hills park on Wolverwood Lane. We do have a garage but it is used for storage and we have never used it for the car, our forecourt is used by a neighbour as he has several vehicles to park. The garage block wasn't convenient to the house, even when we were young, especially for numbers 64-76 Lotherton Close (the Wolverwood Lane end) so it will be a huge inconvenience to us now and will severely limit our mobility and quality of life at a time when we should feel secure. It's a great pity more</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137332 Living Streets 7.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

<p>residents weren't consulted over the issue, other than on social media. We have given a lot to our community over the years since living here and feel quite disappointed and disheartened.</p> <p>There is so much grass in the area which so frequently turns to mud and would be far more useful as parking bays, as the houses built at the top of the road already have.</p>	
<p>I would like to bring to your attention the issues with proposed parking restrictions implanted on this plan, the area that you have highlighted on Wolverwood Lane if goes ahead will leave very limited parking for a large number of residents. Please see attached photo of areas of concern, I have highlight the area used by each housing group. During evenings it is sometimes impossible to park here (reason below) removing parking area will only make the situation worse for local residents.</p> <p>We do have an issue with people leaving vehicles unattended for extended periods of time due to our proximity to the A38. Often vehicles arrive Monday morning and do not move again until Friday evening. A better solution to reduce the amount of vehicles parked in this area would be to introduce permit parking during between hours of 9am - 4pm Monday to Friday, allowing residents 2 free passes per household and a visitor pass. This would allow residents and their visitors to park without affecting them while reducing amount of non resident related parking. Ideally this would be implanted in the area highlighted orange and blue.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137332 Living Streets 7.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will implemented.</p>
<p>I am writing in regards to the proposed order for Wolverwood Lane double yellow lines.</p> <p>Myself and my mother are disabled, both holding blue badges. We have a garage, but it is at the bottom of the steep hill and not accessible for us to walk to and from.</p> <p>Parking outside our house on Wolverwood lane has been our only option, and allows us to get to and from the car easily.</p> <p>We understand the need for double yellows, but we were assured by our counsellor that double yellows would be on the right hand side only (if looking down the hill). This is different to what the plans state. The double yellows will take up several spaces used by residents, causing more fighting for spaces. None of the residents that live</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137332 Living Streets 7.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will implemented.</p>

<p>in these houses were consulted or notified until the papers went up on the lampposts, bar from myself who saw it on the councillors facebook page.</p> <p>We looked into the option of a disabled bay but according to your website, we would be refused a disabled bay on the grounds of being near a junction and soon to be parking restrictions.</p> <p>Parking is already a battle, with multiple car residents and cars being dumped for months on end.</p> <p>With these double yellows on this side of the road and not being eligible for a disabled bay, will result in myself and my mother unable to go out. This is causing me immense stress and worry. My mobility is limited as it is, and will now as a result, restrict it even more.</p> <p>We are not against the double yellows, but as stated, were given the impression it would not affect resident parking.</p>	
<p>Good day, I would welcome please your urgent consideration of the need to add a small amendment to this plan.</p> <p>It would be welcome with myself and residents if the portal into Canefields Avenue was marked as no waiting/parking, any time as well.</p> <p>This will prevent dangerous congestion at this junction.</p> <p>Without enforcement people tend to park selfishly and dangerously in this whole area on Wolverwood Lane, the plan seems excellent overall. Especially for improving road safety and of benefit for bus drivers.</p>	<p>Response sent: Thank you for your recent comments towards the proposals – 2024.2137332 Living Streets 7.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>At this stage of the Traffic Order process Plymouth City Council cannot add further restrictions to this proposal, we can only reduce or abandon the proposals.</p> <p>Canefields Avenue can be reviewed as part of the next Traffic Order review.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I am writing further to the Notice of Proposed Order, reference AMD 2024-2137332 Living streets .7 covering Wolverwood Lane, Plympton. I appreciate there has been some inconsiderate parking in this area that has caused road use to be tricky for larger vehicles etc and I appreciate</p>	<p>Response sent: Thank you for your recent comments towards the proposals – 2024.2137332 Living Streets 7.</p>

