

# Natural Infrastructure and Growth Scrutiny Panel

**Wednesday 3 December 2025**

## **PRESENT:**

Councillor Ricketts, in the Chair.

Councillor Holloway, Vice Chair.

Councillors Bannerman, Goslin, McCarty, McLay, Raynsford and M.Smith.

Apologies for absence: Councillors Allen, Darcy and Sproston.

Also in attendance: Chris Avent (Green Estate Manager), Paul Barnard (Service Director for Strategic Planning and Infrastructure), Jonathan Bell (Head of Spatial Planning and Sustainable Development), Glenn Caplin-Grey (Strategic Director for Growth), Hannah Chandler-Whiting (Democratic Advisor), Kat Deeney (Head of Environmental Planning), David Draffan (Service Director for Economic Development), Sarah Gooding (Policy and Intelligence Advisor), Rebecca Miller (City Planning Manager), Mike Page (Growth Board and Funding Manager), Lauren Paton (Economic Development Officer), Amanda Ratsey (Head of Economy and Investment), Andy Sharp (Interim Service Director for Street Scene and Waste) and Richard Stevens (CityBus).

The meeting started at 2.00 pm and finished at 5.20 pm.

*Note: At a future meeting, the Panel will consider the accuracy of these draft minutes, so they may be subject to change. Please check the minutes of that meeting to confirm whether these minutes have been amended.*

## 25. **Declarations of Interest**

The following declarations of interest were made:

<b>Name</b>	<b>Minute Number</b>	<b>Reason</b>	<b>Interest</b>
Councillor McCarty	28	Employment at Ocean OS	Personal

## 26. **Minutes**

The minutes of the meeting held on 15 October 2025 were agreed as an accurate record.

## 27. **Chair's Urgent Business**

There were no items of Chair's urgent business.

28. **Sustainable Growth (Economic Strategy Pillar 3)**

Councillor Briars-Delve (Cabinet Member for Environment and Climate Change), supported by Amanda Ratsey (Head of Economy & Investment) and Richard Stevens (Managing Director, Plymouth Citybus), introduced the item and highlighted:

- a) Sustainable growth was generally considered as growth that did not negatively impact the environment, but promoted social inclusion and wellbeing and helped to drive a green industrial economic revolution;
- b) When considering economic growth, it was important to increase the green and blue skills within the city and consider decarbonisation, waste reduction, boosting nature recovery;
- c) To deliver economic growth, six elements had been identified through which resources would flow:
  - i. Attracting new investment into the city in green jobs, specifically around new and emerging energy production and storage;
  - ii. Business support, helping businesses adapt to climate change and move to net zero emission;
  - iii. Decarbonise the current economy, including retrofitting the existing commercial building stock and opportunities;
  - iv. Restorative actions which improved sustainability;
  - v. Commitment to supporting sustainable travel and living, including public transport provision;
  - vi. Skills and Workforce Development needs for a more sustainable economy;
- d) Plymouth had secured funding from central government for electric buses, receiving the largest award nationally and committing to a £20 million investment;
  - i. Electric buses were operational, quieter and cleaner but still faced traffic and capacity challenges;
  - ii. The Citybus depot in Milehouse was a Net Zero facility;
  - iii. If the funding was available, the depot was in a position to be able to run an entirely decarbonised fleet of buses;
  - iv. Plymouth was at the leading edge of the decarbonisation of public transport;

- e) Floating offshore wind development through the Celtic Array Crown Estate project included the potential for 7000 new jobs in the South West;
- f) Focus areas included marine autonomy, cybersecurity, surveying and training for high value roles;
- g) Port infrastructure investment included installation of shore power with £5 million investment supported by freeport funding, enhancing connectivity through Brittany Ferries to France and Spain;
- h) Plymouth was announced as the National Centre for Marine Autonomy, attracting businesses working on clean propulsion technologies such as hydrogen, hybrid battery systems and sail drive;
- i) Links to Freeport hydrogen power development was highlighted as important for inward investment;
- j) Sustainability priorities included investment in green jobs aligned with the corporate plan, supporting businesses to adapt to climate change, restoring the natural environment through initiatives like the National Marine Park and Community Forest, promoting clean transport and sustainable living, and developing skills for young people and career movers transitioning to clean technologies;
- k) Next steps included quarterly pillar meetings to strengthen the evidence base, commissioning further research on emerging opportunities such as battery technology, continuing monitoring of economic strategy progress using Power BI with a 75% response rate in the first round, and reviewing workstreams to reflect rapid innovation in sectors like marine autonomy and alternative propulsion.

