

BRIEFING PAPER FOR PASD FREEPORT PROJECT DECISION - LANGAGE

Overview of project



BACKGROUND

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

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

As a greenfield site, electricity is required in order for it to be developed. The core objective of this project therefore is to provide the required plot access through delivering the spine road extension, specifically for Phase 1a as highlighted above.

The core objective of the project is to deliver an 11kv underground cable to bring power to Plots 2 and 3. This will include preparation works with trenching, laying, and connecting of cables. The installation of the necessary switchgear and control systems will also be delivered in preparation for energisation along with the package substations to deliver power to the nodes on the ring. The final element of the proposal is the installation of a battery, this unlocks the potential of nearby solar generation. These plots are the prime developable plots on the Langage site at the current time. Plots 5 and 6 require road widening/improvements; and Plots 7 and 8 require the new spine road to be completed. There are other advantages to these locations: Plot 2 adjacent to the starter units, is currently in the process of a full planning application submission. This is separate from the application for the cabling which can be granted relatively swiftly with an expected turnaround of end of March. Plot 3 already has planning permission secured.

A larger import connection from the grid will currently not be available until c.2030 so LEPL must make use of headroom currently accessible until a larger connection can be made. It is through the innovative solution of collocating the battery with the solar generation that greater capacity can be made available.

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