<p>that you are looking to resolve this. However, some of the restrictions will have a severe detrimental effect on some local residents. I will be one of these residents. My property on Wolverwood Close, backs onto Wolverwood lane and the only parking available to me is just past the junction with Wolverwood Close on the south side where you are proposing to place restrictions for 12 meters from the junction in an easterly direction. There are seven properties in this row, all of which have a footpath at the front meaning the only available parking is at the rear of the properties in Wolverwood Lane. The parking there is already at a premium. I suffer from Arthritis in my hips and find walking any distance an issue so am very concerned as to where I may end up parking especially as I work during the day, not returning until between 5pm - 6pm every evening when there are no places available in Wolverwood Close itself. As I said, I accept that something needs to be done in this area, but I am requesting that the restriction length be shortened so that the impact on residents is reduced slightly. I am really concerned about the impact this will have on the houses that line Wolverwood Lane but also the knock on effect it will have for those who live in Wolverwood close where parking is already at a premium. Referred for your urgent reconsideration please. I would be grateful if you could acknowledge receipt of this correspondence.</p>	<p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I am writing to object to the council's decision to stop parking on Wolverwood lane. I regularly visit my son and his young family who live on Lotherton Close. They have no on-street parking next to their house or driveway. With young children I don't know how they are going to manage to find suitable parking close by. I often pick up my grandchildren and always park in a safe manner not to cause a problem to other motorists. Unfortunately others aren't so considerate. If they are not able to park on the side of the road next to their house it will mean, possibly, having to park where they will need to cross a very busy road with very young children. This is potentially a safety risk which I don't think has been considered.</p> <p>I realise it's necessary to make sure the roads are safe for road users but I would ask you to consider the needs of the houses along the section of Lotherton Close without their own on street parking or driveways.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137332 Living Streets 7.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

Permit parking would be a suitable option. I would ask you to please consider this.	
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I'm sure you have had lots of positive comments for these restrictions and they will outweigh the number of residents who will most severely affected as most of the other residents of this area have the luxury of off-street parking/driveways available to them.	
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I look forward to your response.	
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4. RECOMMENDATION

Following public consultation, it is recommended that the proposals for Wolseley Road are reduced from 33 metres of No Waiting At Any Time to 29 metres.

It is recommended that the proposed Limited Waiting opposite numbers 2 - 5 Greenway Avenue is abandoned, and the proposals for Limited Waiting outside the Methodist Church are implemented.

It is recommended that that proposals for Tintagel Crescent are abandoned.

It is recommended that the proposals are implemented as advertised.

5. LEGAL CONSIDERATIONS

The lawful implications and consequences of the proposal have been considered and taken into account in the preparation of this report.

When considering whether to make a traffic order it is the Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 (as amended) that sets out that it is the duty of a local authority, so far as practicable subject to certain matters, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic in and around Plymouth and provide for suitable and adequate associated parking facilities.

EQUALITY IMPACT ASSESSMENT – [LIVING STREETS 7]

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Holly Fitzgerald	Department and service:	Plymouth Highways, Traffic Management	Date of assessment:	11/01/2025
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Mike Atherton	Signature:	<i>M. Atherton</i>	Approval date:	03/02/2025
Overview:	<p>Ham</p> <p>Austin Avenue – Add double yellow lines for junction protection and to prevent obstruction of dropped kerbs.</p> <p>Boxhill Gardens and Fountains Crescent - Add double yellow lines for junction protection and to increase visibility.</p> <p>Efford and Lipson</p> <p>Deer Park Drive - Add double yellow lines for junction protection and to increase visibility when exiting Taw Close.</p> <p>Plympton Erle</p> <p>George Lane – Extend the double yellow lines to improve visibility when exiting Longcause.</p> <p>Longcause – Extend the double yellow lines to prevent obstruction and to ease congestion on the bus route.</p> <p>Wolverwood Lane and Wolverwood Close - Add double yellow lines for junction protection, to increase visibility, to prevent a bottle neck and to allow two-way traffic on a bus route.</p> <p>Plymstock Dunstone</p> <p>Knapps Close and Arcadia Road - Add double yellow lines for junction protection, to increase visibility and allow the safe passage of the bus.</p> <p>Plympton St Mary</p> <p>Rashleigh Avenue, Elford Crescent and Clifton Avenue - Add double yellow lines for junction protection and to increase visibility.</p>				