In response to questions, supported by David Draffan (Service Director for Economic Development), Mike Page (Growth Board and Funding Manager), Lauren Paton (Economic Development Officer), the following was discussed:

- l) The cost of an electric bus was approximately double that of a diesel bus for the initial purchase, with a Euro 6 diesel bus costing around £286,000 and an electric bus just under £500,000;
  - i. Lifetime costs for electric buses were higher due to battery replacements every three to five years, typically closer to three years, at about £30,000 each, adding around £150,000 over the vehicle's life;
  - ii. Running costs were lower for electric buses because they have fewer parts, less wear and tear, reduced maintenance cycles, and no oil usage;
  - iii. Fuel costs had improved for electric buses as energy prices have fallen, giving a slight cost advantage per mile, though it was still too early to

confirm if overall lifetime costs would be lower;

- iv. The Council did not invest over £30 million in the buses; its contribution was £750,000 from the Community Infrastructure Levy funds, which helped unlock over £30 million of external investment from the bus company and national government;
  - v. The project was considered essential for improving air quality, introducing modern buses, and supporting sustainability goals;
  - vi. The monitoring of air quality had been ongoing. Monitoring occurred at locations along busy transport routes such as Royal Parade, Mutley Plain and Devonport Road, which previously had high pollutant levels due to heavy traffic and diesel buses;
  - vii. Over multiple years, the city had shown sustained improvement, and in 2025 the Air Quality Management Area designation was revoked as levels consistently fell below thresholds. While this improvement was not solely due to the electric fleet, it reflected overall progress;
  - viii. An air quality strategy was in place, and published data was available through Department for Environment, Food and Rural Affairs (DEFRA) and the Environment Agency;
  - ix. All 50 electric buses were currently in service, and an additional nine buses would be introduced by April through extra funding from the Department for Transport, bringing the total to 59;
  - x. No buses had had to stop due to charging issues. Battery management ensured a lower limit of 10%, providing around 21 miles of range based on an average of 210 miles per charge. Buses were successfully operating across the Torpoint Ferry, marking the first electric vehicles to do so;
  - xi. Electric buses did not carry petrol or diesel as backup power. They ran entirely on battery technology, taking about seven hours for a full charge and 40 minutes to reach 80%, making incidental charging part of scheduling;
  - xii. Additional benefits included improved acceleration and deceleration, positive driver feedback, and the inclusion of two wheelchair spaces per double-decker bus for the first time in the city, enabled by better layout and space utilisation;
  - xiii. Plans were being explored to offer charging facilities to other organisations when not in use;
- m) A large conference had been held in Summer 2025 with around 120 businesses to showcase opportunities;

- i. Floating offshore wind was still in its early stages, with an estimated lead time of eight to 10 years before full implementation, which was why defence projects were the subject of more communication at the time, however, there was definite interest and opportunity in offshore wind;
  - ii. Applying autonomy in hydrography surveying could speed up consenting periods by up to two years, as autonomous systems could operate continuously and reduce risks to personnel;
  - iii. There were still regulatory and consenting challenges, but the Ministry of Defence (MOD) was keen to collaborate with private sector investment to accelerate innovation. Both sectors shared the same level of energy and ambition, but offshore wind operated on a longer timeframe compared to defence;
- n) The economic strategy had 55 live projects, of which 22 fell under Team Plymouth. Team Plymouth accelerated areas of the economy, particularly those linked to defence, but other projects such as the heat network represented significant green investment opportunities outside of Team Plymouth;
  - i. The heat network was a £400 million project that would create hundreds of green jobs and support small businesses. Team Plymouth was important, but it was not the only focus for economic growth;
  - ii. Defining green jobs could be challenging, but the UK Office for National Statistics provided a standardised definition using industry codes. In 2023, 46% of UK full-time jobs were classified as green jobs, and Plymouth performs well with 45 percent of full-time employees in low-emitting industries;
- o) Monitoring currently focused on progress rather than impact, and data analysis would become more central as the pillar developed. The economic strategy included 12 long-term aspirations and would undergo annual reviews, with a full review every three years;
- p) The change of pace meant some opportunities, such as electric buses, were not included initially and would need to be considered in future updates;
- q) Sustainable growth was not only about specific job roles but also about how businesses and residents operated sustainably. A job may not be classed as sustainable, but if it existed within a sustainable business model, it contributed. For example, electric buses represented sustainable transport, only if the wider environment and infrastructure supported them;
- r) The focus was on creating systems and practices that enabled sustainability rather than isolated actions;

- s) There were several ways to link sustainability to the proposed city centre growth of 10,000 homes. The city had significant housing targets to meet, and concentrating housing growth in the city centre provided sustainability benefits. For example, it reduced pressure on suburban green spaces by delivering homes on existing brownfield sites;
  - i. From a decarbonisation perspective, more people living in the city centre would have access to bus routes, bike stands, and businesses within walking distance, reducing the need for car ownership;
  - ii. Another key aspect was heat network connectivity, which was already planned for developments such as Millbay and the new version of Millbay Way. These properties would be ready to connect to the most affordable low carbon heating solution in the city, the heat network;
  - iii. As businesses changed in the city centre, there would be continued efforts to encourage sustainable practices, and this would remain central to planning for city centre growth;
- t) It was not possible to fully contextualise the spillover from defence spending into the commercial space. However, there were clear signs of investment growth;
- u) Some businesses were focused on marine autonomy and defence, while others were working in hydrography and surveying, but also exploring defence opportunities;
- v) The mix of businesses demonstrated rapid development and innovation;
- w) The global value of marine autonomy was projected to be £103 billion, and Plymouth was one of three places in the world operating at this cutting edge;
- x) Attracting high-value jobs and businesses to Plymouth would help escalate behaviour change towards green and blue values. The city's brand strategy emphasised sustainability, not only through its natural assets such the National Marine Park and Dartmoor but also by promoting Plymouth as a network passionate about the environment. This approach would attract people with the values and education needed for sustainable growth and create opportunities for new networks and wider behaviour change;
- y) The business community was eager to adapt and provide services and products to defence companies and organisations. The challenge was aligning language and expectations between sectors to create solutions quickly. The emerging frontier required agility, and the business community believes there would be significant spillover into sustainable areas;
- z) Historical examples showed how defence technology had transitioned into civilian applications, such as ball bearings and hydraulic pipes originally developed for nuclear engineering now used in Formula One and aerospace;

- i. Defence procurement was also changing, moving from long-term projects to rapid innovation cycles, creating opportunities for small, agile businesses. These innovations were expected to flow into civilian sectors like transport and energy storage over time;
- aa) Plymouth was preparing to support innovation and growth by integrating artificial intelligence into data analysis and monitoring to respond quickly to opportunities;
- bb) Local government provided the platform for academia and business to collaborate;
- cc) The city aimed to act as a petri dish for innovation, enabling private sector growth and ensuring Plymouth remained at the forefront of technological and sustainable development;
- dd) Retrofitting offered many opportunities economically, for health, and for reducing energy bills. The Net Zero team were involved in a range of programmes including retrofitting the Council's corporate and commercial estate, introducing fabric-first heat retention approaches, and installing heat pumps to transition away from gas boilers;
  - i. Several million pounds of improvements had been delivered through social housing decarbonisation funds in partnership with Plymouth Community Homes and Livewell;
  - ii. Additional investment had been announced for the Warm Homes Local Grant;
  - iii. The Council worked closely with Plymouth Energy Community to provide energy advice and support, including door-to-door engagement to increase uptake of grants such as the Homes Upgrade Grant, which offered up to £20,000 per home for retrofitting. These efforts were essential to the programme and would continue to be prioritised;
- ee) The single red rating noted in the report reflected progress rather than performance. It likely indicated that the project had not started yet, which the monitoring system captured in its assessment, more information would be provided **ACTION;**
- ff) Officers would share an updated project list and findings following initial monitoring **ACTION;**
- gg) Officers would share updated statistics on air quality monitoring **ACTION.**

The Panel agreed to;

- I. Note the report and the continued focus on Sustainable Growth as a key element of the Plymouth Economic Strategy.