	<p>Newnham Road and Clifton Avenue – Extend the double yellow lines to allow two way traffic and to prevent a bottle neck.</p> <p>Colebrook Road – Add loading/ unloading ban to prevent parking on the double yellow lines outside the Fish and Chip shop.</p> <p>Seymour Road – Reduce limited waiting time to allow turnover of vehicles.</p> <p>Greenway Avenue – Add limited waiting to allow turnover of vehicles.</p> <p>Huxley Close – Reduce double yellow lines to increase on street parking.</p> <p>Peacock Close and Newnham Road – Extend double yellow line to prevent parking on the bend.</p> <p>Hemerdon Way and Lucas Lane – Add double yellow lines for junction protection and to increase visibility.</p> <p>Ridgeway – Add home number 185 to the permit parking zone XR.</p> <p>Plymouth Road – Reduce double yellow lines to increase parking.</p> <p>Sutton and Mount Gould</p> <p>Laira Street, Laire Place and Higher Stert Terrace - Add double yellow lines for junction protection, to allow access for larger vehicles and to prevent obstruction.</p> <p>St Budeaux</p> <p>Wolseley Road - Add double yellow lines to prevent dangerous parking on bend.</p>
Decision required:	<p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.2137332 – Living Streets 7)</p> <p>This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 in association with the Living Streets 7 TRO.</p> <p>The effect of the order shall be to;</p> <p>Add/ Amend parking restrictions on lengths of the following roads:</p> <p>Arcadia Road, Austin Avenue, Boxhill Gardens, Clifton Avenue, Deer Park Drive, Elford Crescent, Fountains Crescent, George Lane, Hemerdon Way, Higher Stert Terrace, Huxley Close, Knapps Close, Laira Place, Laira Street, Longcause, Lucas Lane, Peacock Close, Plymouth Road, Rashleigh Avenue, Wolseley Road, Wolverwood Lane, Greenway Avenue, Seymour Road, Colebrook Road, Ridgeway.</p> <p>As set out in the briefing report.</p>

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	√
Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes		No	√
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	√
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	No adverse impact anticipated.			

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	Plymouth <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. 	No adverse impact anticipated The introduction of No Waiting at Any Time will designate where is safe and acceptable to park.		

	<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>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</p>	No adverse impact anticipated.		

	(extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.			
Disability	9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem. 12.2 per cent of residents in Plymouth have their activities limited 'a little' because of a physical or mental health problem (2021 Census)	No adverse impact anticipated.		
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 impact anticipated.		
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 impact anticipated.		
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 impact anticipated.		

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 impact anticipated.		
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).</p> <p>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>	No adverse impact anticipated.		
Sex	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p>	No adverse impact anticipated.		
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 cent of residents describe their sexual orientation using a different term (2021 Census).</p>	No adverse impact anticipated.		

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse impact anticipated.		

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Celebrate diversity and ensure that Plymouth is a welcoming city.	No adverse impact anticipated.		
Pay equality for women, and staff with disabilities in our workforce.	No adverse impact anticipated.		
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	No adverse impact anticipated.		
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.	No adverse impact anticipated.		
Plymouth is a city where people from different backgrounds get along well.	No adverse impact anticipated.		

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