29. **Plymouth Plan Update and Review**

Councillor Stephens (Cabinet Member for Strategic Planning and Transport) introduced the item and highlighted:

- a) The Plymouth Plan had been in place since 2015 as a single holistic plan replacing over 140 strategies and had been recognised regionally, nationally and internationally;
- b) The plan set a clear strategic direction for the city, covering social, economic and environmental wellbeing and was owned by the City Council and city stakeholders;
- c) The plan had been refreshed three times and integrated with the Plymouth and Southwest Devon Joint Local Plan adopted in March 2019, giving it a clear spatial expression;
- d) The Plymouth Plan and Local Plan were separate but connected, with the Local Plan acting as the spatial strategy for the Plymouth Plan;
- e) Research by the Plymouth Health Determinants Research Collaboration found strong support for continuing the Plymouth Plan, even among those with low awareness of it;
- f) Feedback highlighted the need to simplify the plan, focusing on key outcomes rather than detailed policy revisions which should sit within delivery plans;
- g) A comprehensive review was needed as much of the content remained as it was in 2015 despite major changes including Brexit, the COVID19 pandemic, cost of living crisis, climate emergency declaration and economic impacts of the war in Ukraine;
- h) The city faced significant opportunities including city centre transformation, designation as a National Defence Growth Area, National Centre for Marine Autonomy and £4.4 billion government investment into HM Naval Base Devonport and Babcock's Dockyard;
- i) The review process was at stage one, aiming to raise awareness and scope key issues. Councillors were asked to contribute perspectives on whether the plan addressed the most important strategic issues and identify areas for inclusion;
- j) The review provided an opportunity to integrate areas such as play into the plan and ensure the strategy includes the right hooks for delivery plans.

In response to questions, supported by Kat Deeney (Head of Environmental Planning), Jonathan Bell (Head of Spatial Planning and Sustainable Development) and



Paul Barnard (Service Director, Strategic Planning and Infrastructure), the following was discussed:

- k) There had been ongoing discussions about how the Plymouth Plan worked and its value, which could not be achieved without partnership work. The programme set out in the draft paper looked ahead to the autumn of 2026 and was expected to move more swiftly than a local plan;
  - i. From late spring to early summer, work was planned to pull together a draft plan for consultation, providing opportunities for input before final endorsement by City Council and partnership boards;
  - ii. Partners had consulted within their own communities to ensure the information feeding into the plan was as thorough as possible and there would be opportunities to reconnect with scrutiny at key stages to keep members informed and involved throughout the process;
- l) The existing Plymouth Plan was a large document, but the intention had been to reduce it down because it was a high-level strategic plan. Beneath were plans such as the Plan for Nature and the Local Plan, which contained the detail and the month-on-month delivery processes. The Plymouth Plan would act as the overarching framework, setting out the strategic direction while individual plans provided detailed actions;
- m) The review had aimed to look at the entire delivery framework to ensure the Plymouth Plan remained the guiding document. It was noted that partners valued the clarity and structure the Plymouth Plan provided, making it easier to tell the story of the city and align priorities;
- n) The Plymouth Plan was adopted for the city with a defined lifespan and went to City Council for approval;
- o) The Plymouth Plan provided continuity and clarity for investors and partners, ensuring priorities remained clear regardless of administration. This approach had supported successful funding bids and created a broad consensus on the city's direction. The review would refresh the vision and strategic objectives to reflect current challenges and opportunities while maintaining that collective approach;
- p) There had been ongoing efforts to identify best practice elsewhere, but no other city had created a single integrated plan in quite the same way. When the Plymouth Plan was introduced, it had been inspired by the Portland Plan in the United States of America (USA);
- q) As part of the review, benchmarking and learning from other authorities would be explored to ensure great ideas were adopted where possible;
- r) The next annual report would update data and maintain the evidence-driven approach. The review would refresh indicators and test whether current metrics were still appropriate, as many dated back to 2015;

- s) Tools such as Power BI and AI were used to create real-time monitoring and an online dashboard, making data live, rather than static, which would be explored to monitor the plan;
- t) The vision was for the Plymouth Plan to remain a digital document that allowed users to access relevant information easily.

The Panel agreed:

- I. To note the update on and proposed review of the Plymouth Plan.

### 30. **Plymouth Local Plan: Next Steps and Timetable**

Councillor Stephens (Cabinet Member for Strategic Planning and Transport), supported by Rebecca Miller (City Planning Manager), Jonathan Bell (Head of Spatial Planning and Sustainable Development), introduced the item and highlighted:

- a) Since 2019 there had been an adopted joint local plan with South Hams and West Devon which had been effective but key elements were now out of date due to changes to the national planning policy framework and the new standard method for housing need;
- b) The previous government and the current government had continued reform to the national planning system, but not all parts were yet in place to formally start a new local plan process;
- c) Work had begun to identify what should be in scope of the new plan and what the key issues were that needed to be addressed;
- d) A Local Development Scheme (LDS) was approved setting out a provisional timetable for a 30-month plan production period plus a four-month scoping period subject to local plan regulations being published;
- e) The aim was to start the four-month scoping stage in January 2026;
- f) Plymouth had significant opportunities with over £4.4 billion of planned investment in the defence industry, Team Plymouth work streams, investment in the Freeport, being shortlisted as a potential new town and partnership working with Ministry of Housing, Communities and Local Government (MHCLG) and Homes England;
- g) Major challenges included meeting the governments standard method for housing which had doubled the annual requirement, the challenge would be balancing growth with preserving the unique environment and meeting needs of the population;
- h) Early involvement from the scrutiny panel and ward members was important for launching the new local plan process;

- i) The current joint local plan would be replaced by separate plans for Plymouth and for South Hams and West Devon, but the existing joint plan would remain in place until the new plans were adopted;
- j) National planning reforms including the new local plan regulations and spatial development strategies were still awaited and were needed before Plymouth could formally start the new plan;
- k) The duty to cooperate had been cancelled but the requirement remained to work with neighbouring authorities for proper strategic planning;
- l) The plan would have to address the standard method for housing as housing delivery had only met the required level twice in recent years;
- m) The plan must support the economic strategy including land for marine employment and strategic connectivity;
- n) Plymouth was a regional city, and the plan must support the city centre and major facilities and ensure good connectivity with the surrounding areas and natural environment;
- o) Transformational change in the city centre was expected to be a major topic for the next plan;
- p) The plan had to consider how Plymouth became more accessible and well connected and how local communities had what they needed close to their homes, including access to nature;
- q) Climate resilience and reducing carbon emissions in line with the climate emergency declaration would be a major challenge;
- r) Planning for infrastructure to support sustainable growth would require updating the infrastructure needs assessment and the infrastructure delivery plan.

In response to questions, supported by Paul Barnard (Service Director, Strategic Planning and Infrastructure), the following was discussed:

- s) Recent housing delivery had fallen sharply, the new requirement of 1280 dwellings per year was a major challenge, and meeting it would require intensification, use of more sites, and a clear growth strategy supported by infrastructure;
- t) In response to concerns about reliance on Homes England, it was confirmed that Homes England was an important partner but development would have to use existing allocated sites and be managed carefully to avoid harming the city centre;

- u) In response to concerns about public resistance to city centre change, it was noted that new homes would offer choice, could benefit the economy, and had to be delivered in a way that reflected Plymouth's character;
  - i. Examples of successful regeneration were noted in other cities, and that Plymouth could learn from them but had to retain an approach that was specific to its own identity;
  - ii. The average number of homes in city centres across the country was 8,000, but in Plymouth this was just 800;
  - iii. City centre development would include homes of all kinds to suit various demographics;
- v) In reference to the impact of local government reorganisation (LGR), officers stated government expected planning work to continue and that early evidence gathering could proceed while awaiting clarity on boundaries and responsibilities;
- w) There would be structured engagement at ward and strategic levels, and neighbourhood network style approaches could support meaningful community input;
- x) Many UK cities had sought public realm improvements and improved cultural offers to attract more people into city centres;
- y) Ideas and evidence from existing neighbourhood plans would be reviewed and used where relevant;
- z) The Panel discussed concerns about affordability for under 35s and the availability of HMOs. Existing policies would be reviewed and that wider housing needs would inform future policy;
- aa) In relation to the concern about protection of Central Park, it was confirmed that existing policy protections remained active, and the new plan offered an opportunity to strengthen them further;
- bb) The Panel discussed the nighttime economy and city centre living, noting the need for sustainable transport and improved connectivity to support future growth;
- cc) Design codes would play a major role in ensuring good quality development, helping to shape architecture, materials and place making, including through clearer visual guidance.

The Panel agreed:

- I. To note the update on the potential scope and timetable for the next Plymouth Local Plan.

31. **Tree Management Principles Document**

Councillor Briars-Delve (Cabinet Member for Environment and Climate Change), supported by Andy Sharp (Interim Service Director for Street Scene & Waste), Kat Deeney (Head of Environmental Planning) and Chris Avent (Green Estate Manager) introduced the item and highlighted:

- a) It was noted that Plymouth was an incredibly green city with hundreds of thousands of trees and that trees brought wide benefits including flood resilience, biodiversity, carbon sequestration, urban cooling, air quality and improved wellbeing;
- b) It was noted that there were real challenges in ensuring environmental values were embedded across all teams and that the tree management principles document would help improve transparency, safety, engagement and sustainability;
- c) The document continued to be rooted in expert feedback from tree officers, environmental groups and the plan for trees steering group, which included passionate community representatives;
- d) It was noted that the background to the document had been influenced by contributions from opposition councillors through planning, which had shaped thinking on how to continue improving practice;
- e) The Council was responsible for approximately 70,000 trees and had duties relating to tree protection orders (TPOs) and planning which all interrelated;
- f) It was confirmed that the document recognised the importance of trees to the identity of Plymouth and updated the original 2019 version to reflect new legislation, new context and new standards;
- g) The scope had been expanded to include management of Council trees, TPOs, trees in the planning process and plans for planting more trees across the city;
- h) Engagement and consultation were embedded throughout the document and that safety considerations were clearly set out for the public and stakeholders;
- i) It was reported that the new Environment Act had introduced duties to consult on removing street trees and that learning from the Armada Way review had strengthened the focus on communication and public engagement;
- j) Internal and external working groups, including trusted external partners, had reviewed the document and comments from the meeting would be considered in the final version;
- k) It was confirmed that the document would be reviewed every five years to respond to changes in legislation, context and the needs of the city;

- l) Key changes included expanded definitions of how Council trees were managed, clearer explanations for the public and new sections on tree planting and the relationship with planning;
- m) The document set out a clear process for consultation on trees, drawing on learning from other authorities, and included an appendix covering consultation steps;
- n) It was noted that the revised document provided a framework for working with partners and the public to make sensible decisions on tree management across planning, Council owned trees and future tree planting.

In response to questions, the Panel discussed:

- o) The legislation did not set out how assessments had to be carried out and there were no prerequisites about what information had to be included;
- p) The duty was to consult for removal of trees, display notices, inform the public, publish information on the website and communicate with local residents;
- q) Appendix one included an options assessment report to help identify what the public would need to know and understand, and officers would use this to inform communications;
- r) The flow chart made the decision-making process incredibly clear, showing reasons why tree removal might be necessary, such as public safety risks or road safety requirements, and who would be involved;
- s) It explained how transparency with communities would be achieved and represented a big step forward compared to previous processes;
- t) It was recognised that trees were a sensitive subject and it was important that policies ensured transparency in any decision making around any particular tree;
- u) The Tree Equity UK map provided clear neighbourhood boundaries and could apply mapping on health inequalities and socioeconomic data. Two major Council commissioned reports also explored this canopy data in more depth, details of which would be shared with Panel members **ACTION**;
- v) Feedback had been broadly positive with some technical points raised, particularly around where trees were planted. The document had principles, not detailed definition, and final comments were still being collected;
- w) Kings Road had been used as a pilot to test the process. The scheme responded to multiple fatalities and included crossings and traffic calming, and tree felling had been identified as essential. Zero tree loss was an option, but it would mean not installing sustainable transport infrastructure and choosing

the life of four trees over the life of potential road users and pedestrians. Twenty trees would be planted nearby and three of the four trees planned for removal were category C;

- i. The Council had to balance different priorities and in this case there were compelling factors for tree felling;
- x) Planting in deprived communities was already ongoing;
- y) There were 45 schemes for the 2025/26 winter season and Community Forest funding would likely to continue for another four years, allowing quicker progress;
- z) Nature was being integrated into place-making and biodiversity considerations;
- aa) The planning team used nature as part of solutions such as flooding. The new local plan provided an opportunity to tie this together and support more trees in new developments;
- bb) A TPO did not block all tree felling but gave extra protection for trees of amenity value at risk;
- cc) Wilmot Gardens had been considered when developing the document;
- dd) Plymouth City Council could not TPO all 60,000 trees but would prioritise the highest value. National methodology would ensure consistency.

The Panel agreed:

- I. To endorse the updated Tree Management Principles 2025 document.

## 32. **Work Programme**

Glenn Caplin-Grey (Strategic Director for Growth) and Hannah Chandler-Whiting (Democratic Advisor) explained:

- a) With a number of items remaining on the work programme it had been determined that an additional meeting would be scheduled for 29 January 2026;
- b) This would also allow the Chelson Meadow Solar farm to be discussed following the outcome of a funding bid, but before it would need to go to Cabinet for decision;
- c) There were also time pressures relating to the Plymouth Waterfront Partnership item and it was therefore also proposed for the 29 January 2026 meeting.

The Panel noted its work programme.

33. **Action Log**

Hannah Chandler-Whiting (Democratic Advisor) noted:

- a) Outstanding actions were being chased.

The Panel noted its action log.